YORBA LINDA
TOWN CENTER
SPECIFIC PLAN

July 7, 2011
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Chapter 1 | Introduction

The Introduction discusses the purpose and organization of this document and the Specific Plan Area boundary.
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1.1 PURPOSE

The Yorba Linda Town Center Specific Plan is a comprehensive document that will implement the vision for the Town Center Specific Plan Area as established by the Blue Ribbon Committee Findings and Recommendations. A Specific Plan is a regulatory tool that local governments use to implement the General Plan and to guide development in a localized area. While the City of Yorba Linda General Plan is the primary guide for growth and development in the community, the Specific Plan is able to focus on the unique characteristics of a specialized area. This Specific Plan was prepared pursuant to Section 65450 et seq. of the California Government Code.

The Specific Plan allows for customizing the standards and regulations found in the City of Yorba Linda Zoning Ordinance to help achieve the vision for the Town Center. The Specific Plan provides a framework for more unique developments than those anticipated under existing rules and procedures. It establishes appropriate land uses, development standards, urban design concepts, and architectural design guidelines for the Specific Plan Area, which are combined with a logical system of circulation, parking, and public improvements.
1.2 YORBA LINDA TOWN CENTER PLAN AREA

The Yorba Linda Town Center Specific Plan Area is bounded by Imperial Highway to the west, Yorba Linda Boulevard to the south, Lakeview Avenue to the east and Lemon Drive to the north (Figure 1-1). The heart and backbone of the study area is Main Street, which runs north and south between Imperial Highway and Lemon Drive. Main Street is characterized by historic buildings including several that have architectural merit, pleasant streetscapes, and ground floor retail shops with some offices on the upper stories. To the west of Main Street is the City Public Library. East of Main Street consists of several vacant single-family residential homes.
1.2.1 Existing Conditions

The Yorba Linda Town Center existing conditions are provided in Appendix A. The following topics are discussed:

- Parking
- Development Standards
- Land Uses
- Design Character
- Pedestrian Environment
- Main Street Treatment
- Cultural Resources
- Hydrology
- Land Use
- Traffic and Circulation
- Transit Services and Bikes
- Public Services and Utilities
- Economic Findings
- Historic Findings

1.3 WHAT IS A SPECIFIC PLAN?

A Specific Plan is a document designed to implement the goals and policies of the General Plan. A Specific Plan contains detailed development standards and regulations, distribution of land uses, infrastructure requirements, and implementation measures for the development of a specific geographic area. Civic-oriented, pedestrian-oriented, and mixed-use development (housing over commercial), may be included as part of a Specific Plan.

The land uses, development standards and regulations are the most important aspects of a Specific Plan since they implement the goals and policies of the General Plan. The Specific Plan is similar in nature to the zoning ordinance because it deals with implementation through the use of development regulations. Unlike the citywide zoning ordinance, Specific Plans are targeted to specific planning areas. This allows for both greater flexibility and more specificity to focus regulations and standards to achieve specific strategies. These provisions also provide a greater level of assurance to prospective developers and the development community relative to the City’s long-term goals for a specific geographic area. As its primary purpose, a Specific Plan provides mechanisms to target implementation measures toward a specific planning area while preserving and enhancing areas of historical or architectural significance.

It is important to note that a Specific Plan only establishes land use zones and development standards. Actual development proposals, building placement, and design will come through private investment following the adoption of the Specific Plan (refer to Figure 1-2).
Figure 1-2 Development Process Diagram
1.4 RELATIONSHIP TO OTHER PLANNING DOCUMENTS

1.4.1 City of Yorba Linda General Plan

The Specific Plan is consistent with and furthers the objectives of the City of Yorba Linda General Plan by providing detailed criteria for development within the Town Center and public improvements. The Specific Plan’s vision, goals, and implementation actions are based on direction given in the General Plan. The Specific Plan provides for more precise implementation of the General Plan’s goals, objectives, and policies. The Specific Plan has been prepared to reinforce all elements of the General Plan. The following is an explanation of the subareas identified in the General Plan and allowable densities carried forward in this Specific Plan document.

With the exception of the “Altrudy Lane” residential site, the Town Center Specific Plan Area is designated as “Community Core/Downtown Historical District Area Plan” in the Land Use Element of the 1993 General Plan. The “Altrudy Lane” residential site is designated as Medium Density Residential (average of 3 du/ac).

There are three subareas to the Community Core designation for which specific policies and implementation measures apply, including the preparation of a specific plan to implement the General Plan. An exhibit illustrating the Area Plan and subarea boundaries can be found in Appendix 1 of the General Plan. The two subareas that apply directly to the Town Center Specific Plan Area are as follows:

a. Downtown Historic District: this 24 acre area includes all of the Town Center Specific Plan Area except for the two residential sites located on the east side of Lakeview Ave. It is intended for “downtown” commercial and office uses as the primary land use focus. The existing residential units along Lakeview Ave and Valencia Street are considered transitional uses for ultimate conversion to commercial/office or high density residential uses. A maximum of 40% (9.6 acres) of the land area in the “downtown” could be permitted as higher density residential (10 du/ac) with bonus densities up to 15 du/ac for compliance with recommended design and theme guidelines. This designation provides opportunity for approximately 150 “affordable” dwelling units in the Historic Downtown area, primarily developed above the ground floor area or as “row-house” development. The residential uses would support the daytime/evening/weekend intent of the area.

b. Community Commercial District: this district consists of 108 acres and is intended for commercial, office, existing and proposed high density residential, and public uses which are peripheral to...
the Downtown Historic District. A maximum of 15% of the land area (16.2 acres) could be permitted for higher intensity residential development, for a potential of 243 dwelling units; representing an average residential density of 15 du/ac. The 198 unit senior citizen housing development is also included in this subarea over and above the permitted dwelling unit count for a total of 441 dwelling units.

Among the Land Use Element’s Recommendations for the Community Core/Downtown Historical District are the following:

a. Promote enhanced development in the Commercial Core/Downtown Historical District.

b. Allow higher density residential uses, including townhomes and other quality attached single family products, based on the fiscal analysis, to support daytime, evening and weekend activity to the area.

c. Actively pursue lot consolidation opportunities, comprehensive infill development and intensification of under utilized parcels to create a cohesive Community Core.

d. Require circulation improvements to promote pedestrian circulation and tie the public uses to the commercial and residential uses, as well as improve parking availability and access into the area.

1.4.2 City of Yorba Linda Title 18 Zoning

The core area of the Town Center Specific Plan Area (excluding the Lakeview Ave residential sites) is currently zoned C-G (Commercial General) with the TC (Town Center) Combing Zone. The Altrudy Lane residential site is currently zoned R-S (Residential Suburban), while the second Lakeview Ave residential site is zoned C-G without the TC Combing Zone.

Development standards for the C-G Zone can be found in the Chapter 18.18 of the Yorba Linda Municipal Code. The zone is intended for the location of retail and wholesale commercial activities.

The R-S Zone is intended for residential development on minimum lot sizes of 10,000 square feet, with a maximum density of three units per acre. Development standards for this zone are found in Chapter 18.10 of the Municipal Code.

Article IV of Chapter 18.18 of the Municipal Code establishes the purpose and development standards of the TC Combing Zone. The intended purpose of the Combing Zone is to provide a zone to help eliminate both physical and economic blight, stimulate desirable growth, encourage realignment of some streets, control the location of critical driveways, install needed public improvements and preserve the character of Main Street and Olinda Street.
Permitted uses with the TC Combing Zone include all those permitted in the underlying zone (C-G), with the exception of single retail users over 10,000 square feet. In addition, residential uses may be established on second or higher floors when the ground floor is used for commercial purposes.

Approval of a conditional use permit is required of all new construction, as well as a change in use which increases on-site parking demand. The TC Combing Zone also establishes a minimum lot size of three acres for new construction. The requirement can be waived by the Planning Commission under certain circumstances.

1.4.3 2009-2014 Yorba Linda Redevelopment Agency Five-Year Implementation Plan


The Implementation Plan is used as a planning tool and guideline for the Agency as it pursues its goal of alleviating blight. The document consists of an explanation of the legal requirements associated with the preparation of the Implementation Plan, the purpose of preparing a Plan, and the history of Yorba Linda’s redevelopment project area. These items are discussed in the first few sections of the Plan and lay the foundation for the rest of the document. Section IV focuses on the Agency’s five-year plan for elimination of blight, including its goals and objectives as they relate to four areas of focus: 1) Town Center, 2) Historic Preservation, 3) Economic Development, and 4) Affordable Housing.

The Redevelopment Agency has already sponsored numerous programs and projects that have made significant contributions towards the elimination of blight, the provision for housing, initiation of economic development, and enhanced the quality of life for residents in the city. This Implementation Plan provides a strategy for the Agency to continue its redevelopment efforts. The document helps the Agency to prioritize projects and communicate its goals to the community.
1.4.4 Tamulinas Property Agreement
The Yorba Linda Town Center Specific Plan must be in compliance with the provisions set forth in the Owner Participation Agreement and Reciprocal Easement and Maintenance Agreement between Walter G. and Jeanne A. Tamulinas (OPA) and the Yorba Linda Redevelopment Agency dated October 4, 1994. Where conflicts arise between the provisions in the Yorba Linda Town Center Specific Plan and the OPA the OPA shall supersede or shall be amended by Parties so as to be consistent with the Yorba Linda Town Center Specific Plan.

1.4.5 Blue Ribbon Committee Final Report
Established by the City Council, the Blue Ribbon Committee (BRC) was charged with obtaining and providing additional public input as to what the Yorba Linda community would like to see included in the Yorba Linda Town Center. The BRC was responsible for preparing conceptual recommendations and guiding principles for consideration by the City Council. The Council was presented with the Yorba Linda Town Center Blue Ribbon Committee Report on November 26, 2007. This Specific Plan implements the guiding principles and recommendations presented in the report. Specifically, Chapter 2 Vision discusses the committee’s recommendations and Table 2-1 summarizes how and where the recommendations are addressed.

1.4.6 Downtown Master Plan (Denton Plan)
This plan studied both the Old Town area and surrounding environs including the adjacent shopping centers and Nixon Library. The Master Plan was meant to be a vision for the future downtown and not as a final ordinance. This Specific Plan refines and incorporates many of the design guidelines, pedestrian circulation elements, landscape elements, and plaza concepts presented. Therefore, the contents of the Town Center Specific Plan supersede the guidelines and concepts identified in the Master Plan.

1.4.7 Yorba Linda Right-to-Vote Amendment
In 2006, the voters of Yorba Linda approved Measure B, the Yorba Linda Right-to-Vote Amendment (YLRVTA), which has been codified as Yorba Linda Municipal Code (YLMC) Section 18.01. This section, along with Section 18.01A (Land Use Right-to-Vote Amendment Implementation), establishes criteria and processes for amendments to certain identified “Planning Policy Documents”. Adoption of the Town Center Specific Plan, and subsequent entitlement applications are subject to the requirements of these chapters.
Pursuant to YLMC Section 18.01.020, no repeal, amendment or adoption of all or part of the following land use Planning Policy Documents of the City of Yorba Linda may become effective unless and until there is compliance with the provisions of Section 18.01:

a. The text of the Yorba Linda General Plan’s Land Use Element,

b. The Land Use Policy Map of the Yorba Linda General Plan (Exhibit LU-4, also called "Land Use Diagram"),

c. The text of the Yorba Linda Zoning Code (Title 18 of the Yorba Linda Municipal Code),

Pursuant to YLMC Section 18.01.020, no repeal, amendment or adoption of all or part of the following land use Planning Policy Documents of the City of Yorba Linda may become effective unless and until there is compliance with the provisions of Section 18.01:

a. The text of the Yorba Linda General Plan’s Land Use Element,

b. The Land Use Policy Map of the Yorba Linda General Plan (Exhibit LU-4, also called "Land Use Diagram"),

c. The text of the Yorba Linda Zoning Code (Title 18 of the Yorba Linda Municipal Code),

d. The Zoning Map of the City of Yorba Linda,

e. Any Specific Plan for a geographic area within the City, or

f. Any Development Agreement granting rights to develop private or public land.

Title 18 further establishes and defines two categories/types of amendments to these Planning Policy Documents ("Major and Regular Amendments"). A Major Amendment to one of the six identified planning policy documents will not become effective unless and until it is approved by a majority vote of the electorate of the City of Yorba Linda voting “YES” on a ballot measure proposing the Major Amendment at a regular or special election (YLMC Section 18.01.040.A.). In addition, no Major Amendment or Regular Amendment of any of the Planning Policy Documents shall be effective unless and until it is approved by an ordinance adopted by the City Council (YLMC Section 18.01.040.B.).

A Major Amendment of any of the Planning Policy Documents is defined as any amendment which results in any of the following changes to the development standards for any parcel of land affected by the proposed amendment:

a. Increases the number of residential units which may be constructed on a parcel designated for residential uses.

b. Increases the number of separate parcels which may be created from an existing parcel.

c. Changes any residential land use to allow any other land use.

d. Changes any non-residential land use to allow any residential land use greater than ten (10) net dwelling units per acre or allow a mix of commercial and residential uses.

e. Increases the allowed maximum height of development.

f. Provides for the private development of land owned by a government entity within five years of the date of the approval to develop the land.

g. Repeals any of the Planning Policy Documents.
1 Introduction

A Regular Amendment of any of the Planning Policy Documents includes any amendment which is not a Major Amendment.

In addition to the above, Measure B also established a City-wide height limit of thirty-five (35) feet, measured from the lowest point on the exterior of the structure at ground level to the highest point on the structure. Exemptions to this standard are limited to church steeples, public schools, and other structures exempted by state or federal law (YLMC Section 18.01.050).

On November 16, 2010, the Yorba Linda City Council reviewed an analysis of the Town Center Specific Plan conformance with the Yorba Linda Right-to-Vote Amendment (also known as Measure B). The Right-to-Vote Amendment (RTVA) is included in the City Municipal Code as Chapter 18.01 and requires citywide elections for approval of certain "major amendments" to the City's planning policy documents (including specific plans). Based on the analysis presented, City Council action determined that the Town Center Specific Plan does not constitute a major amendment to a planning policy document, and therefore no RTVA vote would be required for adoption of the Specific Plan. As described in the analysis and noted in section 3.30 Multi-Family District Development Standards, residential densities for the two residential sites in the Multi-Family District would increase to a maximum of 20 dwelling units per acre only upon action by the City Council and a successful RTVA vote (related with the General Plan Housing Element). The November 16, 2010 staff report and City Council minutes are hereby incorporated into the Specific Plan by reference.
1.5 DOCUMENT ORGANIZATION

This Specific Plan is organized into eight chapters that discuss public improvements and streetscape guidelines, architectural design guidelines, private urban form criteria, permitted land uses, development standards, circulation, pedestrian mobility, infrastructure, an implementation plan, and administration. The following describes the contents of the Specific Plan in more detail:

Chapter 1. Introduction – The Introduction discusses the purpose and organization of this document and the Specific Plan Area boundary.

Chapter 2. Vision – This chapter describes the community’s vision for the Town Center as set forth in the Blue Ribbon Committee’s recommendations including planning principles and a vision graphic. The community outreach process associated with the project, as well as the Specific Plan’s relationship to the Blue Ribbon Committee Final Report and other pertinent City documents and policies are discussed in this chapter.

Chapter 3. Land Use and Urban Form – This chapter sets forth general provisions for development within the Specific Plan Area and details the permitted land uses and development standards for each district within the Specific Plan Area. This chapter also provides architectural design guidelines and includes topics such as site planning, landscaping, building design, utilities, signs, and materials.

Chapter 4. Streetscape Beautification and Public Improvements
This chapter provides direction for public improvements for the entire Specific Plan Area. Topics include; public plazas and parks, recommended street trees, lighting, street furnishings, crosswalks, public art, public right-of-way landscaping and gateway design treatments.

Chapter 5. Mobility and Circulation – This chapter focuses on pedestrian and vehicular circulation. It contains recommendations for the street environment, existing and proposed parking, and transit information.

Chapter 6. Infrastructure and Public Facilities – This chapter addresses essential infrastructure requirements for future development within the Specific Plan Area including water, sewer, stormwater, solid waste, schools, police, fire, parks and library services

Chapter 7. Implementation – This chapter provides implementation strategies and direction for achieving the goals set forth within this Specific Plan.

Chapter 8. Administration – This chapter describes the authority of the Specific Plan, processing requirements and the administrative procedures required for amendments and/or modifications to the Specific Plan.
1.6 STANDARDS VS. GUIDELINES

As this document contains both development standards and design guidelines, it is important to make a distinction between the two types of regulations.

*Development standards are mandatory regulations that must be met by all development to which the standards apply.* These standards are regulatory tools that are critical to the performance of each use, such as building height, coverage/FAR/ density, setbacks, build-to lines, required amount of parking, etc.

In addition to the regulated development standards provisions of this Specific Plan, future development is also directed by design guidelines. *Design guidelines are not mandatory requirements, but the guidelines provide a defined framework of design principles that supplement zoning development standards.* Design guidelines address such issues as site design; building massing, forms, and articulation; and utilitarian aspects of a building. The guidelines provide direction on the more qualitative aspects of a development project.

Projects must meet ALL development standard regulations. The City of Yorba Linda may interpret the design guidelines with some flexibility in its review of specific projects. The guidelines will be utilized during the City’s development review process to encourage the highest level of design quality, while at the same time providing the flexibility necessary to encourage creativity on the part of the project designers.

All projects will be evaluated on adherence to the development standards and the degree to which substantial compliance with the intent of design guidelines is demonstrated, leading to a recommendation of project approval or denial.
Chapter 2 | Vision

This chapter describes the community’s vision for the Town Center including planning principles and a vision poster. The community outreach process associated with the project, as well as the Specific Plan’s relationship to the Blue Ribbon Committee Final Report and other pertinent City documents and policies.
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2.1 PLANNING PROCESS

At the onset of the Specific Plan process, a Blue Ribbon Committee (BRC) was formed to establish a set of goals and objectives to provide direction for the development of the Yorba Linda Town Center Specific Plan. These recommendations served as the foundation for the development of the specific plan. Initial phases of the specific plan effort included conducting an extensive existing conditions and opportunities and constraints analysis (refer to Appendix A for a summary of findings and a committee roster). The process included gaining an understanding of the setting and history of the downtown, as well as the existing regulations for the area. Key stakeholders were interviewed to gain insight about the local community's concerns and desires for the area. The information gathered through this process helped to establish a set of existing issues on which the Specific Plan should focus in combination with the recommendations included in the Blue Ribbon Committee Findings and Recommendations Report. From all of these elements, a vision was formulated and this Specific Plan was created to turn the Yorba Linda Town Center into an economically vibrant, pedestrian-oriented area that is attractive to both tourists and local residents.

The Town Center Vision, as formulated through this Specific Plan effort, establishes a vital center to the city of Yorba Linda by offering a mix of commercial, entertainment and recreation uses that will energize and unify the Town Center through this Specific Plan. These uses include a library, a cultural arts venue, outdoor dining opportunities, and a centrally located park where people can congregate and come together as a community. The City and the community value the importance of green building and sustainable planning and design concepts while upholding the historic character of the Town Center. These concepts were used to guide the visioning and design process.
2.1.1 Blue Ribbon Committee (BRC) Report and Recommendations

The BRC developed a vision statement to guide its efforts to identify nine priority topics (context, public open space, entertainment, circulation, parking, housing, restaurants, retail, and cultural arts) and prepared guiding principles and recommendations. The vision statement for the Yorba Linda Town Center is as follows:

“The Town Center should be a family-oriented place that is respectful of our history where people go to eat, shop, walk, gather, play, and be entertained and informed. There should be safe and adequate parking to support the activities.”

Sections 2.2.2-11 contain the principles and recommendations identified in the Blue Ribbon Committee Findings and Recommendations Report. These principles and recommendations were used to generate the land use policies, design guidelines, and recommendations found in this Specific Plan and the relationship between the two documents is described on Table 2-1.
### Table 2-1 - Blue Ribbon Committee Guiding Principles and the Specific Plan

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### 2.1.2 Guiding Principles

The following Guiding Principles were developed by the BRC:

- a. All planning and development decisions should be consistent with the vision.
- b. A variety of public open spaces should be integrated throughout the Yorba Linda Town Center.
- c. The Yorba Linda Town Center should accommodate entertainment for all ages.
- d. Circulation in the Yorba Linda Town Center should uphold and balance the needs of the public.
- e. Parking in the Yorba Linda Town Center should be safe, attractive, and convenient.
- f. Future housing should be strategically located and designed to fit in with the overall architecture and character of the Yorba Linda Town Center area.
- g. High quality restaurants should be established that would draw people to the Yorba Linda Town Center.
- h. The commercial mix should foster a vital and convenient retail environment that attracts people and supports growth.
- i. Cultural and fine arts venue(s) should be integral components to the Yorba Linda Town Center.
2. Vision

2.1.3 Context

Context describes the tangible and intangible attributes that provide a place with its identity. The city of Yorba Linda is typified by beautiful streetscapes, multi-purpose trails, open space, consistent landscaping, and cohesive planning that weaves together the small town and historic character of the city as “The Land of Gracious Living.”

Context Guiding Principle

All planning and development decisions should be consistent with the vision of the Yorba Linda Town Center as a gathering place for shopping, dining, business, entertainment, and socializing, while reflecting the city’s semi-rural, equestrian, historic, and family-oriented character.

Context Recommendations

A. A Specific Plan should be prepared that is consistent with all BRC Guiding Principles for the Priority Topics in this report and should also include the following:

1. Review and refine architectural guidelines.
2. Retain and enhance the public library facility in the Yorba Linda Town Center.
3. Conduct an historic resources inventory.
4. Consider adaptive reuse and maintenance of historical structures.
5. A fiscal analysis should be included as part of the Specific Plan.
6. Consider development incentives for projects consistent with the vision.
7. Define and prepare a gateway and signage program for the Yorba Linda Town Center.
8. Consider opportunities to integrate Yorba Linda’s equestrian heritage and lifestyle within Yorba Linda Town Center.
9. Consider sustainable concepts and green design within Yorba Linda Town Center.
2.1.4 Public Open Space

Public open space, including parks, multi-purpose trails, plazas, and pathways, contribute to a vibrant community. The Yorba Linda Town Center currently does not provide adequate quality public open space for community gatherings.

Public Open Space Guiding Principle

A variety of public open spaces should be integrated throughout the Yorba Linda Town Center.

Public Open Space Recommendations

A. A Specific Plan should be developed that builds upon existing public open space design guidelines and includes landscaping, benches, lighting, signage, community plazas, interactive public art, play areas, public restrooms, fountains, park-like gathering spaces, and pathways.

B. Public open spaces should be developed with interpretive educational components such as conservation gardens, water conservation/xeriscape, equestrian heritage and historic identification signage.

Left: Proposed concept for Central Park, performing arts venue, and public library

Water features create focal points and interest

Community gathering places enhance civic pride
2.1.5 Entertainment

Entertainment, art, and music are important leisure-time components in the community.

Entertainment Guiding Principle

The Yorba Linda Town Center should accommodate entertainment for all ages.

Entertainment Recommendations

A. A Specific Plan should be developed that includes development standards and design guidelines which encourage family-oriented entertainment in the Yorba Linda Town Center.

B. A program should be developed to encourage merchants and organizations to incorporate entertainment and arts.
2.1.6 Circulation

Circulation is the movement of people by a variety of different methods including pedestrian, vehicular, equestrian, bicycle, and public transit.

Circulation Guiding Principle

Circulation in the Yorba Linda Town Center should uphold and balance the needs of the public to easily gain access to the destination elements of the Yorba Linda Town Center and adjacent areas.

Circulation Recommendations

A. A Specific Plan should be developed that includes a circulation element that addresses pedestrian, vehicular, equestrian, bicycle, and public transit.

B. Improve and establish connections to primary parking areas, public facilities, commercial centers, and residential areas, including but not limited to the Station Shopping Center, Packing House Square, Firestone Village Center, Nixon Library, Lakeview Shopping Center (Stater Brothers Center), and Park Place/Park Avenue neighborhood.

C. Re-investigate improved connections across Imperial Highway and Yorba Linda Boulevard.

D. Investigate traffic calming measures adjacent to crosswalks on Imperial Highway and Yorba Linda Boulevard.

E. Investigate shuttle or trolley bus service between commercial areas, Nixon Library, cultural arts venues, and other Yorba Linda Town Center destinations.
2.1.7 Parking

Location, supply, and management of parking are crucial for a successful Yorba Linda Town Center.

Parking Guiding Principle

Parking in the Yorba Linda Town Center should be safe, attractive, and convenient.

Parking Recommendations

A. After the land uses of the Yorba Linda Town Center are determined, a parking study should be conducted that is consistent with the circulation element of the Specific Plan.

B. The Specific Plan should include design guidelines for multiple types of parking areas that are well lit, attractive, and safe for both vehicles and pedestrians.

C. The Specific Plan should investigate a variety of parking systems. Should a centrally-located, tiered parking facility be recommended for development, the following should be considered:

   1. The facility could take advantage of the topography of the “gully” portion of the Yorba Linda Town Center land.

   2. The facility should be sized to accommodate parking for all of the Yorba Linda Town Center elements and activities, such as restaurants, retail, and the arts center, as well as for special events.

   3. The top level of the facility, if at grade with Main Street, could be designed as a convertible space for multiple uses.

   4. The facility should have several vehicular accesses from different levels and locations.

D. On-street parking throughout the Yorba Linda Town Center should be retained.
2.1.8 Housing

The Yorba Linda Town Center currently includes housing. The Yorba Linda Town Center is located within a redevelopment project area, which is subject to affordable housing requirements. The City is currently updating its State-mandated housing element.

Housing Guiding Principle

Recognizing the community’s preference for limited housing in the Yorba Linda Town Center, future housing should be strategically located and designed to fit in with the overall architecture and character of the Yorba Linda Town Center area.

Housing Recommendations

A. A Specific Plan should be prepared to include development regulations and design guidelines that require housing to be developed consistent with the overall architecture and character of the Yorba Linda Town Center area.

B. A Specific Plan should be developed for the Yorba Linda Town Center area to include a variety of housing types.

C. Preservation of existing historic housing should be encouraged.

D. Sites purchased with redevelopment housing set-aside funds within the Yorba Linda Town Center should be used for new housing, in accordance with State redevelopment law.

E. Partnerships with non-profit and/or public agencies to develop housing should be investigated.
2.1.9 Restaurants

Restaurants are important for a vibrant downtown. There currently are restaurants in the Yorba Linda Town Center, but opportunity exists to expand the range of choices.

Restaurant Guiding Principle

Recognizing the community’s preference for more choices in restaurants, the establishment of high quality restaurants is one of the components that would draw people to the Yorba Linda Town Center.

Restaurant Recommendations

A. A Specific Plan should be developed that could include incentives and an economic development strategy to encourage restaurants to locate in the Yorba Linda Town Center.

B. A Town Center Business Association could be formed to attract and market restaurants for the Yorba Linda Town Center.

C. Restaurants within the Yorba Linda Town Center should be encouraged to have unique attributes and cater to multiple age ranges.

D. Restaurants within the Yorba Linda Town Center should be encouraged to provide patio dining and include an entertainment component.
2.1.10 Commercial/Retail

Commerce is important for a vibrant downtown. There currently are commercial establishments in the Yorba Linda Town Center, but opportunity exists to expand.

Commercial/Retail Guiding Principle

The commercial mix in the Yorba Linda Town Center should foster a vital and convenient retail environment that attracts people and supports growth.

Commercial/Retail Recommendations

A. A Specific Plan should be developed that could include incentives and an economic development strategy to encourage retail establishments to locate in the Yorba Linda Town Center.

B. A Specific Plan should include development standards and design guidelines to promote ground floor retail.

C. A Town Center Business Association could be formed to identify and attract businesses for the Yorba Linda Town Center.
2 Vision

2.1.11 Cultural Arts

Arts, entertainment, music, and family-oriented gathering places are important to communities. Currently, Yorba Linda has limited venues for cultural and fine arts.

Cultural Arts Guiding Principle

Cultural and fine arts venue(s) should be integral components to the Yorba Linda Town Center, promoting economic development, cultural and educational enrichment, and enhanced community identity.

Cultural Arts Recommendations

A. Prior to the Specific Plan process, a preliminary siting study should be undertaken by the City to determine the locational feasibility of cultural and fine arts facilities in the Yorba Linda Town Center.

B. If the siting study determines that cultural and fine arts facilities can be accommodated in the Yorba Linda Town Center, the following items should be considered:

1. A Specific Plan should be prepared that includes development standards and design guidelines that would allow for the development of cultural and fine arts facilities.

2. Partnerships with non-profit and/or public agencies to develop and operate cultural and fine arts facilities should be investigated.

3. If the City decides to be a partner to develop and operate cultural and fine arts facilities, a feasibility and financial study will be required to determine the financial feasibility of such a facility prior to the investment of public resources.
2.2 **VISION**

As part of the Specific Plan process, a "Vision Poster" was prepared to depict a future view of what the Town Center could look like. This graphic "vision" may be used by the Redevelopment Agency, Chamber of Commerce, City, and others as a marketing tool and to attract class A tenants and new investors. A key objective of the poster is to keep the "vision" of the Town Center alive in the minds of the City and its citizens. The Vision Poster includes a plan view of the Town Center area supported by key sketches, conceptual before and after images, and text notes. The poster provides a compelling and easily understood description of the City's vision for the Town Center (see Figure 2-1).
2.2.1 Responsive Planning Process

The Specific Plan is the regulatory tool to implement the recommendations of the BRC report. As such, design concepts, policies, and guidelines incorporated in the Specific Plan were vetted through an extensive public process. Throughout the development of the document, the City conducted seven study sessions/public workshops with the community, City Council, Planning Commission, and the Traffic Commission, to gather input in order to refine the plan consistent with community objectives. As a result a number of refinements took place to ultimately arrive at the concept presented herein.

2.2.2 Previous Planning Concept - Cano/Denton Plan

During the outreach process, most individuals noted that the previously adopted Cano/Denton Plan reflected many desired elements for the downtown. Some of the recommendations of the plan included:

- Focus on pedestrian, dining and retail commercial activity
- Enhance Main Street
- Add new multi-family residential
- Locate an “eye catching” two-story structure at the intersection of Imperial Highway and Main Street
- Improve parking
- Create a neighborhood park
2.2.3 City Council/Planning Commission Study Session #1

At the first public study session held on June 9, 2009 City Staff and the consultant team presented the opportunities and constraints analysis and reviewed the BRC findings to confirm the goals and objectives of the specific plan and to receive early decision maker input. The Town Center concept land use plans were then revealed and preferred and alternate concepts were selected. The following feedback was provided:

- **Ideas Supported:**
  - Land uses must be economically viable.
  - Main Street should retain its existing character with some selected enhancements and limited to 1-2 stories.
  - Restaurants and retail along Yorba Linda Boulevard and Imperial Highway.
  - Residential and professional office uses in historic homes.
  - A cultural arts venue located in the Town Center.
  - Residential dwellings above ground floor retail in limited amounts for Main Street and Olinda Street.
  - Relocation and expansion of City Library.

- **Ideas Discouraged:**
  - A small “boutique” hotel with a small conference/meeting room facility
  - Relocation of City Hall to the Town Center
  - High-density residential development
  - Relocation of fire station

Left: land use Alternative B
2.2.4 City Council/Planning Commission Study Session #2

The comments received from study session #1 set the stage for the refinements that were included in the revised preferred site plan and alternative site plan presented at the second study session held on August 19, 2009. In addition, some conceptual before and after simulations were presented to illustrate plan concepts.

New concepts integrated included:

- Large landscape buffer at perimeter of Town Center project area
- Provide plaza at intersection of Imperial Highway and Yorba Linda Boulevard
- Integrate better pedestrian connectivity
- Maintain existing residential along Lakeview Avenue

2.2.5 Town Center Community Workshop

A Town Center Community Workshop was held on September 8, 2009 to present existing conditions, opportunities and constraints, and share preliminary concepts for the Proposed Plan and Alternative Plan.

Discussion included:

- Adequate parking is important
  - Mix of centrally located surface and structure parking
- Provide a downtown destination
- Potential cultural arts venue
- Provide incentives for enticing local businesses downtown
- Use topography in design
- Support Central Park concept
  - Park space, not active recreation
  - Community venue/amphitheater
- Sensitive treatment of Yorba Linda/Imperial corner
- Circulation improvements
  - Strategic locations for east-west connections
  - Pedestrian, equestrian considerations
- Ensure housing proposals are compatible
- Optimize relationship with Nixon Library
- Plan to make incremental improvements to Specific Plan Area to show progress
A conceptual land plan with building footprints was created to assist community members to visualize what could be. It is important to note that the Specific Plan only establishes land use zones and development standards and actual development proposals and building placement and design will come through private investment following the adoption of the Specific Plan.

2.2.6 City Council/Planning Commission Study Session #3

At this study session held on October 13, 2009, the updated land use plan was presented and was well received by the participants. The purpose of this joint study session was to present the findings of the historic property survey and to provide an overview of the Town Center Specific Plan features. Topics included land use and development standards, streetscape and circulation concepts, and proposed pedestrian amenities. Some of the key changes included:

- Maintain existing buildings or replace with new buildings consistent with historic character on Lakeview Avenue and School Street
- Create a pedestrian link to the Imperial Highway/Yorba Linda Boulevard intersection
- Expanded library footprint to allow a 40,000 sf building
- Enlarge public park
- Maintain adequate parking ratios and refine and add parking
- Move east-west connector to retain church parking

As a result of the positive feedback regarding the land use plan, the following next steps were launched:

- Final land use plan
- EIR and Traffic Reports
- Basis for Specific Plan Development Standard Guidelines
2.2.7 City Council/Planning Commission Study Session #4

Held on February 9, 2010, the focus of this joint study session was to discuss the purpose and objectives of the Specific Plan process, review progress to date, and take additional input from the public and the City’s elected and appointed officials in order to further refine the preferred land use plan and alternatives. Key issues discussed included:

- Circulation and access
- Parking
- Equestrian theme
- Lakeview homes

The meeting resulted in general consensus that the Specific Plan was moving in the right direction and was significantly better than previous versions presented. Members of the community stressed that adequate parking should be provided and that the guidelines and standards should ensure the retention of the historic town center scale and character.

2.2.8 City Council Study Session/Status Update

On July 20, 2010, RRM Design Group presented a general overview of the Specific Plan contents and progress. A description of each chapter was presented as well as a timeline of next steps. The Council acknowledged the progression of the Specific Plan and did not offer any additional direction at this time.

2.2.9 Yorba Linda Right-To-Vote Amendment

On November 16, 2010, the Yorba Linda City Council reviewed an analysis of the Town Center Specific Plan conformance with the Yorba Linda Right-To-Vote Amendment (also known as Measure B). The Right-to-Vote Amendment (RTVA) is included in the City Municipal Code as Chapter 18.01 and requires citywide elections for approval of certain “major amendments” to the City’s planning policy documents (including specific plans). Based on the analysis presented, City Council action determined that the Town Center Specific Plan does not constitute a major amendment to a planning policy document, and therefore no RTVA vote would be required for adoption of the Specific Plan. As described in the analysis and noted in section 3.30 Multi-Family District Development Standards, residential densities for the two residential sites in the Multi-Family District would increase to a maximum of 20 dwelling units per acre only upon action by the City Council and a successful RTVA vote (related with the General Plan Housing Element). The November 16, 2010 staff report and City Council minutes are hereby incorporated into the Specific Plan by reference.
2.2.10 Public Hearings

December 3, 2010, the Draft Environmental Impact Report (Draft EIR) and the Draft Specific Plan were released for public review and comment. On January 26, 2011, during the 60-day public review period for the Draft EIR, the Planning Commission held a public hearing to gather comments on both documents. Comments during the public hearing were centered, generally, on a limited number of issues including:

- Ensuring that sufficient parking is provided
- Feasibility of a cultural arts venue
- The proposed location of the library and whether it should be relocated to the “tank farm” property within Vista del Verde

Staff and consultants also responded to a number of questions related to the methodologies employed in analyzing traffic impacts and parking for the Town Center. Staff reiterated that the parking analysis concluded that a parking structure was unnecessary for Town Center unless a cultural arts facility ultimately was constructed. The Planning Commission closed the public hearing for the Draft EIR and continued the public hearing for the Draft Specific Plan to March 9, 2011.

On March 9, 2011, the Responses to Comments document (part of the Final EIR) was prepared and presented to the Planning Commission. Only limited additional public comments were received by the Planning Commission on the Draft Specific Plan. Specifically, Library Commission Chairperson Noell reiterated the Library Commission’s preference that a new Yorba Linda Public Library be located within the core area of Town Center. After responding to questions from the Planning Commission including the potential for a cultural arts venue within Town Center and the anticipated build-out time frame for the Specific Plan, the Planning Commission adopted Resolution Nos. 4802 and 4803 recommending certification of the Draft EIR (and preliminary Final EIR) and approval of the Draft Town Center Specific Plan, respectively, to the City Council.

On April 26, 2011, the City Council conducted a public hearing on the Specific Plan and EIR documents. Public comments addressed similar issues raised during the Planning Commission hearings including:

- Location of the library
- Grading or filling of the “gully”
- Proposed Lakeview widening
- Parking and the need for a parking structure
Council comments focused on the proposed density of the Cottage District, with some Council members expressing a concern that the highest and best use of the property is not being proposed. It was stated that the community has expressed a strong interest in preserving the character of the Town Center with lower densities in this area. Overall, the Specific Plan was strongly supported and a motion to adopt the Specific Plan certify the Final EIR was approved by the City Council.
Chapter 3 | Land Use and Urban Form

This chapter sets forth general provisions for development within the Specific Plan Area and details the permitted land uses and development standards for each district within the Specific Plan Area. This chapter also provides architectural design guidelines and includes topics such as site planning, landscaping, building design, utilities, signs, and materials.
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3.1 INTRODUCTION

This chapter provides direction for development within the Specific Plan Area through regulatory tools and guidelines established to shape the design character. These tools will help achieve the overall Yorba Linda Town Center vision, and more specifically, will provide refined direction for the types of uses that should occur and how these uses will be allowed to develop in each district within the Town Center.

The development standards guide new development as well as the re-use of existing buildings. The provisions of this chapter apply to building additions, exterior remodels, relocations, or new construction requiring a building permit within the Town Center area. Specific thresholds which cause compliance to the standards are set forth in Chapter 8, Plan Administration. Following the development standards, a series of district specific design guidelines have been provided to reinforce the desired image of the district.

3.2 DISTRICT-BASED APPROACH

This Specific Plan presents a mixed-use zoning approach in order to re-establish the Town Center as a focal point of activity, as advocated by the General Plan, and to meet the goals envisioned by the community.

In contrast to the single-use zoning based on land use type, the Specific Plan is based on geographic areas called Planning Districts. In the District approach, each district has a unique vision and a tailored range of uses and development standards that support the desired future condition. The district-based approach is by nature a “mixed-use” zoning approach where the desired activities and building forms dictate what is conditionally allowed and what is not allowed.

The Specific Plan divides the Town Center into five districts based on the characteristics of existing and expected future development. The five districts are illustrated on Figure 3-1.
3.2.1 Town Center Districts

- District 1 - Historic Town Center
- District 2 - Town Center Commercial
- District 3 - Civic/Cultural Arts and Public Facilities
- District 4 - Cottage
- District 5 - Multi-Family
3.3 USING THIS CHAPTER

Within this chapter, a Permitted Uses Table (Table 3-1) designates the permitted, conditionally permitted, and prohibited land uses within each District of the Town Center area. Before new development occurs, this section of the chapter must be consulted to determine whether a specific land use is allowed in a specific district.

In addition to regulating the type of land uses allowed, development is further regulated by specific site development standards that are critical to the performance of each use, i.e., building height for each of the five districts, massing, setback, build-to lines, relationship to street and sidewalk, required parking, location of parking, etc. In this chapter, these standards are presented by District. In addition to the regulated land use and development standards provision of the Specific Plan, future development is also directed by design guidelines that provide guidance on a range of site, landscape, and building issues and concepts. An important objective of this Specific Plan is to spell out the desired mix of land uses and location of these uses.

3.4 ALLOWABLE LAND USES

The intent is to customize the land use requirements to encourage reinvestment and revitalization of the Town Center Plan Area consistent with the Specific Plan vision. Table 3-1 identifies the permitted and conditionally permitted uses within each district and definitions are provided in Chapter 18.04 of the City's Municipal Code. Uses not listed on Table 3-1 are prohibited.
Table 3-1 - Allowable Uses

<table>
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<tr>
<th>Allowable Uses</th>
<th>District</th>
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<tbody>
<tr>
<td>P = Permitted</td>
<td>HTC</td>
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<tr>
<td>C = Conditional Use</td>
<td>TC</td>
</tr>
<tr>
<td>= = Prohibited</td>
<td>CA</td>
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<tr>
<td>T = Temporary Use</td>
<td>C</td>
</tr>
<tr>
<td>* = Permitted Only Above Ground Floor1</td>
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</tr>
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</table>

**Public and Semi-public**

- Amphitheater: -
- Commercial Recreation: C*
- Community Center: -
- Library/museum, public: -
- Outdoor event: T T T
- Park/recreational facility, public: -
- Performing arts venue/theatre/cinema: -
- Public building and grounds: -
- Recreational facility, private: -

**Commercial Uses**

- Alcoholic beverage sales, accessory: C C C
- Appliance store repair: C C -
- Artist/photographer studio: P P -
- Athletic/health club (<10,000 sf): C*
- Bank, financial institution: P P -
- Bar, cocktail lounge: C C -
- Club / lodge: C C -
- Coffee house, no entertainment: P P P P
- Coffee house, with entertainment: C C C C
- Convenience Store: - C -
- Drug store/pharmacy: C P -
- Drug store/pharmacy with drive-through: - C -
- General retail store (<10,000 sf): P P -
- General retail store (10,001 sf < 40,000 sf): P -
- General retail store (>40,000 sf): C -
- Medical/dental clinic: C* P -
- News stand: P P P P
- Office, business/professional: P* P -
- Outdoor sales and kiosks: P P T -
- Parking lot, commercial: C C C C
<table>
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<tr>
<th>Allowable Uses</th>
<th>HTC Historic Town Center</th>
<th>TC Town Center Commercial</th>
<th>CA Civic Cultural Arts &amp; Public Facilities</th>
<th>C Cottage</th>
<th>Multi Family</th>
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<tr>
<td>Places of public assembly</td>
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<td>Residential Uses</td>
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<td>Dwelling, multiple family</td>
<td>P*</td>
<td>C</td>
<td>-</td>
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<tr>
<td>Dwelling, single family</td>
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<tr>
<td>Mixed-Use</td>
<td>P</td>
<td>P</td>
<td>-</td>
<td>P</td>
<td>C</td>
</tr>
<tr>
<td>Second residential unit (per zoning code standard)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>P</td>
<td>-</td>
</tr>
</tbody>
</table>

* Above Ground Floor*

*Ground floor shall be defined as any floor level with an entrance that may be accessed from an outside ground elevation even with the level of that floor. For example, a building constructed on a slope may have entrances on more than one floor; each floor with an outside entrance level with the outside ground elevation would be considered a ground floor for the purposes of determining allowable uses.

* Ancillary use
3.5 TOWN CENTER PLAN AREA
ARCHITECTURAL CHARACTER

The Yorba Linda Town Center draws its architectural identity from its history. A small concentration of commercial buildings located along Main Street strongly conveys the city’s early commercial and social center. Many of the buildings on Main Street have no particular architectural style, while a few have stylistic details reflecting popular styles of the time, including western false front, Mediterranean Revival, Colonial Revival, and Mission. Architectural styles found elsewhere in the Town Center include American Craftsman and Carpenter Gothic. Additional character defining features are as follows:

- Some of the more prominent buildings, such as the Masonic Temple and the hardware store, are two stories in height.
- All of the buildings, even the large ones, are modest in their detailing and ornamentation.
- Common materials along the commercial streets include brick masonry, wood siding, and stucco.
- Storefronts are typically composed of wood or aluminum display windows and doors.
- The buildings on Main Street have no setbacks from the sidewalks.
- The first floor of the commercial buildings exhibit large display windows with the main entry recessed slightly from the street.
- Some of the buildings have clerestory windows above the door and display windows.
- Hardscape elements include brick-paved crosswalks, brick patterning on sidewalks, diagonal street parking, and curbed planters which project from the edge of the sidewalks into the street to form space for the diagonal parking stalls.
- Landscaping elements include mature trees and planting within the curbed planters.

These architectural character features should be taken into consideration during the design process. In addition to new development, renovations and façade upgrades using the above character defining features can make a dramatic difference in the attractiveness and desirability of a retail piece of property. Simple cosmetic changes such as painting, incorporating appropriate signage and lighting, and installing shading devices can significantly improve the appearance of the building while enhancing the historical character of the Town Center.
3.6 ARCHITECTURAL STYLES/TYPES

3.6.1 Appropriate Architectural Styles/Types for the Town Center

a. Western False Front
   - Bracketed cornice under parapet
   - Tall narrow wood paneled doors
   - Horizontal or board and batten wood siding
   - Angled storefront bay
   - Covered sidewalks or awnings

b. Craftsman/Bungalow
   - Mixed natural materials throughout building
   - Natural stone, horizontal or shingled wood siding
   - Moderate to low pitched roof lines, multi- or cross-gabled
   - Wide wooden window and door surrounds and extended lintels over windows
   - Deeply overhanging eaves
   - Exposed rafters or decorative brackets under eaves
   - Tapered, square columns supporting roof
   - 4-over-1 or 6-over-1 double-hung windows
   - Front porch beneath extension of main roof

c. Carpenter Gothic
   - Profusion of jig-sawn details
   - Board and batten siding
   - Pointed arches
   - Steep gabled roof
   - Tower element
d. **Colonial Revival**
   - Elaborate front doors
   - Symmetrically located windows on either side of the front entrance
   - Shutters
   - Multiple columned porches and doors
   - Wood cornice on façade
   - Cornice-line corbels
   - Horizontal wood and/or coursed brick siding
   - Wood windows and storefront doors
   - Wood window boxes
   - Wood trim around storefront windows and doors
   - Fanlights and sidelights around doors and windows

e. **Early 1900s Downtown Commercial Architecture including:**
   - Brick, wood, or stone façade treatments
   - Extended cornice or other roof line treatment
   - Flat roof
   - Recessed windows and large window surrounds
   - Transom windows
   - Recessed entry
   - Molding detail

f. **Contemporary Ranch**
   - Innovative architecture with a mix of rustic and modern materials
   - Corrugated or standing seam metal roofs
   - Deep overhangs
   - Heavy wood beams
   - Exposed rafter tails and timber trusses
   - Wood siding, standing seam or corrugated sheet metal, heavy stone blocks, brick
   - Porch entry or large overhang
3.6.2 **Appropriate Styles by District**

Each of the appropriate building styles/types outlined in Section 3.6.1 are permitted within specific Town Center districts. Table 3-2 identifies which architectural style/type is appropriate per district.

<table>
<thead>
<tr>
<th>Building Type/Style</th>
<th>Historic Town Center District</th>
<th>Town Center Commercial District</th>
<th>Civic/Cultural Arts District</th>
<th>Cottage District</th>
<th>Multi-Family District</th>
</tr>
</thead>
<tbody>
<tr>
<td>Western False Front</td>
<td>○</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Craftsman/Bungalow</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td>Carpenter Gothic</td>
<td>○</td>
<td>○</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Colonial Revival</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Downtown Commercial</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td></td>
</tr>
<tr>
<td>Contemporary Ranch</td>
<td>○</td>
<td>○</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
3.7 SUSTAINABILITY AND THE TOWN CENTER

Sustainable design refers to design, construction, and operation practices that significantly reduce energy use and/or minimize or eliminate the negative impacts of development on the environment and its inhabitants. A sustainable design approach can be defined by a variety of green building practices, the reduction of automobile trips, and the availability of pedestrian-oriented amenities.

The essential components that create successful sustainable developments have been identified by the US Green Building Council (USGBC) through their Leadership in Energy and Environmental Design (LEED) programs. The USGBC works to advance structures that are environmentally responsible, profitable, and healthy places to live and work. While the US Green Building Council Leadership in Energy and Environmental Design (LEED) Rating System has claimed center stage for most non-residential projects, there are several other programs in operation that serve to promote and certify for energy and environmental efficiency.

**HERS**

For residential projects, the California Energy Commission created the California Home Energy Rating System or HERS. The HERS Program provides a reliable way to estimate and compare the energy efficiency of California homes and identify wise energy saving improvements. Whether buying or selling homes, knowing a home's energy rating will help buyers and choose smart energy upgrades and investments that will save in energy costs, improve home comfort, and protect the environment. As buyers become more aware of the benefits of an energy-efficient home, homes with a favorable home energy rating may be more appealing to buyers.

**GreenPoint Rated**

Another widely used standard for residential projects is GreenPoints Rated, a program of Build It Green. GreenPoint Rated removes the guesswork by having a Certified GreenPoint Rater evaluate a home's green features allowing homes to be compared
on a level playing field. GreenPoint Rated rewards building professionals and homeowners who create green homes by allowing them to brand their products with a recognizable, trustworthy seal of approval.

GreenPoint Rated is a report card for a home. A GreenPoint Rated home is graded on five categories:

- Resource Conservation
- Indoor Air Quality
- Water Conservation
- Community
- Energy Efficiency

NAHB
Another widely accepted national standard developed by the National Association of Home Builders NAHB called the National Green Building Standard is the first residential green building rating system to undergo the full consensus process and receive American National Standards Institute approval. In 2007 the National Association of Home Builders (NAHB) and the International Code Council (ICC) partnered to establish a much-needed and nationally-recognizable standard definition of green building. The ANSI approved ICC 700-2008 National Green Building Standard™ defines green building for single and multifamily homes, residential remodeling projects and site development projects while still allowing for the flexibility required for regionally-appropriate best green practices. The four threshold levels - Bronze, Silver, Gold, and Emerald - allow builders to achieve entry-level green building, or the highest level of sustainable "green" building incorporating energy savings of 60% or more. Single-family & multi-unit homes, residential remodeling projects, and site developments are all covered in the Standard.

LEED
The LEED programs provide universally accepted tools and performance criteria for creating sustainable development in the United States. LEED addresses several areas of development, such as Neighborhood Development (ND), New Construction (NC), Existing Buildings (EB), Core and Shell (CS), Commercial Interiors (CI), and Homes.

While all types of LEED construction are encouraged within the Specific Plan Area, the LEED-ND (Neighborhood Design) program is particularly relevant to development of this Specific Plan. LEED-ND was developed as a tool to gauge the effectiveness of neighborhood design principles. The program recognizes that the layout and design of the built environment influences the way residents and visitors experience a neighborhood and that these features can impact the quality of life and sense of community. According to the USGBC, the benefits of developing a community with the LEED-ND principles include:
3 Land Use and Urban Form

- Reduce energy consumption.
- Reducing urban sprawl.
- Encouraging healthy living.
- Protecting threatened species.
- Increasing transportation choices and decreasing automobile dependence.

The following sustainable design criteria developed for the LEED-ND process are supported by this Specific Plan.

- Encourage development within and near existing neighborhoods or public transportation infrastructure to reduce vehicle trips and induce pedestrian activity.
- Encourage new development within and near existing communities in order to reduce multiple environmental impacts caused by sprawl. Conserve natural and financial resources required for construction and maintenance of infrastructure.
- Promote neighborhoods that are physically connected to each other to foster community and connectedness beyond one individual project.
- Preserve community livability, transportation efficiency, and walkability.
- Design parking to increase the pedestrian orientation of projects and minimize the adverse environmental effects of parking lots by locating parking lots at the side or rear of buildings and leaving building frontages and streetscapes free of parking lots.
- Provide appealing and comfortable pedestrian street environments in order to promote pedestrian activity.
- Promote bicycling and transportation efficiency.
- Encourage the design of projects that incorporate high levels of internal connectivity and the location of projects in existing communities in order to conserve land, promote multi-modal transportation and promote public health through increased physical activity.
- Provide direct and safe connections, for pedestrians and bicyclists as well as drivers, to local destinations and neighborhood centers. Promote public health by facilitating walking and bicycling.
- Encourage community participation in the project design and planning and involve the people who live in a community in deciding how it should be improved or how it should change over time.
- Encourage the design and construction of buildings to utilize green building practices.
- Encourage the design and construction of energy efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption.
• Minimize water use in buildings and for landscape irrigation to reduce the impact to natural water resources and reduce the burden on municipal water supply and wastewater systems.
• Achieve enhanced energy efficiency by creating the optimum conditions for the use of passive and active solar strategies.
• Preserve existing tree canopy, native vegetation and pervious surfaces while encouraging high density, smart growth communities.
• Use recycled materials to reduce the environmental impact of extraction and processing of virgin materials.
• Minimize light trespass from site, reduce sky-glow to increase night sky access, improve nighttime visibility through glare reduction, and reduce development impact on nocturnal environments.

3.7.1 Description of Sustainable Recommendations

Cool Roofs
Cool Roofs are roofs consisting of materials that very effectively reflect the sun’s energy from the roof surface. Cool roofs reduce the roof surface temperature, thereby reducing the heat transferred into the building below. This helps to reduce energy costs (by keeping attics and ducts cooler), improve occupant comfort, cut maintenance costs, increase the life cycle of the roof, and reduce urban heat islands.

Solar Panels
Solar panels make use of the sun’s energy by harvesting sunlight and actively converting it to electricity. Solar cells, or photovoltaic cells, are arranged in a grid-like pattern on the surface of the solar panels and collect sunlight during the daylight hours. Solar power provides consistent, low maintenance electricity and any excess solar power from a home or business can potentially be sold into local electricity grids, further reducing a building’s electricity costs. Unlike non-renewable energy sources, solar power does not pollute the air or water. It replaces electricity generated from facilities powered by coal, natural gas and other non-renewable fuels, eliminating threats to public health such as carbon monoxide, particulate, and toxic chemical emissions from those facilities. Solar panels can be used on rooftops or in parking areas on carparks. Solar panels are not appropriate to be used on historic buildings if they are visible from the public right-of-way. However, if necessary, they should not be attached in a manner that will diminish the overall integrity of the historic building or damage historic fabric. If removed in the future, the essential form and features of the historic building should be unimpaired.

Permeable Paving
Permeable paving typically refers to pavers, porous concrete, or in some cases a pathway material such as decomposed granite. These materials are generally effective for storm water infiltration to help prevent excess runoff. Recommended permeable
materials for the Plan Area include pervious concrete, which has a permeability rate of 12"/hour and has the appearance of exposed aggregate concrete; Unit pavers/bricks/stone that provide a durable and attractive surface, have been spaced to expose a permeable joint and placed on a permeable base; Crushed aggregate that provides a wide variety of aggregate types, and which must be bounded by a rigid edge; Turfblocks; and Cobbles which are suited for low traffic areas. Permeable paving should be in appropriate locations throughout the Specific Plan Area, including such as sidewalks, plazas, pedestrian paseos, parking spaces, and driveways. This method will allow water to infiltrate the ground where it lands and help to mitigate new development impacts. Permeable paving within the Main Street Historic District should consist of materials that are compatible with the historic character defining features of the district and should include materials that were available during the district’s period of significance may diminish the district’s overall historic character.

**Urban Bio-swales**

The use of “urban bio-swales” represents an evolution in the conventional civil engineering solutions addressing stormwater runoff. While acting as a functional stormwater management system the bio-swales redesign traditional curbs and gutters to redirect stormwater into planter strips, rather than capturing runoff in pipes and diverting it to a remote location. These low impact techniques maximize efficiency by irrigating landscaping and filtering and reducing stormwater runoff.

**Water Efficient Irrigation**

Employing water efficient irrigation techniques is a simple and effective way to conserve water within the Plan Area. A drip irrigation system should be used to water trees, shrub beds and areas of groundcover to eliminate evaporation losses. Plants should be grouped similar water requirements on common zones to match precipitation heads and emitters. The controllers should be selected that offer adjustable watering schedules and moisture sensors to account for seasonal variations, and calibrated appropriately. Automatic water controllers should be scheduled for night irrigation to reduce losses due to evaporation and wind drift. If efficient irrigation techniques are implemented water use can be reduced significantly.

**Landscaping**

Trees are an effective means to reducing the heat island effects. They help to keep areas cool by providing shade and consequently keeping streets, parking areas, and building surfaces cooler. In addition trees use something called evapotranspiration to cool themselves and the surrounding air. Evapotranspiration is the process by which trees “perspire” from both their leaves and the root systems. The result is, as the water evaporates it dissipates the heat in and around the tree which leads to cooler air in the area encompassing the tree. The leaves on a tree can also help reduce air pollution by “capturing” airborne particles, such as Nitrogen dioxide, NO2, Nitrogen oxide, NO, and Sulfur dioxide, SO2, while at the same time they are releasing Oxygen, O2. In addition, trees intercept and absorb rain through their leaves and roots, thus reducing the amount of water falling on the pavement and hard surfaces which will in turn reduce stormwater runoff.
3.8 PARKING

3.8.1 Site Development Standards for Parking

Parking space and lot design shall be per Title 18 of the City of Yorba Linda Municipal Code.

3.8.2 Handicap Parking Spaces

Handicap spaces shall be per Title 18 of the City of Yorba Linda Municipal Code.

3.8.3 Vehicle Spaces Required

a. References to spaces per square foot (sf) are to be computed on the basis of gross floor area, unless otherwise specified.

b. Any use classification not specifically identified herein shall be subject to the off-street parking requirements of Title 18 of the City of Yorba Linda Municipal Code.

c. Vehicle spaces required shall be per Table 3-3 and Table 3-4.

<table>
<thead>
<tr>
<th>Table 3-3 Non-Residential Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>USE</strong></td>
</tr>
<tr>
<td>Bank with Drive-Thru</td>
</tr>
<tr>
<td>Places of Public Assembly</td>
</tr>
<tr>
<td>Offices</td>
</tr>
<tr>
<td>Performing Arts Venue</td>
</tr>
<tr>
<td>Public Library</td>
</tr>
<tr>
<td>Restaurant*</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Retail/Commercial</td>
</tr>
<tr>
<td>Shopping Center (greater than 25,000 SF)</td>
</tr>
</tbody>
</table>

Exceptions:
a) At any time it deems necessary, the Planning Commission may require additional parking analysis or a parking study to determine the required on-site parking to meet the parking demand generated by a use or development.
b) Refer to Section 3.8.6 of this document for Outdoor Dining reductions.
3 Land Use and Urban Form

Table 3-4 Residential Uses

<table>
<thead>
<tr>
<th>USE</th>
<th>OFF-STREET PARKING SPACES</th>
</tr>
</thead>
</table>
| Single-family  | • 2 enclosed, side-by-side or tandem, spaces per unit for up to 3 bedrooms  
|                | • 1 space for each additional bedroom                         |
| Multi-family   | • Studio and 1 bedroom units: 1 covered space per unit        
|                | • 2 bedroom units: 2 spaces (1 covered) per unit             
|                | • 3 or more bedroom units: 2.5 spaces (1 covered) per unit  
|                | • 0.5 guest spaces per unit (uncovered)                      |
| Live/Work      | • Studio and 1 bedroom units: 1 covered space per unit       
|                | • 2 bedroom units: 2 spaces (1 covered) per unit             
|                | • 3 or more bedroom units: 2.5 spaces (1 covered) per unit  
|                | • Commercial: 1 space per 500 sf                             
|                | • No guest parking required                                  |

3.8.4 Bicycle Space Required

Bicycle spaces required shall be per Table 3-5.

Table 3-5 Bicycle Spaces Required

<table>
<thead>
<tr>
<th>USE</th>
<th>OFF-STREET PARKING SPACES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non-Residential Uses</td>
<td>• 1 bicycle space per 15 vehicle spaces required; minimum of 3</td>
</tr>
<tr>
<td>Single-family</td>
<td>None required</td>
</tr>
<tr>
<td>Multi-family</td>
<td>• 1 Bicycle space per 2 dwelling units</td>
</tr>
</tbody>
</table>
3.8.5 Parking Standards

a. Parking for residential development shall be provided on-site (excluding parking required for the Cottage District and Historic Town Center District). Where there is a net loss of existing parking it shall be replaced on-site or an in-lieu fee shall be paid.

b. Commercial development is permitted to satisfy some or all of the required parking off-site upon approval of a Conditional Use Permit by the Planning Commission. Any parking not provided on-site will require the payment of an in-lieu fee.

c. All new development will be required to replace any on-site parking associated with an existing use that is lost due to redevelopment as well as providing any net new parking required. (Existing and new parking required for the Cottage District and Historic Town Center District can be satisfied by paying an in-lieu fee)

d. Within the Historic Town Center Commercial and Cottage Districts, vehicular access to parking lots and structures must be taken from an alley or side street.

e. Incorporation of landscaping that meets or exceeds the City standard of 1 tree per 5 parking spaces plus one tree per 1,500 sf of parking area shall be provided.

f. Incorporation of shrubs and groundcover that meets or exceeds the City’s landscaping requirements of 20 square feet for each parking space shall be provided.

g. Trees should be located throughout a parking lot and not merely at the ends of parking rows.

h. A parking area abutting a public sidewalk or street shall provide one or more of the following buffers:
   - A landscaped strip or planter that is a minimum of five (5') feet in depth and is planted with a combination of trees and shrubs.
   - A planter that has a minimum width of three (3') feet with a planter/shrub height of three (3') feet minimum.
   - A hedge that is a minimum of three (3') feet.

i. A minimum of 50% of parking areas shall be constructed of permeable material such as brick, interlocking pavers, porous structural colored concrete, grass-crete, cobblestones, or decomposed granite.
3.8.6 Parking for Outdoor Dining

a. Parking shall comply with Section 3.8 Parking of this Specific Plan.

b. No parking spaces shall be required for the first 10 seats dedicated to the outdoor dining portion of a restaurant.

c. Any outdoor dining area that exceeds these standards shall provide 100% of the required parking for the area in excess of the above standard. Parking for the outdoor dining area shall be provided at the same ratio as the indoor dining area.

3.8.7 Parking Programs

a. In-lieu Fee (Historic Town Center, Civic/Cultural Arts and Public Facilities, and Cottage Districts Only). A parking In-lieu fee may be established instead of providing the parking required in Section 3.8 of this document.

- Participation in the parking in-lieu fee program shall require approval of a Conditional Use Permit from the Planning Commission.

- The parking in-lieu fee amount shall reflect the market-rate value of constructing the additional parking space, which shall be established and amended by the City Council.

- The parking in-lieu fee may be paid in multiple installments. The first installment in an amount established by City Council Resolution for each parking space shall be paid prior to the issuance of building permits or a certificate of occupancy, whichever comes first. Any successive installments shall be paid and secured by a mechanism established in the conditions of approval.

b. Shared Parking Arrangements - Shared parking agreements may be developed if two or more land uses or businesses have distinctly different hours of operation or hours that do not substantially coincide or overlap with each other (e.g. theater vs. office). Parking required for a residential use, excluding those required for guest parking shall not be included in a shared parking agreement.

When the above criteria are met, such uses may develop shared parking agreements to satisfy the parking requirements of this Specific Plan. Shared parking agreements require approval of a Conditional Use Permit by the Planning Commission and compliance with the following:

- A maximum of up to 50% of the required parking may qualify for the shared arrangement.

- A minimum of 50% of the required parking must be met on-site notwithstanding the parking reduction provisions of this Specific Plan.
• The shared parking facility must be within a 350' radius of the subject use. If shared parking spaces are located on a different lot, approved off-site parking spaces shall be obtained by a covenant, lease, bond, or other agreement, acceptable to the City Attorney, between the owners, and if applicable, the lessees of the off-site parking spaces and the owners, and if applicable, the lessees of the subject site.

• Shared parking agreements shall be recorded with the County Clerk as a deed restriction against the affected parcels.

3.8.8 Tandem Parking

a. Up to 40% of the required on-site commercial parking may be provided as tandem parking with an attendant upon approval of a Conditional Use Permit by the Planning Commission.

b. Up to 20% of the required on-site parking for multi-family residential uses may be provided as tandem parking. 100% of the required parking for single-family residential uses may be provided as tandem parking.

3.8.9 Parking Screening

a. All off-street uncovered surface parking spaces shall be screened from an adjacent public ROW and shall adhere to the following criteria:

• 32” high landscaping or landscaping combined with opaque material screen shall be provided, as measured from the adjacent parking surface.

• Screening method must be approved by the Director of Community Development.

• Screening shall not be interpreted to mean conceal or hide but rather to soften the visual impact of the parking area. Parking areas shall remain visible to passersby and police.

3.8.10 Parking Lot Materials and Landscaping

It is the City’s desire to encourage a high level of sustainability for public and private parking areas within the Town Center.

This can be achieved in several ways including:

• Adhering to LEED credit requirements for parking lots

• Utilization of unit pavers or other permeable materials

• Utilization of drought tolerant species for landscaping

• Utilization of evergreen species to mitigate “heat island” effects.

• Utilization of bioretention areas to treat stormwater
3.8.11 Parking Structures

a. Maximum height of parking structure shall not exceed maximum building height requirement, excluding elevator shafts, and shall be measured in feet from the adjacent street grade, without restrictions on the number of internal stories.

b. Automated parking structure entrances and facades facing the public right-of-way shall be designed with architectural features and details that complement a traditional storefront.

c. Parking structure facades over 150' in length shall incorporate a combination of the following:
   - Incorporating changes in architectural materials.
   - Provide a combination of solid and void spaces and wall surfaces.
   - Avoid continuous horizontal parking floor openings. For example, openings shall be constructed to form a pattern of window-like openings.

d. Parking structure top floor wall designs must conform to 2 or more of the following options:
   - A top floor wall with an architectural focal point such as an architecturally designed stair tower or top floor trellis structure.
   - A top floor wall articulated through a variation or step in cornice height or detail.
   - A top floor wall with an articulated parapet cap.

e. Views of parking structures facing a public right-of-way shall be minimized through 1 or more of the following methods:
   - The use of planters.
   - Decorative trellis work and/or screening as architectural elements on the parking structure.
   - Decorative relief/artwork along facade(s)
   - Openings organized to reflect traditional building window patterns and detailing.

f. External elevator towers and stair wells shall maintain openings for public view.

g. Where subterranean parking occurs, antennas shall be installed to ensure that emergency personnel can receive and transmit information from inside the structure.
h. Shall adhere to the intent of the following design guidelines:

- Decorative and interesting architectural elements, such as towers and rotundas, should be incorporated and can be used for stairwells and/or elevator towers.
- The architectural style of the structure should complement the adjacent buildings.
- Parapet additions should be added to key areas on the structure to change the roof line and reduce its horizontal appearance.
- Substantial massing should occur at the corner of the structures to anchor the building and give the structure proportions similar to a regular commercial building. These panels should incorporate relief to create shadow patterns and add visual interest.
- Awnings should be added to vehicular and pedestrian entrances to create a pedestrian scale.
- Horizontal openings should be broken up with vertical columns to create a rhythm of openings, again reflecting the proportions of a building.
- Framing should be added to openings to mimic windows. The framing should have vertical members to de-emphasize the horizontal lines of the structure.
- Landscaping and vines should be planted on structure facades to help reduce the visual impact of the structure.
- Consider landscaped berms at the perimeter of the garage to screen lower levels.
- Retail spaces should be located at the ground floor where adjacent to sidewalks and pedestrian oriented areas.
- Where retail is not provided on the ground floor, the structure should be located on a "turf island" so that the structure does not directly abut paved areas. A minimum of a seven foot (7') landscaping strip should be provided between paved areas and the structure.
- Parking structure lighting should be appropriately shielded so as not to spill into adjacent residential areas.
3.8.12 Other Parking Considerations

If an applicant does not meet the required parking, a request for alternative parking strategies may be granted as part of a conditional use permit approved by the Planning Commission. The Planning Commission or City Council may impose one, all, or a combination of the following requirements:

a. Valet parking.

b. Commercial projects that request an alternative parking strategy and are greater than 10,000 square feet shall submit a parking management plan.

c. Valet and/or remote parking for special events and activities.

d. Applicant shall provide additional on-site and/or off-site parking for any development.

e. Provision of additional signs consistent with the Town Center Wayfinding Program to direct motorists to primary parking facilities.

f. Electric vehicle charging stations

3.9 OUTDOOR DINING

Outdoor dining is encouraged in the Town Center to enliven the pedestrian environment. Parking reductions are provided in Section 3.8.6

3.9.1 Location and Design Criteria

a. Outdoor dining shall be an extension of an existing or proposed eating establishment on contiguous property and shall be located directly adjacent to the eating establishment.

b. 8’ minimum clear passage area is required for pedestrian access between outdoor dining area and the curb where overall sidewalk width is greater than 10’.

c. 6’ minimum clear passage area is required for pedestrian access between outdoor dining area and the curb where the sidewalk is 10’ or narrower in width.

d. A wider clear passage area may be required for any of the previous conditions at the discretion of the Directors of Community Development and Public Works.

e. There shall be a clear distinction between dining area and the public sidewalk through the use of planters and/or physical barriers.

f. 36” minimum height physical barrier shall surround any outdoor dining where alcoholic beverages are served.
g. All tables and chairs shall be of sturdy construction, made of quality materials, and designed to complement the character of the streetscape.

h. Alcoholic beverages may be served on public and/or private property subject to the provisions provided herein.

3.9.2 **Necessary Findings**

In order to approve outdoor dining the Director of Community Development shall make the following findings:

a. The sidewalk's public use, pedestrian, transit and business services including but not limited to loading zones, bus stops, public phones, and benches, are not restricted.

b. Building entryways are not obstructed.

c. Pedestrian traffic volumes are not inhibited.

d. Handicapped accessibility is provided where required.

3.10 **OUTDOOR SALES**

Outdoor display areas, sales, and uses are encouraged within the Historic Town Center and Town Center Districts provided that they enhance the pedestrian environment through the creative and appropriate use of outdoor spaces. The intent is to provide opportunities for businesses to display their products in a manner that enhances the public realm and creates an interesting, organized, and comfortable shopping and dining area. Creativity in the design of outdoor displays is encouraged and the quality, character, and design of all items placed outside should contribute in a positive way to the visual appearance of the community.

a. Outdoor sales/display events are subject to the following limitations:
   - 50 days maximum per calendar year.
   - 10 consecutive days maximum.
   - Prior (10 days minimum) to each calendar year, a schedule (dates) for temporary sidewalk sales events to occur in that year shall be submitted to the Community Development Department for review and approval.

b. The owner or primary lessee of the private property that immediately abuts the sidewalk or pedestrian plaza is the only one who possesses the vending rights.

c. Outdoor display areas are not intended to provide additional retail space or locations for clearance and damaged items but to allow merchants the opportunity to attract the public by providing a sample of merchandise that is available inside.
d. Outdoor display items shall be identical to items sold within the store and damaged merchandise is prohibited from outdoor displays.

e. Outdoor sales and displays shall be limited to the regular hours of operation of the respective business, and all items placed outside shall be removed each evening, unless otherwise approved.

f. 6’ maximum height for entire display.

g. No more than 2 items may be stacked.

h. 6’ minimum clearance shall be maintained around all outdoor merchandise displays and any other tenant storefront space and from any stationary object or cart or kiosk.

i. No display of merchandise is allowed from cars, trucks or other vehicles.

j. Items shall not be displayed in bins, boxes, or on standard racks.

k. Outdoor merchandise shall not be lit and no electricity shall be utilized by an outdoor merchandise display.

3.11 Kiosks/Vendor Carts Standards

All kiosks/vendor carts are permitted within the Historic Town Center, Town Center, and Civic/Cultural Arts and Public Facilities Districts with a Temporary Use Permit. Kiosks shall be in compliance with the general standards for outdoor uses and the following additional standards:

a. The kiosk/vendor cart use shall maintain a minimum of 6’ unobstructed clearance from any object, fixture, or storefront window to allow pedestrian access and passage.

b. A valid business license shall be obtained, with location approval per site plan review by the Community Development Department.

c. No cardboard or other types of similar storage boxes shall be visible to the public.

d. Outdoor seating/eating may be allowed subject to the approval of a seating area plan.

e. Kiosk/vendor cart design shall be of a quality and appearance. Kiosk/vendor cart design approval shall be subject to submittal and review of a detailed cart design and/or photos by the Community Development Department.

f. Customer trash receptacles shall be provided as required by the Director of Community Development. The receptacles shall be a decorative design to complement or enhance the intended use.
3.12 SIGNS

The location, height, size, and illumination of signs are regulated in order to maintain the attractiveness of the City's appearance and to protect business sites from loss of prominence resulting from excessive signs on nearby sites. Sign design and approval shall adhere to the standards found in Chapter 18.24 of the Zoning Ordinance, as well as, the Supplemental Standards contained within this section and summarized in Table 3-6 of this document.

3.12.1 Supplemental Sign Standards

a. Sign design and construction shall meet the intent of the design guidelines contained within Sections 3.17.11, 3.20.12, 3.23.13, and 3.28.10 of this document.

b. Pole signs, box cabinet signs, and signs that project above the edge of the roof line are not permitted.

c. Rectangular aluminum illuminated light box signs are not permitted.

d. A single development with more than 5 users shall provide a unifying sign theme through a planned sign program. All signs shall be consistent in the following ways:

- Type of construction materials.
- Letter size.
- Method of sign support.
- Configuration of sign area.
- Shape of total sign and related components.

e. Sign placement shall not cover up windows or important architectural features.

f. Sign supports and brackets shall be integrated into the overall sign design and shall be compatible with the design and scale of the sign.

g. Electrical connections shall not be visible on signs.

h. Flush mounted back lit plexiglass signs are not permitted

3.12.2 Monument Signs

a. 42” maximum height.

b. Monument signs shall be located in a landscaped planter with no portion of the sign extending beyond the perimeter of the planter.

c. Copy shall be limited to center identification and/or major tenant identification, and a single field color shall be used.
### Table 3-6 - Sign Standards for Commercial Uses

<table>
<thead>
<tr>
<th>Use of Sign</th>
<th>Type</th>
<th>Maximum Number</th>
<th>Maximum Sign Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Business ID</td>
<td>Monument</td>
<td>One per site, provided the structure on the site is</td>
<td>20 sf</td>
</tr>
<tr>
<td></td>
<td></td>
<td>setback a minimum of 20 feet and the site has a</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>minimum of 100 linear feet of frontage</td>
<td></td>
</tr>
<tr>
<td>Business ID</td>
<td>Wall or</td>
<td>1) If less than 100 linear feet of street frontage,</td>
<td>1 sf per</td>
</tr>
<tr>
<td></td>
<td>Awning</td>
<td>one wall or one awning sign is permitted per</td>
<td>linear foot</td>
</tr>
<tr>
<td></td>
<td></td>
<td>business</td>
<td>of building</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2) If greater than or equal to 100</td>
<td>frontage, up to</td>
</tr>
<tr>
<td></td>
<td></td>
<td>linear feet of street frontage, one wall or one</td>
<td>a maximum of</td>
</tr>
<tr>
<td></td>
<td></td>
<td>awning sign is permitted per entrance, up to</td>
<td>100 sf</td>
</tr>
<tr>
<td></td>
<td></td>
<td>two entrances per street frontage</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>3) If the business is located on a corner with</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>street frontage on two streets, one wall or one</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>awning sign is permitted per street frontage</td>
<td></td>
</tr>
<tr>
<td>Business ID</td>
<td>Hanging or</td>
<td>One hanging or projecting sign or one window sign</td>
<td>4 sf</td>
</tr>
<tr>
<td></td>
<td>Projecting</td>
<td>is permitted per business</td>
<td></td>
</tr>
<tr>
<td>Business ID</td>
<td>Window</td>
<td>One per site</td>
<td>15% of total</td>
</tr>
<tr>
<td></td>
<td></td>
<td>window area</td>
<td>window area</td>
</tr>
</tbody>
</table>

#### 3.12.3 Wall Signs

a. Signs painted directly on the wall are not permitted except for artistic murals approved by the City.

b. The proportion of channel letter height to a building wall or fascia shall be carefully considered. The maximum letter heights shall be:
   - 48" for major anchor stores, i.e. department stores, etc.
   - 30" for major stores, i.e. supermarkets, drug stores, etc.
   - 20" for freestanding single tenant buildings and in-line tenants with either 60' or more linear frontage, or 3 bays, whichever is greater.
   - 16" for all other in-line tenants.

c. A wall sign shall not project more than 12" from the surface to which the sign is attached.

d. Returns on channel letter signs shall be finished to match the letter color, the background building wall color, or the predominant trim color.

e. Cabinet signs shall be custom designed to form a unique shape.
3.12.4 Awning Signs
   a. Signs shall be limited to the front facing awning panel.
   b. Messages shall be limited to the business name and logo.

3.12.5 Projecting or Hanging Signs
   a. 8’ minimum ground clearance.
   b. Signs shall be double-faced.

3.12.6 Window Signs
   a. Signs may be applied to the storefront windows or doors, but may not cover more than 15% of the overall combined window and door areas located on the same facade.
   b. Copy shall be limited to business logo, name, address, and phone number.
   c. Signs shall be limited to individual letter signs and graphics. Glass-mounted graphic logos may be applied by silk screening or pre-spaced vinyl die-cut forms.
   d. Letters shall be vinyl or painted.
   e. Interior window signs shall be located within 36” of the window to be readable from the exterior.

3.12.7 Tenant Directory Signs
   a. Tenant directory signs shall be located and oriented to the pedestrian rather than to the street.
   b. Constructed of high quality materials that possess a professional appearance and complement the permanent signs on site.
   c. Hand lettered signs on temporary materials, such as paper or cardboard, are not permitted.
3.13 MIXED-USE DEVELOPMENT

Mixed-use projects combine commercial, office, and/or residential uses into one single development. The uses can be combined in multiple ways, such as each use located on a separate floor or wing of a building or each use in separate buildings on the site. Both types of mixed use development are encouraged.

Mixed-use projects can create unique design issues, such as the need to balance the requirements of residential uses with the needs of commercial uses. When designing mixed-use developments, it is important that commercial and office uses are sensitive to the residential uses of the project.

a. Architectural style and use of quality materials shall be consistent throughout an entire mixed-use project; however, variations in materials and details may be used to differentiate between residential and non-residential portions of the project.

b. In areas where residential uses are not allowed on the ground floor, a central lobby may be located on the ground floor.

c. Dedicated parking spaces shall be provided for residents and shall be clearly distinguished from spaces provided for commercial and/or office uses. Residential guest parking and commercial and office parking may be shared. All residential parking must be provided on-site.

d. Mixed-uses, when located on the same site and in separate buildings, shall provide landscaped pedestrian walkways or multi-use paths to connect the mixed-uses, structures, and open spaces.

e. All buildings shall be sited to reduce odor, noise, light and glare, and visual and other conflicts between commercial and residential uses.

f. Lighting for the commercial uses shall be appropriately shielded so as not to spill over into the residential area or negatively impact the residential units.

g. Landscaping shall be used with other features to reduce potential visual, light, and glare conflicts.

h. Loading areas and trash and recycling enclosures for commercial uses shall be located away from residential units.

i. Loading and service areas for commercial uses shall not be located within residential parking areas and shall not block access ways for the residential areas.

j. Special consideration should be given to the location and screening of noise-generating equipment, such as refrigeration units and air conditioning and exhaust fans. Noise-reducing screens and insulation may be required if any equipment has the potential to create a negative impact on residential uses.

k. Commercial uses with residential units either above or attached shall provide ventilation systems to prevent odors from adversely affecting residential units.
3.14 HISTORIC TOWN CENTER DISTRICT

3.14.1 Overview

The Historic Town Center District extends along Main Street from the Imperial Highway to Lemon Drive. Main Street will remain as the heart of Yorba Linda with its charming, pedestrian scaled buildings and streets. The intent of this district is to retain and build upon the existing historic character of Main Street. Building heights should respect the existing building framework and to provide the opportunity for some office uses and a few residential units to be incorporated on the upper stories.
3.14.2 Vision

The vision for the Historic Town Center District, as identified through the public outreach process, states that this District should:

- Serve as the primary shopping destination in Downtown
- Energize the downtown through provision of high-quality retail shopping, dining, and entertainment activities
- Allow new development to locate apartments and offices above or behind ground floor retail
- Include a series of unique outdoor spaces with fountains and public art
- Beautify downtown sidewalks with large landscaped planters, benches, streetlights, and strong pedestrian connections to adjacent districts.
- Emphasize the historic character of the Town Center by allowing one and two-story buildings to line Main Street on either side with restaurants, cafes, and shopping destinations
- Encourage pedestrian mobility by providing interesting and safe linkages from parking and streets to shops, restaurants, and entertainment venues throughout the Town Center
- Incorporate architecture and public realm amenities that reflect historic forms and materials
### 3.15 HISTORIC TOWN CENTER DISTRICT DEVELOPMENT STANDARDS

<table>
<thead>
<tr>
<th>Category</th>
<th>Standard</th>
<th>Description</th>
<th>Interpretation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Character</td>
<td></td>
<td>1. This primarily commercial district orients retail uses on the ground floor with a variety of compatible uses above. Building forms will create an inviting pedestrian-oriented street front atmosphere. Main and Olinda Streets will promote a lively street environment with outdoor dining, expanded sidewalks, public plazas and enhanced pedestrian crossings. Buildings will be located at the back of sidewalk with parking behind to support a pedestrian focus.</td>
<td></td>
</tr>
<tr>
<td>Primary Uses</td>
<td></td>
<td>1. Retail, restaurants, office (Refer to the Allowable Use Table 3-1 for a complete list)</td>
<td></td>
</tr>
<tr>
<td>Density</td>
<td>10 du/ac Max.</td>
<td>1. Ground floor dwelling units not allowed to front on Main Street or Olinda Street</td>
<td></td>
</tr>
<tr>
<td>Setbacks</td>
<td></td>
<td>1. Along Main and Olinda Streets, the intent is to create a consistent building edge at the back of sidewalk, allowing minor variations in setbacks to create spaces or pockets for outdoor seating areas, outdoor dining, and shopping.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. The front building setback shall be a minimum of 0' and a maximum of 10'. The setback area not covered by a building shall be utilized for public exterior space such as plazas, courtyards, outdoor dining, etc.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>3. No side or rear setback is required,</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>4. A minimum 10' average upper story setback from the ground floor façade shall be provided for portions of the third floor front façade.</td>
<td></td>
</tr>
</tbody>
</table>
### Historic Town Center District Development Standards Continued

<table>
<thead>
<tr>
<th>Category</th>
<th>Standard</th>
<th>Description</th>
<th>Interpretation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking</td>
<td></td>
<td>Refer to Section 3.8 for parking regulations.</td>
<td></td>
</tr>
<tr>
<td>Building Height</td>
<td>35' Max.</td>
<td>1. The maximum building height shall be 35' as measured from the adjacent sidewalk or finish grade.</td>
<td></td>
</tr>
<tr>
<td>Entrance</td>
<td></td>
<td>The buildings in the Historic Town Center District shall maintain a primary entrance and facade on either Main or Olinda Streets.</td>
<td></td>
</tr>
<tr>
<td>Building Width</td>
<td>25'</td>
<td>Continuous building facades should be designed in keeping with a traditional 25' wide lot width.</td>
<td></td>
</tr>
<tr>
<td>Glazing</td>
<td></td>
<td>1. Windows must be transparent; opaque or reflective glazing is not permitted.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. The bottom of any window or product display window may not be more than 3'-6&quot; above the adjacent sidewalk.</td>
<td></td>
</tr>
</tbody>
</table>
Historic Town Center District Development Standards Continued

<table>
<thead>
<tr>
<th>Category</th>
<th>Standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Articulation</td>
<td>1. A combination of design elements shall be used on the building façade and/or in relationship to the building at street level to animate and enliven the streetscape. These design elements may include but are not limited to: ornamentation, molding, changes in material or color, architectural lighting, works of art, display areas, awnings, balconies, porches, towers, trellises, columns, cornices, arches, decorative tiles, and decorative grillwork.</td>
</tr>
<tr>
<td></td>
<td>2. A minimum of 40% of the ground floor building façade facing Main Street, Olinda Street, and Imperial Highway must be comprised of transparent wall surfaces such as storefront windows, display areas, or doorways that allow views of indoor space or product display areas. Building code energy and seismic standards must be met.</td>
</tr>
<tr>
<td>Outdoor Dining</td>
<td>Incentives and standards provided in Section 3.9</td>
</tr>
<tr>
<td>Outdoor Sales and Advertising</td>
<td>Refer to section 3.10-11 for outdoor sales and advertising regulations.</td>
</tr>
<tr>
<td>Signs</td>
<td>Refer to section 3.12 for sign regulations.</td>
</tr>
<tr>
<td>Mixed-Use</td>
<td>Refer to Section 3.13 for mixed-use regulations.</td>
</tr>
</tbody>
</table>
3.16 HISTORIC TOWN CENTER DISTRICT DESIGN GUIDELINES

3.16.1 Site Planning and Design

Site planning refers to the arrangement of buildings and parking areas, the size and location of pedestrian spaces and landscaping, and how these features relate to one another. Site design addresses the scale and size of outdoor spaces, spaces between buildings and parking areas, and the relationship of site elements. These site layout elements are critical in capturing the desired feel, function, and pedestrian-friendly environment that will create a successful Downtown.

a. Pedestrian paths or connections should be provided to link Main Street to neighboring properties and districts.

b. Buildings should be sited close to and oriented toward the street. Building design should incorporate covered pedestrian walkways, outdoor seating and landscape areas where possible.

c. Plazas, courtyards, pocket parks, and outdoor cafes should be designed in an inviting manner that encourages pedestrian use through the incorporation of trellises, fountains, art, seating, and shade trees.

d. Focal points should be created and incorporated into sites to establish a sense of place and orientation. Fountains, plazas, artwork, and universally accessible changes in pavement levels can be used to create focal points.

e. Public art is encouraged as an on-site amenity for all projects.

f. Buildings in highly visible locations, such as the intersection of Main Street and Imperial Highway should incorporate architectural elements such as a clock tower, varying roof lines, fountain, and/or public art.

Building should be oriented toward the street with parking located at the side or rear.
3.16.2 Parking Lot Design and Screening

Adequate parking is necessary for a successful project; however, the parking does not need to be provided in one large lot that can be characterized as a “sea of cars”. Parking lots should be located out of sight from the public right-of-way and should be clearly identifiable with directional signs located at the street edge. Landscaping within parking lots is important to provide shade as well as aesthetically pleasing parking areas. To this end, these guidelines should provide a parking lot designer with the direction needed to create a functional environment that will blend with the surrounding areas.

a. Parking lots should provide areas for bicycle and motorcycle parking.

b. Site plans should balance the need to provide adequate vehicular access with the need to eliminate unnecessary driveway entrances. Reciprocal access should be provided so that vehicles are not required to enter the street in order to move from one area to another on the same site. Where feasible, reciprocal access should be provided on adjacent sites.

c. Parking lots should be generously landscaped with shade trees.

d. Decorative lighting and landscaping will enhance parking areas and reduce the visual impact. Shade trees and lamp posts reflecting the desired architectural style of the project should be provided.

e. The use of brick, interlocking pavers, and cobblestones as an alternative to a solid paved driveway or parking lot is encouraged.

f. Public parking lots should incorporate electrical vehicle charging stations.

g. Private parking lots with greater than 40 spaces should incorporate electrical vehicle charging stations at a ratio of 20:1.
3.16.3 Project Landscape and Hardscape

a. Healthy, mature landscaping can enhance development and should not be used as a mask to justify poor building design. The creative application of hardscape elements can add interest to a project.

b. Trees and shrubs should be located and spaced to allow for mature and long-term growth.

c. Accent planting should be used around entries and key activity hubs.

d. Use of window boxes is encouraged to provide color-spots, but the boxes, should be attached safely and securely and plants must be accessible for maintenance.

e. Trees should be selected on a performance basis with the objective of minimizing water use, providing shade, minimizing hazardous litter, minimizing root intrusion, and providing color and contrast.

f. Planting should be used to screen or separate less desirable areas from public view, such as trash enclosures, parking areas, storage areas, loading areas, and public utilities.

g. Urban runoff can be greatly reduced by diverting stormwater from impervious areas such as roofs and paths to landscape areas and infiltration basins where water can seep into the ground.

h. Existing mature landscaping should be incorporated into new development where feasible, including the relocation of individual species.
3.16.4 Outdoor Dining

Sidewalk café areas should be screened with semi-permanent decorative screens, walls, or planters.

a. Tables and chairs can be of varying types, but those designed for exterior use are recommended. Plastic chairs are prohibited. Tabletop sunshades, pole shades and sunscreens are recommended.

b. Layout of outdoor cafes shall allow for minimum 48” clear sidewalk right of way. Street signage, furniture, and landscaping shall not encroach in this 48” clear space.

c. Location of café is recommended to be located along building façade; however, the 48” clear space can be designed between the sidewalk café and the building façade.

d. Interior table layout of sidewalk cafes shall conform with all applicable building codes in regards to spacing, aisle width, occupancy, ADA and California Title 24 and exiting.

3.16.5 Public Plazas

a. Specialized, defined public outdoor spaces should be incorporated into the overall building and project design.

b. Pedestrian oriented squares, courtyards, arcades, atriums, verandas, balconies, and roof terraces, should be placed and designed to encourage attention and the presence of people day and/or night.

c. Outdoor spaces should have clear, recognizable shapes that reflect careful planning and not be a result of “left over” areas between structures.

d. Site amenities, such as benches, drinking fountains, provisions for bicyclists, water features, and public art, should be utilized and should complement the project’s architectural character.

e. Shade trees that provide relief from the sun should be incorporated within public outdoor spaces.
3.16.6 Building Form

Building forms and facades influence cohesiveness, comfort, and aesthetic pride and at the same time can encourage shopping, increase a sense of security, and generate pedestrian activity.

a. Key façade elements on an existing building (i.e. wall planes and modulation, window and door arrangements, entries, transom windows, awnings, and cornice treatments) should be repeated in the design of a new neighboring building.

b. Roof pitch, materials, size, and orientation are all important to the overall character of a building. New buildings should have basic roof forms that are similar to the historic roof forms of the area in order to maintain the traditional character of the street. Similar, repeated roof forms contribute to the sense of visual continuity.

c. Parapets should have sufficient articulation of detail, such as precast treatments, continuous banding, or projecting cornices, lentils, caps, corner details, or variety in pitch (sculpted).

d. Parapets should not appear “tacked on” and should convey a sense of permanence.

e. If the interior side of a parapet is visible from pedestrian view, it should be finished with the same materials and a similar level of detail as the front façade.

f. Roofs covering the entire building, such as hips and gables, are preferred over mansard roofs.
g. Infill buildings that are much wider than the existing facades should be broken down into a series of appropriately proportioned structural bays or components. Commercial street façade rhythm helps to visually tie the Downtown streets together.

h. Traditional building widths generally do not exceed 25 feet wide to 30 feet wide at the ground level, irrespective of a building’s total width. Continuation of this familiar, human-scaled rhythm is encouraged in new construction.

i. Varying setbacks on upper floors to accommodate balconies and other architectural treatments should be considered.

j. Building facades adjacent to Yorba Linda Boulevard/Imperial Highway shall be articulated and areas utilized for storage, trash, service should be screened and free of visual clutter.

k. Architectural character of a building should build upon and maintain the traditional downtown image with an emphasis on historic architectural styles, building type, materials and details, building square footage, setbacks, lot widths, and landscaping.

l. Continuity among buildings contributes to community identity. As the Town Center develops, each subsequent building should complement the form, scale, and proportion (relationship of height and width) of adjacent buildings within the district and should acknowledge, where appropriate, the historic character of the Town Center.
3.16.7 Building Elements and Articulation

Architectural details should be used to enhance buildings by adding color, shadows, and interesting forms. They should not, however, be used as a substitute for genuine building massing and articulation. The selection and placement of building materials should provide visual interest at the pedestrian level. The similarity of window and door sizes and locations contributes to a sense of visual continuity along the street. It is important that the main entrance to a building be clearly identifiable and unique, as it is the primary point of arrival and should be treated as such.

a. Human scale should be created through the use of awnings, arches, walls, trellises, arbors, pergolas, and other architectural elements. These elements should be integrated into the building design to avoid the look of “tacked on” architectural features.

b. Existing historic or older structures with architectural details or ornamentation should be retained, restored, or replicated whenever possible.

c. One or more of the following methods should be incorporated in the entrance design:
   - A change in wall/window plane
   - Wall articulation around the door and projecting beyond the door
   - Placement of art or decorative detailing at the entry
   - A projecting element above the entrance
   - A change in material or detailing
   - Implementation of architectural elements such as flanked columns or decorative fixtures
   - Recessed doors, archways, or cased openings
   - A portico or formal porch projecting from or set into the surface
   - Changes in the roof line, a tower, or a break in the surface of the subject wall

d. A new building should maintain the basic window and door proportions and placement patterns seen traditionally in the district.

e. Storefront windows and doors should be of the same style. The line established by uniform storefront heights helps to establish a sense of scale for pedestrians.

f. Clear glass is required on the street level to create interesting interior shop views for pedestrians. Heat gain can be limited by incorporating awnings, recessed storefronts, or user controlled interior shading device. Reflective, mirrored, or tinted glass is not permitted.
g. Windows on upper floors should relate to the window pattern established on the ground floor through similar shape, style, pattern, and rhythm.

h. Brick, stone, and natural or painted wood are appropriate as primary materials.

i. Natural materials, such as brick, stone, copper, etc., should be left the original color.

j. Awnings should not be wrapped around buildings in continuous bands. Awnings should only be placed on top of doors, on top of windows, or within vertical elements when the façade of a building is divided into distinct structural bays.

k. Awnings and umbrellas should be made of cloth, not plastic or vinyl, and should be high enough so as not to inhibit pedestrians.

l. Awnings should be lit with direct, architecturally interesting fixtures, such as goosenecks.

m. Building materials and finishes should be true to the structure's architectural style.

n. Where horizontal or vertical siding is used, at a minimum, it should wrap around the outside corners of buildings to a fence line; however, the use of siding on the entire building is preferred.

o. Material changes should occur at intersecting planes to appear substantial and integral to the façade. Material or color changes at the outside corners of structures give an impression of thinness and artificiality and should be avoided.

p. Building facades facing pedestrian walkways should be articulated with detail and display windows.

q. Freestanding and/or wall mounted display cases may be provided between buildings in pedestrian linkage areas to eliminate large blank wall surfaces. Such display cases may include theater movie posters, upcoming civic events, retail events (such as sidewalk sales, book signings, etc.), art displays, or shows.
3.16.8 Building Materials

An important aspect of buildings being compatible with existing historic buildings is with use of materials. Buildings built after the turn of the century have a very limited pallet of materials. It is important that new buildings be built within this range.

a. Building materials should consist of stained wood, river rock, board and batten, shiplap siding, cobblestone, brick, tile, and terracotta.

b. Avoid highly reflective or tinted glass, imitation stone or brick, corrugated fiberglass, plastic roof tiles, and undecorated concrete block.

c. Spanish or Mediterranean style architecture is not appropriate for the Town Center.

d. Certain materials, such as stone and brick, have distinct coloring in their natural state and should be thought of as an element of the color palette used. These materials should not be painted.

e. Architectural details and ornamentation should be constructed in a traditional manner and not replicated using non-traditional materials.
3.16.9 Lighting

Effective lighting provides safety and direction for vehicles and pedestrians and provides visibility and security for businesses while enhancing architectural building and landscaping details. These guidelines apply to on-site lighting for private development projects in parking areas and to lights associated with the building. Light types could include pole lights, spotlights, wall mounted sconces, and parking and landscape lighting.

a. Lighting should be designed to provide ambiance, safety, and security without unnecessary spillover or glare onto adjacent properties. This design is particularly important for the residential users who may be located on a second floor above a commercial use.

b. The quality of light, level of light as measured in foot-candles, and the type of bulb or source should be carefully addressed. Lighting levels should not be so intense as to draw attention to the flow or glare of the project site. The lighting plan should incorporate current energy-efficient fixtures and technology.

c. Spotlighting or glare from any site lighting should be shielded from adjacent properties and directed at a specific object or target area. Exposed bulbs should not be used.

d. Building light fixtures should be designed or selected to be architecturally compatible with the main structure, which should complement the theme of the surrounding area.

e. Wall-mounted light fixtures should not extend above the height of the wall to which the fixtures are mounted.

f. Accent lighting that is downlit and focused on key architectural elements and trees can be effective and attractive; however, light sources should be screened from view.

g. Blinking, flashing lights, and exposed neon lighting used to illuminate building facades or to outline buildings and/or windows should not be used. (Exception: Temporary decorative lights such as holiday and summer lighting may be allowed for up to an eight-week period during the calendar year.)

h. When security lighting is necessary, it should be recessed, hooded, and located to illuminate only the intended area. Off-site glare and light trespass should be prevented.

i. Pedestrian areas, connections, sidewalks, and building entrances should be adequately lit to provide safety and security.
3.16.10 Utilitarian Aspects of Buildings

Utility service areas are building components or features that are necessary for the building’s function. These elements should be incorporated as part of the early building design process, rather than as an afterthought at the construction document phase.

- All mechanical equipment on the roof or ground, including air conditioners and heaters, should be screened from public view. Buildings with flat or low-pitched roofs should incorporate parapets, pitched facades, or architectural elements designed to screen roof mounted mechanical equipment. The screening should be architecturally compatible in color, shape, size, and material with the primary building and should be carefully integrated into the overall building design.

- Utility service areas, such as electrical panels, should be placed within enclosures that are architecturally integrated into the building design. Utility companies should be able to access meters and utility equipment even when screened.

- Roof access should be provided from the interior of the building or from an alley. Exterior roof access ladders should not be visible from the public right-of-way where possible.

- Trash enclosures and loading areas should be designed using similar materials and colors as the surrounding buildings within the project and must be screened with landscaping or wall materials and sited where least visible to the public.

- Trash enclosures should be combined among parcels where possible and should be large enough to handle the refuse generated by the users and accessible for service vehicles.

- A pedestrian entrance to the trash enclosure should be provided so that the large access gates do not have to be opened as often.

- Recycling bins should be integrated into the enclosure.

- Gutters and downspouts on the exterior of the building should be decorative or designed to integrate with the building façade.

- Roof scuppers should not be used in areas visible to the street or public spaces.

- Sheet metal vents, pipe stacks, and flashing should be painted to match the adjacent roof or wall material.
3.16.11 Sign Design Guidelines

Signs play an important role in the success of any business by providing necessary identification and advertising. Signs integrated into the building design provide a personal quality that contributes to the ambiance of the commercial complex or streetscape, especially the more unique signs. Conversely, signs can intrude upon pleasant surroundings when applied as an afterthought. These guidelines are intended to balance the legitimate advertising needs of businesses with the need to prevent visual clutter. Sign standards are provided in Section 3.11 and shall be adhered to. The following design guidelines supplement the development standards to ensure a cohesive look within Historic Town Center District.

a. Signs should be in scale with and in proportion to the primary building façade so that the signs do not dominate the appearance.

b. Sign colors, materials, and design should be compatible with that of the primary building façade.

c. Painted wood and metal are appropriate materials for signs.

d. Signs that reflect the type of business through design, shape, or graphic form are encouraged.

e. The method of attaching the sign to the building should be integrated into the overall sign design.

f. Signs on canopies and awnings are encouraged.

g. Signs should not cover up windows or important architectural features.

h. Window signs should be pedestrian-oriented and restricted to the maximum percentage of window area and letter height as set forth in Section 3.12.

i. A single development with five or more users should provide a unifying sign theme through a sign program.

j. Where several tenants occupy the same site, individual wall-mounted signs should be used in combination with a monument sign identifying the development and address.

k. Flush mounted signs should be positioned within architectural features such as the window panel above the storefront or flanking the doorway.
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3.17 TOWN CENTER COMMERCIAL DISTRICT

3.17.1 Overview

The Town Center Commercial District includes the existing Yorba Linda Public Library site and the area located at the intersection of Imperial Highway and Yorba Linda Boulevard between Main Street and Lakeview Avenue. The City’s redevelopment agency (RDA) owns a significant number of parcels within this district. The RDA intends to redevelop this area into a variety of community and neighborhood serving retail commercial and office uses in order to serve a greater area and population than the Historic Town Center District. A limited number of medium scale uses may be located at this site such as a specialty grocery or drug store.

One of the key constraints in this district is topography which provides both a natural feature and a significant grade differentiation and limited connectivity between Main Street and the rest of the Town Center. Improvements to this district will include the removal of Arroyo Street and some grading and filling in the area to eliminate drainage issues and improve pedestrian and vehicle access.

The design of these two areas should emphasize building placement along the perimeter of the District boundaries with centrally located parking areas. Buildings are intended to front onto Imperial Highway and Yorba Linda Boulevard and will incorporate a 20’ wide landscape setback.
3.17.2 Vision

The vision for the Town Center Commercial District, as identified through the public outreach process, states that this District should:

- Create an active street scene at Yorba Linda Boulevard and Imperial Highway to welcome visitors to the Town Center.
- Incorporate architecture and public realm amenities that reflect historic forms and materials.
- Serve both residents and visitors.
- Contain commercial/retail uses such as restaurants and shops.
- Allow for a small grocery store and/or drug store.
- Minimize the number of parking spaces by developing a shared parking agreement with the proposed adjacent cultural arts venue.
- Enhance the pedestrian experience by incorporating a network of plazas and paseos.
- Maximize visibility from Imperial Highway and Yorba Linda Boulevard by designing view corridors to the interior of the District.
-Accentuate the corner of Yorba Linda Boulevard and Imperial Highway with a corner feature such as a plaza, fountain, public art piece, etc.
- Reduce the visual impact of expansive parking lots by providing “pad” buildings within the interior of the District.
- Create a “soft green edge” at the Yorba Linda Boulevard and Imperial Highway frontages.
## 3.18 TOWN CENTER COMMERCIAL DISTRICT DEVELOPMENT STANDARDS

<table>
<thead>
<tr>
<th>Category</th>
<th>Standard</th>
<th>Description</th>
<th>Interpretation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Character</td>
<td></td>
<td>1. This primarily commercial district provides a front door to the Town Center and establishes an active retail pedestrian focused environment. Strong pedestrian connectivity, plazas, low impact parking lots, large landscaped buffers, and a combination of retail, restaurants and services provide opportunities for visitors and residents alike.</td>
<td></td>
</tr>
<tr>
<td>Primary Uses</td>
<td></td>
<td>1. Retail, restaurants, office <em>(Refer to the Allowable Use Table 3-1 for a complete list)</em></td>
<td></td>
</tr>
</tbody>
</table>
| Density      | 10 du/ac* Max. | 1. 10 du/ac maximum*  
2. Ground floor dwelling units not allowed to front Yorba Linda Boulevard or Imperial Highway.                                                                                               |                 |
|              |          | 3. Residential Units shall adhere to the Yorba Linda Multi-Family Design Guidelines adopted under separate cover.                                                                                           |                 |
|              |          | *Pending the adoption of the Housing Element and voter approval of a Measure B ballot measure, the allowable density will increase to a maximum of 20 du/ac.                                                   |                 |
| Setbacks     | Yorba Linda Blvd: 20' Min. Imperial Highway: 20' Min. | 1. A 20' minimum landscaped setback including a minimum 8' sidewalk and minimum 5' landscaped parkway shall be provided along Yorba Linda Boulevard and Imperial Highway to maintain a rural feel and shelter the Town Center development from a busy adjoining thoroughfare. |                 |
|              |          | 2. Parking shall be located behind buildings fronting a public right-of-way.                                                                                                                                |                 |
|              |          | 3. Development shall respect utility easement at abandoned Arroyo Street.                                                                                                                                   |                 |
|              | Side: 0' Rear: 0' | 4. No additional setbacks required                                                                                                                                                                         |                 |
Town Center Commercial District Development Standards Continued

<table>
<thead>
<tr>
<th>Category</th>
<th>Standard</th>
<th>Description</th>
<th>Interpretation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot Coverage</td>
<td>Building Coverage: 50% Max.  Landscape Coverage: 20% Min.</td>
<td>1. The maximum lot coverage shall be 50%.</td>
<td></td>
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<td></td>
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<td>2. The minimum landscape coverage shall be 20%. <em>(May include public plazas)</em></td>
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<tr>
<td></td>
<td>Public Space: 5% Min.</td>
<td>3. The minimum lot coverage dedicated to public space is 5% and shall include outdoor dining, plazas, or similar public amenity. <em>(Pedestrian or vehicular circulation or parking shall not be counted towards public space requirement)</em></td>
<td></td>
</tr>
<tr>
<td>Parking</td>
<td></td>
<td>1. Refer to Section 3.8 for parking regulations.</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>2. A parking area abutting a public sidewalk or street shall provide one or more of the following buffers:</td>
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<tr>
<td></td>
<td></td>
<td>- A landscaped berm that is a minimum of 5' in depth and is planted with a combination of trees and shrubs.</td>
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<td></td>
<td></td>
<td>- A planter with minimum height of 2' excluding landscaping.</td>
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<td>- A hedge with a minimum height of 3'.</td>
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<tr>
<td></td>
<td></td>
<td>3. 50% of all parking surfaces shall be constructed of permeable surface materials such as brick, interlocking pavers, porous structural colored concrete, grasscrete, cobblestones, or decomposed granite.</td>
<td></td>
</tr>
</tbody>
</table>
### Town Center Commercial District Development Standards Continued

<table>
<thead>
<tr>
<th>Category</th>
<th>Standard</th>
<th>Description</th>
<th>Interpretation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Building Placement</strong></td>
<td>Adjacent to street</td>
<td>1. Buildings shall be located adjacent to Imperial Highway, Yorba Linda Boulevard, Olinda Street, School Street, and New Street A.</td>
<td></td>
</tr>
<tr>
<td><strong>Plazas and Gateways</strong></td>
<td></td>
<td>1. 500 square foot minimum plaza including street furnishings, landscaping, accent trees, and lighting at:</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Imperial Highway and Olinda Street</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>- Imperial Highway and Lemon Drive</td>
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<tr>
<td></td>
<td></td>
<td>- Lakeview Avenue and Lemon Drive</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Imperial Highway and Main Street</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>2. 750 square foot minimum plaza including street furnishings, public art, water feature, clock, landscaping, accent trees, and lighting at:</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>- Yorba Linda Boulevard and Imperial Highway</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>3. Space shall be reserved at the corner of Imperial Highway/Main Street for a future pedestrian bridge connecting the Town Center to the Yorba Linda Station Shopping Center</td>
<td></td>
</tr>
<tr>
<td><strong>Pedestrian Accessibility</strong></td>
<td></td>
<td>1. A minimum 8' wide pedestrian path shall be provided through the property to connect the Civic District and the plaza located at the intersection of Imperial Highway and Yorba Linda Boulevard. It shall contain special paving, lights, and accent trees.</td>
<td></td>
</tr>
</tbody>
</table>
Town Center Commercial District Development Standards Continued

<table>
<thead>
<tr>
<th>Category</th>
<th>Standard</th>
<th>Description</th>
<th>Interpretation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building Height</td>
<td><strong>20’</strong></td>
<td>1. The minimum average building height shall be 20’ as measured from the adjacent sidewalk or finish grade.</td>
<td>![Image of building height]</td>
</tr>
<tr>
<td></td>
<td>Min.</td>
<td>2. The maximum building height shall be 35’ as measured from the adjacent sidewalk or finish grade.</td>
<td></td>
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<tr>
<td></td>
<td><strong>35’</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wall Planes</td>
<td></td>
<td>1. No building facade may extend more than 50’ in length without variations in the wall surface through setbacks or changes in the wall plane.</td>
<td></td>
</tr>
<tr>
<td>Glazing</td>
<td></td>
<td>1. Windows must be transparent; opaque or reflective glazing is not permitted.</td>
<td>![Image of glazing]</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. The bottom of any window or product display window may not be more than 3’-6” above the adjacent sidewalk.</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>3. Product display windows must have a minimum height of four feet and shall not exceed the dimensions of a typical window within the building facade.</td>
<td></td>
</tr>
</tbody>
</table>

![Diagram of building at street edge, 50’ max. wall surface without variation, Plaza at intersection]
## Town Center Commercial District Development Standards Continued

<table>
<thead>
<tr>
<th>Category</th>
<th>Standard</th>
<th>Description</th>
<th>Interpretation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Articulation</td>
<td></td>
<td>1. A combination of design elements must be used on the building façade and/or in relationship to the building at street level to animate and enliven the streetscape. These design elements may include but are not limited to: ornamentation, molding, changes in material or color, architectural lighting, works of art, fountains, display areas, awnings, balconies, porches, towers, landscaped planter boxes, trellises, columns, cornices, arches, decorative tiles, decorative grillwork, and outdoor furniture along street frontages.</td>
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<tr>
<td></td>
<td></td>
<td>2. A minimum of 40% of the first floor building façade facing Yorba Linda Boulevard or Imperial Highway shall be comprised of transparent wall surfaces such as storefront windows, display areas, or doorways that allow views of indoor space or product display areas.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>3. A minimum of 30% of the first floor building facade facing the Town Center interior shall be comprised of transparent wall surfaces such as storefront windows, display areas, or doorways that allow views of indoor space or product display areas.</td>
<td></td>
</tr>
<tr>
<td>Outdoor Dining</td>
<td></td>
<td>Incentives and standards provided in Section 3.9</td>
<td></td>
</tr>
<tr>
<td>Mixed-use</td>
<td></td>
<td>Refer to Section 3.13</td>
<td></td>
</tr>
<tr>
<td>Outdoor Sales</td>
<td></td>
<td>Refer to Section 3.10-11 for outdoor sales and advertising regulations.</td>
<td></td>
</tr>
<tr>
<td>Advertising</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Signs</td>
<td></td>
<td>1. Maximum 3 center monument signs at the following locations:</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Yorba Linda Boulevard</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Lakeview Avenue</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Imperial Highway</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. Refer to section 3.12 for all other sign regulations.</td>
<td></td>
</tr>
</tbody>
</table>
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3.19 TOWN CENTER COMMERCIAL DISTRICT DESIGN GUIDELINES

The Town Center Commercial District design guidelines apply to the west side of Olinda Street, and to commercial properties fronting Imperial Highway and Yorba Linda Boulevard. This District is a place where shopping, dining, and entertainment is encouraged and is an area where buildings shall be a bit larger than Main Street and will likely range from one to three stories in height in order to encourage a mix of uses. The design and look of the Town Center Commercial District communicates the historic character of the city through the use of architecture and streetscape design.

The Yorba Linda Boulevard and Imperial Highway frontage should include a landscape parkway sheltering the active pedestrian environment from the roadways.
3.19.1 Site Planning and Design

Site planning refers to the arrangement of buildings and parking areas, the size and location of pedestrian spaces and landscaping, and how these features relate to one another. Site design addresses the scale and size of outdoor spaces, spaces between buildings and parking areas, and the relationship of site elements that create a comfortable pedestrian environment. In addition, location, orientation, and massing decisions made in the early stages of design have a profound effect on the energy and environmental impacts of buildings and establish the potential for passive renewable energy use.

a. Pedestrian paths or connections should be provided to link districts.

b. Buildings should be sited close to, and oriented toward Yorba Linda Boulevard and Imperial Highway. Building design should incorporate pedestrian walkways, outdoor seating, and landscape areas where possible.

c. Outdoor spaces should not have a "left-over" appearance, such as a paved area with no pedestrian amenities. Instead, outdoor spaces reflect careful planning and provide plaza spaces with defined edges, benches, and lighting.

d. Piazzas, courtyards, pocket parks, and outdoor cafes should be designed in an inviting manner that encourages pedestrian use through the incorporation of trellises, fountains, art, seating, and shade trees.

e. Focal points should be created and incorporated into sites to establish a sense of place.

f. Public art is encouraged as an on-site amenity for all projects.

g. Provide a landscape parkway at Yorba Linda Boulevard and Imperial Highway with trees, landscaping and shrubs.

h. Buildings in highly visible locations, such as the intersection of Lemon Drive and Imperial Highway should incorporate architectural elements such as a clock tower, varying roof lines, fountain, and/or public art.
3.19.2 Parking Lot Design and Screening

a. Adequate parking is necessary for a successful project; however, the parking does not need to be provided in one large lot that can be characterized as a “sea of cars”. Parking lots should be located out of sight from the public right-of-way and should be clearly identifiable with directional signs located at the street edge. Landscaping within parking lots is important to provide shade as well as aesthetically pleasing parking areas. To this end, these guidelines should provide a parking lot designer with the direction needed to create a functional environment that will blend with the surrounding areas.

b. Large areas of parking should be avoided. It is preferable to create small, connected parking lots utilizing shared driveways, and pedestrian connections and landscape buffers.

c. Site plans should balance the need to provide adequate vehicular access with the need to eliminate unnecessary driveway entrances. Reciprocal access should be provided so that vehicles are not required to enter the street in order to move from one area to another on the same site.

d. Parking lots should be generously landscaped with shade trees.

e. Decorative lighting with lamp posts reflecting the desired architectural style of the project should be provided.

f. Patterns and colors should be installed in paving treatments using tile, brick, or textured concrete in order to provide clear identification of pedestrian access points into buildings and to highlight parking features (i.e., handicap spaces, pedestrian loading, etc.).

g. Parking lots are encouraged to incorporate electrical vehicle charging stations.

h. Private parking lots with greater than 40 spaces should incorporate electrical vehicle charging stations at a ratio of 20:1
3.19.3 Project Landscape and Hardscape

a. Healthy, mature landscaping can enhance development and should not be used as a mask to justify poor building design. The creative application of hardscape elements can add interest to a project.

b. Trees and shrubs should be located and spaced to allow for mature and long-term growth.

c. Evergreen and deciduous or flowering trees should be used in combination to create visual interest and a dynamic landscape.

d. Accent planting should be used around entries and key activity hubs.

e. Trees should be selected on a performance basis with the objective of minimizing water use, providing shade, minimizing hazardous litter, minimizing root intrusion, and providing color and contrast.

f. Planting should be used to screen or separate less desirable areas from public view, such as trash enclosures, parking areas, storage areas, loading areas, and public utilities.

g. Urban runoff can be greatly reduced by diverting stormwater from impervious areas such as roofs and paths to landscape areas and infiltration basins where water can seep into the ground.

h. Vines and potted plants should be used to provide wall, column, and post texture and color, as well as for accentuating entryways, courtyards, and sidewalks.
3.19.4 Commercial Plazas

a. Specialized, defined public outdoor spaces should be incorporated into the overall building and project design.

b. Pedestrian oriented squares, courtyards, arcades, atriums, verandas, balconies, and roof terraces, should be placed and designed to encourage attention and the presence of people day and/or night.

c. Outdoor spaces should have clear, recognizable shapes that reflect careful planning and not be a result of “left over” areas between structures.

d. Site amenities, such as benches, drinking fountains, provisions for bicyclists, water features, and public art, should be utilized and should complement the project’s architectural character.

e. Shade trees that provide relief from the sun should be incorporated within public outdoor spaces.

f. Pedestrian links should be provided between buildings on the same site, public open spaces, and parking areas and should be visually emphasized through the use of landscaping or trellis features, lighting, walls, and/or distinctive paving. Pedestrian links should be consistent with Title 24 California Code of Regulations accessibility requirements.

g. Provide landscape features in plazas and pedestrian oriented spaces. Each plaza should include two (2) benches or four (4) chairs minimum, shade trees, and two (2) or more of the following features:
   - One planter, with a minimum footprint of four square feet,
   - Public art piece
   - Water feature
   - Clock, or
   - An information kiosk
3.19.5 Sidewalk Cafes

a. Sidewalk café areas should be screened with semi-permanent decorative screens, walls, or planters. Screens can be made of wood, plastic, glass, or metal, and shall attach to the sidewalk with recessed anchors—allowing for seasonal removal, leaving no tripping hazard in its absence.

b. Screens should not be more than 42” tall.

c. Screens can either be solid or semi-solid. Designs should be consistent with building façade design and/or restaurant theme.

d. Screen layout needs to enclose the entire outdoor café area, leaving required exit width accommodations for occupancy of facility.

e. Tables and chairs can be of varying type, but those designed for exterior use are recommended. Plastic chairs are prohibited. Tabletop sunshades, pole shades and sunscreens are recommended.

f. Layout of outdoor cafes shall allow for minimum 48” clear sidewalk right of way. Street signage, furniture, and landscaping shall not encroach in this 48” clear space.

g. Location of café is recommended to be located along building façade; however, the 48” clear space can be designed between the sidewalk café and the building façade.

h. Interior table layout of sidewalk cafes shall conform with all applicable building codes in regards to spacing, aisle width, occupancy, ADA and California Title 24 and exiting.

i. Accent lighting is recommended.

j. Landscaping such as flower boxes are recommended to be incorporated into the design.
3.19.6 Building Form

a. Buildings should be designed to create an active pedestrian environment fronting Yorba Linda Boulevard and Imperial Highway.

b. Architectural character of a building should build upon and maintain the traditional downtown image with an emphasis on historic architectural styles, building type, materials and details, building square footage, setbacks, lot widths, and landscaping.

c. 360-Degree architecture is the concept of designing a building where all sides of the building have been detailed to complement the primary street elevation in architecture, massing, and materials. Buildings should be aesthetically pleasing from all angles. This detailing is most important for buildings on corner lots and on elevations that have high visibility.

d. Continuity among buildings contributes to community identity. As the Town Center develops, each subsequent building should complement the form, scale, and proportion (relationship of height and width) of adjacent buildings within the district and should acknowledge, where appropriate, the historic character of the Town Center.

a. Building forms and facades influence cohesiveness, comfort, and aesthetic pride and at the same time can encourage shopping, increase a sense of security, and generate pedestrian activity.

b. Parapets should have sufficient articulation of detail, such as precast treatments, continuous banding, or projecting cornices, lentils, caps, corner details, or variety in pitch (sculpted).

c. Parapets should not appear "tacked on" and should convey a sense of permanence.
Vertical elements such as towers accentuate the horizontal massing and provide visual interest.

The appearance of several smaller buildings, rather than one large building, is preferred.

Architectural character should build upon and maintain the traditional downtown image with emphasis on historic architectural styles and materials.

d. If the interior side of a parapet is visible from pedestrian view, it should be finished with the same materials and a similar level of detail as the front façade.

e. Roofs covering the entire building, such as hips and gables, are preferred over mansard roofs.

f. Changes in vertical planes should be used to break up a boxlike appearance. Vertical elements such as pilasters help create "bays" to give the appearance of several smaller buildings.

g. One or more of the following design strategies should be used to reduce the perceived height, bulk, and massing of the building.
   - Variation in the wall plane (projection and recess)
   - Variation in wall height
   - Roofs located at different levels

h. Minor surface detailing should not be substituted for distinctive building massing. Minor surface detailing includes score lines or changes in color, rather than a change or relief in the wall plane.

i. The appearance of several smaller buildings, rather than one large building is preferred to foster a more intimate, pedestrian-friendly scale.

j. Vertical elements such as towers can be used to accent horizontal massing and provide visual interest, especially on corner buildings.

k. Varying setbacks on upper floors to accommodate balconies and other architectural treatments should be considered.

l. The use of corporate "chain" architecture detracts from the unique character of the Town Center and is strongly discouraged. Corporate tenants should design the buildings to fit the scale and character of the Town Center. New development should express its own uniqueness of location, tenant, or structure, and should be designed especially for the particular building site and not as a copy of a generic building type that might be used anywhere.
3.19.7 Building Elements and Articulation

a. Architectural details should be used to enhance buildings by adding color, shadows, and interesting forms. They should not, however, be used as a substitute for genuine building massing and articulation. The selection and placement of building materials should provide visual interest at the pedestrian level. The similarity of window and door sizes and locations contributes to a sense of visual continuity along the street. It is important that the main entrance to a building be clearly identifiable and unique, as it is the primary point of arrival and should be treated as such.

b. Human scale should be created through the use of awnings, arches, walls, trellises, arbors, pergolas, and other architectural elements. These elements should be integrated into the building design to avoid the look of “tacked on” architectural features.

c. One or more of the following methods should be incorporated in the entrance design:
   - A change in wall / window plane
   - Wall articulation around the door and projecting beyond the door
   - Placement of art or decorative detailing at the entry
   - A projecting element above the entrance
   - A change in material or detailing
   - Implementation of architectural elements such as flanked columns or decorative fixtures
   - Recessed doors, archways, or cased openings
   - A portico or formal porch projecting from or set into the surface
   - Changes in the roof line, a tower, or a break in the surface to the subject wall

d. Storefront windows, display cases, and other elements that provide visual interest to facades should be provided along side streets.

e. Clear glass is required on the street level to create interesting interior shop views for pedestrians. Heat gain can be limited by incorporating awnings, recessed storefronts, polarized glass, or professionally applied UV film. Reflective, mirrored, or tinted glass is not permitted.

f. Windows on upper floors should relate to the window pattern established on the ground floor with similar shape, rhythm, and style.

g. Details such as wall surfaces constructed with patterns, changes in materials, building pop-outs, columns, and recessed areas should be used to create shadow patterns and depth on the wall surfaces.
h. Brick, stone, and natural or painted wood are appropriate as primary materials.

i. Natural materials, such as brick, stone, copper, etc., should be left the original color.

j. Awnings should not be wrapped around buildings in continuous bands. Awnings should only be placed on top of doors, on top of windows, or within vertical elements when the façade of a building is divided into distinct structural bays.

k. Awnings and umbrellas should be made of cloth, not plastic or vinyl, and should be high enough so as not to inhibit pedestrians.

l. Awnings should be lit with direct, architecturally interesting fixtures, such as goosenecks.

m. Covered walkways provide a visual, as well as protective, linkage between uses. These walkways may occur at building street frontages, between buildings, from buildings to parking lots, and within a parking lot. Covered walkways associated with buildings should utilize the materials of these buildings.

n. Building materials and finishes should be true to the structure's architectural style.

o. Material changes should occur at intersecting planes to appear substantial and integral to the façade. Material or color changes at the outside corners of structures give an impression of thinness and artificiality and should be avoided.

p. Building facades facing paseos should be articulated with detail and display windows.

q. Murals, trellises, or vines should be placed on large expanses of walls at the rear or sides of buildings to soften the appearance and create interest.

r. Freestanding and/or wall mounted display cases may be provided between buildings in pedestrian linkage areas to eliminate large blank wall surfaces. Such display cases may include theater movie posters, upcoming civic events, retail events (such as sidewalk sales, book signing, etc.), art displays, or shows.
3.19.8 Building Materials

a. An important aspect of buildings being compatible with existing historic buildings is with use of materials. Buildings built after the turn of the century have a very limited pallet of materials. It is important that new buildings be built within this range.

b. Building materials should consist of stained wood, river rock, metal roofs, highly textured shingles, flag stone, board and batten, shiplap siding, cobblestone, brick, tile, and terracotta. Avoid highly reflective or tinted glass, imitation stone or brick, corrugated fiberglass, plastic roof tiles, and undecorated concrete block.

3.19.9 Exterior Colors

a. Colors are a very important part of creating a coordinated appearance for the Town Center area. In general bright colors should be avoided except for small accent colors. Colors should be muted in order to imply historic character and to work with a variety of building types.

b. Muted tones that imply historic character should be utilized

c. Color schemes that involve a minimum of three colors should be utilized.

d. Utilize different colors to accentuate different aspects and details of the buildings architecture.

e. Certain materials, such as stone and brick, have distinct coloring in their natural state and should be thought of as an element of the color palette used. These materials should not be painted.
3.19.10 Lighting

a. Effective lighting provides safety and direction for vehicles and pedestrians and provides visibility and security for businesses while enhancing architectural building and landscaping details. These guidelines apply to on-site lighting for private development projects in parking areas and to lights associated with the building. Light types could include pole lights, spotlights, wall mounted sconces, and parking and landscape lighting.

b. Lighting should be designed to provide ambiance, safety, and security without unnecessary spillover or glare onto adjacent properties. This design is particularly important for the residential users who may be located on a second floor above a commercial use.

c. The quality of light, level of light as measured in foot-candles, and the type of bulb or source should be carefully addressed. Lighting levels should not be so intense as to draw attention to the flow or glare of the project site. The lighting plan should incorporate current energy-efficient fixtures and technology.

d. Spotlighting or glare from any site lighting should be shielded from adjacent properties and directed at a specific object or target area. Exposed bulbs should not be used.

e. Building light fixtures should be designed or selected to be architecturally compatible with the main structure, which should complement the theme of the surrounding area.

f. Wall-mounted light fixtures should not extend above the height of the wall to which the fixtures are mounted.

g. Accent lighting that is downlit and focused on key architectural elements and trees can be effective and attractive; however, light sources should be screened from view.

h. Blinking, flashing lights, and exposed neon lighting used to illuminate building facades and window displays or to outline buildings should not be used. (Exception: Temporary decorative lights such as holiday and summer lighting may be allowed for up to an eight-week period during the calendar year.)

i. When security lighting is necessary, it should be recessed, hooded, and located to illuminate only the intended area. Off-site glare and light trespass should be prevented.

j. Pedestrian areas, paseos, sidewalks, and building entrances should be adequately lit to provide safety and security.
3.19.11 Utilitarian Aspects of Buildings

a. Utility service areas are building components or features that are necessary for the building's function. These elements should be incorporated as part of the early building design process, rather than as an afterthought at the construction document phase.

b. Outdoor storage areas, including trash and recycling, should be located to the rear or sides of a building and should be screened from public view with walls, berms, or landscaping.

c. All mechanical equipment on the roof or ground, including air conditioners and heaters, should be screened from public view. Buildings with flat or low-pitched roofs should incorporate parapets, pitched facades, or architectural elements designed to screen roof mounted mechanical equipment. The screening should be architecturally compatible in color, shape, size, and material with the primary building and should be carefully integrated into the overall building design.

d. Utility service areas, such as electrical panels, should be placed within enclosures that are architecturally integrated into the building design. Utility companies should be able to access meters and utility equipment even when screened.

e. Roof access should be provided from the interior of the building. Exterior roof access ladders should be avoided if possible.

f. Trash enclosures and loading areas should be designed using similar materials and colors as the surrounding buildings within the project and must be screened with landscaping or wall materials and sited where least visible to the public.
g. Trash enclosures should be combined among parcels where possible and should be large enough to handle the refuse generated by the users and accessible for service vehicles.

h. A pedestrian entrance to the trash enclosure should be provided so that the large access gates do not have to be opened as often.

i. Recycling bins should be integrated into the enclosure.

j. Trash enclosures should be separated from adjacent parking stalls by minimum three-foot wide planters with low-growing plant materials to ensure that adequate space is available for passengers to access a vehicle in an adjacent parking space.

k. Gutters and downspouts on the exterior of the building should be decorative or designed to integrate with the building façade.

l. Roof scuppers should not be used in areas visible to the street or public spaces.

m. Sheet metal vents, pipe stacks, and flashing should be painted to match the adjacent roof or wall material.

n. Common mailboxes should be custom or enhanced designed to complement to the surrounding buildings.

o. Stairways should be constructed of smooth stucco, plaster, or wood, with accent trim of complementary colors. Thin-looking, open metal, prefabricated stairs are discouraged.

p. Guardrails should complement the architectural style of the building.

q. Where possible, ramps should be integrated into the site design to create functional and unique spaces.

r. Utility vaults, such as water, gas, and electric meters, should be screened from public view or placed underground.
3.19.12 Signs

a. Signs play an important role in the success of any business by providing necessary identification and advertising. Signs integrated into the building design provide a personal quality that contributes to the ambiance of the commercial complex or streetscape, especially the more unique signs. Conversely, signs can intrude upon pleasant surroundings when applied as an afterthought. These guidelines are intended to balance the legitimate advertising needs of businesses with the need to prevent visual clutter.

b. Signs should be in scale with and in proportion to the primary building façade so that the signs do not dominate the appearance.

c. Sign colors, materials, and design should be compatible with that of the primary building façade.

d. Painted wood and metal are appropriate materials for signs.

e. Signs that reflect the type of business through design, shape, or graphic form are encouraged.

f. The method of attaching the sign to the building should be integrated into the overall sign design.

g. Signs on canopies and awnings are encouraged.

h. Signs should not cover up windows or important architectural features.

i. Window signs should be pedestrian-oriented.

j. A single development with five or more users should provide a unifying sign theme through a sign program.

k. Where several tenants occupy the same site, individual wall-mounted signs should be used in combination with a monument sign identifying the development and address.

l. Flush mounted signs should be positioned within architectural features such as the window panel above the storefront or flanking the doorway.
3.20 CIVIC/CULTURAL ARTS AND PUBLIC FACILITIES DISTRICT

3.20.1 Overview

The Civic/Cultural Arts and Public Facilities District is centrally located within the Town Center and is generally bound by Yorba Linda Fire Station #10 and Lemon Drive to the north, Valencia Avenue to the east, School Street to the west and the south street extension and the Town Center Commercial District to the south. The City Redevelopment Agency has acquired ownership of a majority of the parcels within this district and Valencia Avenue is intended to be converted to an access drive rather than a street. The intent of this district is to develop cultural and educational facilities as well as to create a central gathering destination for the entire community.

Commercial/retail uses were purposely excluded from this District due to the lack of visibility from Imperial Highway and Yorba Linda Boulevard. Retail uses such as restaurants and cafes are encouraged in the adjacent Historic Town Center District and the Town Center Commercial District in order to complement the proposed cultural arts and library facilities. Selected ancillary cafe and retail are allowed as part of a library or cultural arts venue.
This area will also include a large public open space and amphitheater which will take advantage of the natural topography and provide passive recreation opportunities for Town Center users. Civic buildings within the Public Services district should open-out onto the open space with publicly accessible plazas, seating areas, reading nooks, and stages in order to create a vibrant and engaging atmosphere. The open space should take advantage of the natural topography by incorporating either a drainage system with retention pond or a permanent year round water feature.

Parking for the District will be provided adjacent to the proposed library and cultural arts venue. During high parking demand events, additional parking strategies are identified in section 3.8 of this Chapter. Landscaped and well lit linkages will be provided to encourage pedestrian mobility throughout the entire Town Center.

### 3.20.2 Vision

The vision for the Civic/Cultural Arts and Public Facilities District, as identified through the public outreach process, states that the Civic/Cultural Arts and Public Facilities District should:

- Allow for opportunities to become the “core” of cultural activities within the city
- Provides a destination for events, outdoor theatre, performances, and festivals on weekends and evenings with the “civic campus” activities feeding the surrounding uses during the week.
- Provides community green space and culture/arts venues/entertainment
- Creates a pedestrian-friendly district with wide sidewalks, street trees, benches and streetlights with banners and strong connections to the Historic Town Center District.
### 3.21 CIVIC/CULTURAL ARTS AND PUBLIC FACILITIES DISTRICT DEVELOPMENT STANDARDS

<table>
<thead>
<tr>
<th>Category</th>
<th>Standard</th>
<th>Description</th>
<th>Interpretation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Setbacks</td>
<td>School Street: 10' Min.</td>
<td>Building shall be setback a minimum of 10' from School Street.</td>
<td></td>
</tr>
<tr>
<td>Lot Coverage</td>
<td>Building Coverage: 60% Max.</td>
<td>1. The maximum building coverage shall be 60%.</td>
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<tr>
<td></td>
<td>Landscape Coverage: 20% Min.</td>
<td>2. The minimum landscape coverage shall be 20%. (Excluding Public Park/Open Space; May include public plazas)</td>
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<td></td>
<td></td>
<td>3. The minimum lot coverage dedicated to public space is 5% and shall include outdoor dining, plazas, or similar public amenity. (Pedestrian or vehicular circulation or parking shall not be counted towards public space requirement)</td>
<td></td>
</tr>
<tr>
<td>Building Placement</td>
<td>Library and Cultural Arts Venue:</td>
<td>1. Buildings shall be situated to front onto the park site.</td>
<td></td>
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<tr>
<td></td>
<td>Buildings shall be oriented</td>
<td>2. All other buildings shall be oriented towards School Street, Lemon Street and New Street &quot;A.&quot;</td>
<td></td>
</tr>
<tr>
<td>Parking</td>
<td></td>
<td>1. Refer to Section 3.8 for parking regulations.</td>
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<td></td>
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<td>2. A parking area abutting a public sidewalk or street shall provide one or more of the following buffers:</td>
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<td></td>
<td></td>
<td>• A landscaped berm that is a minimum of 5' in depth and is planted with a combination of trees and shrubs.</td>
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<td></td>
<td></td>
<td>• A planter with minimum height of 2' excluding landscaping.</td>
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<td>• A hedge with a minimum height of 3'.</td>
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<td>3. 50% of all parking areas shall be constructed of permeable surface materials such as brick, interlocking pavers,</td>
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<td>porous structural colored concrete, grasscrete, cobblestones, or decomposed granite.</td>
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<td>4. A minimum of two (2) recharging or alternate fuel stations shall be provided in all public parking areas.</td>
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</table>
### Civic/Cultural Arts District Development Standards Continued

<table>
<thead>
<tr>
<th>Category</th>
<th>Standard</th>
<th>Description</th>
<th>Interpretation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Park Size</td>
<td></td>
<td>.75 acres minimum</td>
<td></td>
</tr>
<tr>
<td>Building Height</td>
<td>35’ Max.*</td>
<td>The maximum building height shall be 35’ as measured from the adjacent sidewalk or finish grade.</td>
<td>* Project will need a Measure B vote if it is going to be higher than 35’.</td>
</tr>
<tr>
<td>Articulation</td>
<td></td>
<td>No building facade may extend more than 75’ in length without variations in the wall surface through setbacks or changes in the wall plane.</td>
<td></td>
</tr>
<tr>
<td>Outdoor Dining</td>
<td></td>
<td>Incentives and standards provided in Section 3.9</td>
<td></td>
</tr>
<tr>
<td>Signs</td>
<td></td>
<td>Refer to section 3.12 for all other sign regulations.</td>
<td></td>
</tr>
<tr>
<td>LEED</td>
<td>LEED Silver</td>
<td>1. The new cultural arts venue and library shall obtain LEED Silver certification at a minimum.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. All public buildings shall achieve LEED credit 3.1 Water Efficiency (exceed the baseline water projection by 20%)</td>
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3.22 CIVIC/CULTURAL ARTS AND PUBLIC FACILITIES DISTRICT DESIGN GUIDELINES

The Town Center Specific Plan provides the opportunity to develop or redevelop civic/cultural facilities. These facilities will be used by all members of society for generations to come and therefore should reflect the architectural character of the Town Center.

3.22.1 Historical Context

a. The Church and Fire Station are considered historically significant in the Town Center. Additions or new construction associated with these buildings should complement the existing massing materials and architectural style. All additions and alterations to these buildings should meet the Secretary of the Interior’s Standards for the Treatment of Historic Properties and the Guidelines for Rehabilitation of Historic Buildings.

b. It is strongly recommended that the architectural style within the CCAD should be distinguished, timeless and prominent since this complex could serve the city for many years to come.
3.22.2 Site Design

The design of the Civic/Cultural Arts and Public Facilities District (CCAD) shall maximize the ability to fully utilize the site and should be master planned prior to development. The new CCAD is intended to provide services to the community for the next 50 to 100 years.

a. The initial phase of construction should be planned so that the entire site will be landscaped and improved so that it can be easily maintained and has a finished appearance at the conclusion of Phase One.

b. The CCAD should be master planned to encourage maximum utilization by the public. It should be interactive to attract users of all ages and to link directly to neighboring uses.

c. The overall composition of the CCAD, streetscape, and landscape should provide a warm and welcoming image when approached by car or on foot. Providing an inviting, user-friendly vision is strongly recommended.

d. Outdoor spaces, including plazas and gardens should be integrated throughout the proposed Civic Center resulting in an "indoor/ outdoor" environment.

3.22.3 Vehicular Circulation and Parking

a. The vehicular entrance(s) to the CCAD shall be located so that it is clearly identifiable, convenient and safe.

b. The construction of a drop-off/pick-up driveway should be provided. The drop-off/pick-up area should be located near the entrances to the library and cultural arts venue entry and have convenient access to adjacent parking.

c. Service areas for deliveries and trash pick-up should be completely screened from view to the public.

d. Where parking areas occur, they should be heavily screened and landscaped to avoid the appearance of a "sea of cars".

e. The layout of parking areas should take advantage of the natural topography. The use of partial subterranean (1/2 level into grade) or subterranean parking is encouraged in combination with the construction of the cultural arts venue.

f. Parking areas should be conveniently located to minimize walking distance to the library. Short-term parking should be conveniently located adjacent to the proposed library.

g. The use of pervious paving surfaces is encouraged to minimize runoff.

h. The use of terraced surface parking areas compatible with the existing topography is suggested.

i. Landscaped fingers or tree wells in parking areas should be utilized.

j. Drought tolerant or low water landscaping should be utilized in parking areas.
3.22.4 Pedestrian Circulation

a. Pedestrian walkways to building entry(s) shall be prominent, clearly and readily identifiable.

b. Clear and direct pedestrian linkage from parking areas to building entries should be provided.

c. Pedestrian walkways should be physically separated from vehicular areas to ensure safety.

d. Pathways and walkways should be used to link plazas and gardens and access to all buildings.

e. The use of a variety of enriched textures and paving surfaces for walking surfaces is encouraged.

f. A clear pedestrian link to existing or proposed bus stops should be provided.

3.22.5 Landscape

a. The design of a strong landscaping concept that complements and is integrated into the architectural design of the proposed Civic buildings is of prime importance.

b. Covered or trellised walkways are encouraged.

c. Landscaping used to provide shade, color and texture to the site is strongly encouraged.

d. Landscaping used to shade and soften plazas, courtyards and walkways is strongly recommended.

3.22.6 Site Lighting

a. Lighting fixtures exposed to view in parking areas, walkways and plazas should be compatible to the architectural design of the civic buildings and should have a consistent theme.

b. All parking lot pole lights should be limited to a height of sixteen feet and should be "cut-off" type shrouds to prevent spill over of light onto adjacent properties.

c. All pedestrian pole lighting should be limited to a height of twelve feet.

d. No high pressure sodium lighting should be permitted.

e. Where possible and practical, lighting of walkways, plazas and landscape areas should be accomplished via indirect lighting or bollards (i.e. non-visible fixtures recessed in masonry walls, up lighting of specimen trees, etc.).

f. Lighting design should be carefully coordinated to maximize identity and security.
3.22.7 Mass/Form

a. The building form of the CCAD structures should be interesting and include projecting and recessed elements as opposed to “box-like”.

b. Upper floors should be set back from lower floors to reduce the mass of the complex and to provide a terracing effect. Terraced areas should have landscape treatment integrated into the architecture of the buildings.

c. Building forms should have strong base elements to visually help anchor the building to the site.

d. Design elements in the body of the building (above the base but below the roof or cornice) should be articulated to express rhythm and scale. Long repetitive expanses of wall surfaces should be avoided.

e. Roof or cornice elements should be expressed to cap or crown the architectural mass of the complex.

f. The incorporation of a strong vertical design element, such as a bell tower or campanile is preferred to create emphasis and to become a major identifying element for the CCAD.

g. The main entry(s) into the cultural arts and library buildings should be emphasized by strong design elements such as oversized doors, arches or large windows. Main building entries should be “grand”.

3.22.8 Scale

a. Individual building elements should be in scale with each other.

b. Create hierarchy of scale of building elements as perceived by the pedestrian from parking areas to walkways to building entrances.

c. Entry(s), walkways and plazas should have design elements that relate to pedestrian scale and should be comfortable and inviting.

3.22.9 Entry

a. Entry(s) should be “grand,” prominent and inviting with high ceilings and the incorporation of unique design features and materials.

b. Entry(s) should be clearly identifiable and visible from drop off areas, walkways and plazas.

c. Roof elements should be utilized to denote entries.

d. Use architectural emphasis elements, such as bell tower or arch to help identify entries.
3.22.10 Roofs

a. Use roof forms that reinforce and complement the architectural style.

b. The use of visible roof forms and materials is strongly suggested. Taller roof elements should have adequate roof slope so that roofing is visible to the pedestrian.

c. Utilize the terraced setbacks of upper floors for balconies and roof decks.

3.22.11 Window Treatment

a. The introduction of natural light should be maximized.

b. Windows should be placed to create an indoor/outdoor feeling from interior spaces.

c. Windows should be placed to maximize view potential to the park, plazas and garden areas.

d. The use of skylights is suggested.

e. Utilize the relationship of windows to solid wall areas to establish an interesting rhythm and visual emphasis.

f. The use of reflective glazing is strongly discouraged.

3.22.12 Materials
a. Building materials should be selected on the basis of their appropriateness and compatibility to proposed architectural styles described in Section 3.6 of this chapter.

b. The ability to remove graffiti from exterior buildings should be considered.

c. The use of natural, warm, solid, durable and timeless building materials is suggested. Suggested building materials include stone, brick, and wood.

### 3.22.13 Signage

a. Signage should be modest, classy and understated.

b. Signage should be clear and sensitive, but discrete.

c. Develop overall signage plan, which utilizes consistent sign types, locations and materials and is compatible with other design features and elements.

### 3.23 CENTRAL PARK

- Large windows maximize natural light and views
- The use of brick plays off of the historical feeling of Main Street
- The size and scale of the building and architectural elements should create an impressive Civic building
- Signs should be classy and discreet
Central Park, located within the Civic/Cultural Arts and Public Facilities District, is intended to become a community gathering place and civic destination. The park should be designed as a passive park with open grass areas, picnic tables, walking paths, and benches. As currently envisioned, the park will contain outdoor entertainment areas for live music, theatrical performances, dance performances, and speaking engagements. The park should be designed by utilizing the natural sloping topography for outdoor amphitheater style seating.

### 3.23.1 Park Amenities

At a minimum, Central Park should incorporate the following amenities:

- Decomposed granite walking paths (min. 8' wide)
- Stage in conjunction with cultural arts venue or library
- Outdoor stage (min. 500 sf)
- Water feature
- Picnic tables
- Benches/seating areas
- Pedestrian scaled lighting & bollards
- Outdoor reading area in conjunction with proposed library
- Lawn/grassy areas make up at least 60% of the park
- Shade trees, shrubs, ground cover
- Safe and convenient connections to adjacent uses

### 3.23.2 Site Planning

The following guidelines apply specifically to Central Park.
3.23.3 Grading and Drainage

a. Grading design should be considered in the early planning stages of park design.

b. An optimum on-site balance of cut and fill should be maintained. Reuse existing topsoil for the establishment of landscaping where feasible.

c. Tall retaining walls should be used only when no other solutions are available. If tall retaining walls are used, the walls should be screened from public view by trees and shrubs. A stepped retaining wall system with landscaping is the preferred alternative.

d. Drainage design must meet the requirements of the Clean Water Act and Best Management Practices.

e. Site drainage should be designed to provide safe operation of vehicular and pedestrian traffic and to prevent damage to any buildings and adjacent property.

f. Creative drainage systems that lower the quantity of urban runoff and improve the quality of the urban runoff is encouraged.

3.23.4 Landscaping

Landscaping within the park should reinforce the design of the site. In addition to guidelines for general park areas, guidelines are provided for buffer areas and gathering spaces. Park gathering spaces include any open gathering space, seating
area, and/or playground area within the Civic/Cultural Arts and Public Facilities District.

a. The use of turf in gathering spaces is appropriate for seating and informal play.

b. The planting design should provide a variety of experiences, including, but not limited to:
   - Wide-open meadows with spacious views and room for a variety of activities
   - Opportunities for intimate seating areas with quiet viewing areas
   - Clusters of trees to provide shade
   - Aesthetically pleasing plant groupings
   - Varieties of color, texture, and shape that enhance the user’s experience

c. All gathering spaces and spectator areas should provide an ample amount of shade.

3.23.5 Fences, Gates, and Walls

The park should be designed functionally and visually as open as possible with as few fences and walls as possible. In most cases, a split rail design is preferred.

a. Chain link fencing is prohibited in any area visible from public rights-of-way, or semi-public private areas such as plazas or outdoor dining areas, etc..

b. If needed, fences can separate parking areas and roadways from the park.

c. Fencing can be used to prevent shortcutting through landscape areas or sensitive habitats.

d. Gates should complement fence materials.

e. Gate openings for pedestrians should have a minimum clear opening of four feet.

f. Gate openings for vehicles should have a minimum clear opening of 12 feet; however, the use of removable bollards is preferred.

g. Retaining or freestanding walls should be provided only when necessary and should be of a similar material and color as the primary building.

h. Split face block or grey concrete walls should be avoided.

3.23.6 Site Lighting

a. Security lighting should be provided within parking area, along pedestrian paths, and at building entrances.

b. The minimum amount of security lighting should be 0.5 footcandles.
between light fixtures.

c. In some of the more natural areas, lighting may be limited to a very few fixtures with glare shields or may not be provided due to the sensitivity of the environment.

d. All lighting should utilize timers to avoid unnecessary lighting.

e. Bollard lights and uplights set in paving may be used along pathways.

### 3.23.7 Amphitheater

a. Public restrooms and a large storage room for maintenance and performance items should be incorporated into the design of the amphitheater. Alternatively, restrooms that are publicly accessible from the outside may be constructed in conjunction with the proposed library or cultural arts venue.

b. Temporary lighting should be provided for in the design of the stage.

c. Consider acoustic impacts within the amphitheater for bands/performances as well as sound containment.

d. Design stage to include storage for basic equipment.

e. Design for stage needs to include extra power and microphone hook-ups on front wall/area of amphitheater.

f. Provide a location within the seating area of the amphitheater for a sound engineer. Incorporate power outlets in this area.

### 3.24 SAFETY AND SECURITY

Crime Prevention Through Environmental Design (CPTED) strategies rely upon the ability to influence offender decisions that precede criminal acts. The four most common built environment strategies are natural surveillance, natural access control, natural territorial reinforcement, and maintenance.

#### 3.24.1 Natural Surveillance

Natural surveillance increases the threat of apprehension by taking steps to increase the perception that people can be seen. Natural surveillance occurs by designing the placement of physical features, activities and people in such a way as to maximize visibility and foster positive social interaction among legitimate users of private and public space. Potential offenders feel increased scrutiny and limitations on their escape routes.

- Place windows overlooking sidewalks and parking lots.
- Leave window shades open.
- Use passing vehicular traffic as a surveillance asset.
- Create landscape designs that provide surveillance, especially in proximity to
designated points of entry and opportunistic points of entry.

- Use the shortest, least sight-limiting fence appropriate for the situation.
- Use transparent weather vestibules at building entrances.
- When creating lighting design, avoid poorly placed lights that create blind-spots for potential observers and miss critical areas. Ensure potential problem areas are well-lit: pathways, stairs, entrances/exits, parking areas, ATMs, phone kiosks, mailboxes, bus stops, children’s play areas, recreation areas, pools, laundry rooms, storage areas, dumpster and recycling areas, etc.
- Avoid too-bright security lighting that creates blinding glare and/or deep shadows, hindering the view for potential observers. Eyes adapt to night lighting and have trouble adjusting to severe lighting disparities. Using lower intensity lights often requires more fixtures.
- Use shielded or cut-off luminaires to control glare.
- Place lighting along pathways and other pedestrian-use areas at proper heights for lighting the faces of the people in the space (and to identify the faces of potential attackers).

3.24.2 Natural Access Control

Natural access control limits the opportunity for crime by taking steps to clearly differentiate between public space and private space. By selectively placing entrances and exits, fencing, lighting and landscape to limit access or control flow, natural access control occurs.

- Use a single, clearly identifiable point of entry.
- Use structures to divert persons to reception areas.
- Use low, thorny bushes beneath ground level windows.
- Eliminate design features that provide access to roofs or upper levels.
- In the front yard, use waist-level, picket-type fencing along residential property lines to control access, encourage surveillance.
- Use a locking gate between front and back yards.
- Use shoulder-level, open-type fencing along lateral residential property lines between side yards and extending to between back yards. This fencing should be sufficiently unencumbered with landscaping to promote social interaction between neighbors.
- Use substantial, high, closed fencing (for example, masonry) between a backyard and a public alley.

3.24.3 Natural Territorial Reinforcement

Territorial reinforcement promotes social control through increased definition of space and improved proprietary concern. An environment designed to clearly delineate
private space does two things. First, it creates a sense of ownership. Owners have a vested interest and are more likely to challenge intruders or report them to the police. Second, the sense of owned space creates an environment where "strangers" or "intruders" stand out and are more easily identified. By using buildings, fences, pavement, signs, lighting and landscape to express ownership and define public, semi-public and private space, natural territorial reinforcement occurs. Additionally, these objectives can be achieved by assignment of space to designated users in previously unassigned locations.

- Maintained premises and landscaping such that it communicates an alert and active presence occupying the space.
- Provide trees in residential areas. Research results indicate that, contrary to traditional views within the law enforcement community, outdoor residential spaces with more trees are seen as significantly more attractive, more safe, and more likely to be used than similar spaces without trees.
- Restrict private activities to defined private areas.
- Display security system signage at access points.
- Cyclone fencing and razor-wire fence topping are prohibited, as it communicates the absence of a physical presence and a reduced risk of being detected.
- Plant vines or landscaping adjacent to exposed walls to limit graffiti.
- Placing amenities such as seating or refreshments in common areas in a commercial or institutional setting helps to attract larger numbers of desired users.
- Scheduling activities in common areas increases proper use, attracts more people and increases the perception that these areas are controlled.

3.24.4 Maintenance

Maintenance is an expression of ownership of property. Deterioration indicates less control by the intended users of a site and a greater tolerance of disorder. The "broken windows theory" is a valuable tool in understanding the importance of maintenance in deterring crime. "Broken windows theory" proponents support a zero tolerance approach to property maintenance, observing that the presence of a broken window will entice vandals to break more windows in the vicinity. The sooner broken windows are fixed, the less likely it is that such vandalism will occur in the future.

3.25 COTTAGE DISTRICT
3.25.1 Overview

The Cottage District is located at the southwest corner of Lakeview Avenue and Lemon Drive. The intent of the Cottage District is to preserve the historic character of the existing residential neighborhood while providing for the orderly and logical conversion or transition to compatible office uses as the market allows. Each of the privately owned homes fronting Lakeview Avenue has the option to remain as a private residence or as an office conversion.

The Cottage District area shall maintain its character as a traditional residential neighborhood through the preservation of historic residential buildings and adherence to the design guidelines in Section 3.20. Unifying the District with street trees and a continuous sidewalk along Lakeview Avenue will enhance the pedestrian environment. Streetscape elements should be consistent with the Historic Town Center District including; street lights, trash receptacles, and benches. Providing consistent streetscape furnishings will visually unify and tie together the Cottage District to the Town Center.
3.25.2 Vision

The vision for the Cottage District, as identified through the public outreach process, states that the Cottage District should:

- Maintain a “small town” feel
- Provide a wide mix of uses, such as lower density residential, service commercial, offices in residentially scaled buildings with traditional designs
- Incorporate strong pedestrian connections to the Civic/Cultural Arts and Public Facilities District and Town Center Commercial District
- Maintain historic qualities in all new construction and renovations
- Provide public parking utilized by users within this district and overflow from the adjoining Civic/Cultural Arts and Public Facilities District.

3.25.3 Public/Private Parking Lot

An opportunity exists within the Cottage District to provide parking to better serve the Town Center area. Office tenants along Lakeview Avenue would benefit from the additional parking spaces at the rear of their businesses and the cultural arts venue and library would also benefit from a shared parking agreement. These uses are compatible in that office and library users would utilize the parking during day hours and the cultural arts users would mostly use the parking at night or on weekends. Additional public parking could also be provided and a public private partnership could be explored.

The parking lot shall conform to the parking standards and design guidelines in Section 3.8 of this Chapter.
### 3.26 COTTAGE DISTRICT DEVELOPMENT STANDARDS

<table>
<thead>
<tr>
<th>Category</th>
<th>Standard</th>
<th>Description</th>
<th>Interpretation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Lot Coverage</strong></td>
<td>Building Coverage: 50% Max.</td>
<td>1. The maximum building coverage shall be 50%.</td>
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<tr>
<td></td>
<td>Lot Area: 5,000 sf Min.</td>
<td>2. Individual lots shall not be less than 5,000 square feet to maintain the</td>
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<tr>
<td></td>
<td>Lot Width: 40’ Min.</td>
<td>historic character of the area.</td>
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<tr>
<td><strong>Density</strong></td>
<td>5 du/ac or 1 du/lot</td>
<td></td>
<td></td>
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<tr>
<td><strong>Setbacks</strong></td>
<td>Lakeview: 10’ Min. 15’ Max.</td>
<td>1. Building shall front onto Lakeview Ave.</td>
<td></td>
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<tr>
<td></td>
<td>Side Yard: 5’ Min.</td>
<td>2. The front building setback shall be a minimum of 10’ and a maximum of</td>
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<td></td>
<td>Corner: 15’ Min.</td>
<td>3. The side yard building setback shall be a minimum of 5’.</td>
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<td>4. No rear setback is required.</td>
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<tr>
<td><strong>Parking</strong></td>
<td></td>
<td>5. The corner lot shall have a minimum side yard of 15’ on the street side.</td>
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<tr>
<td><strong>Building Height</strong></td>
<td>35’ Max.</td>
<td>The maximum building height shall be 35’ as measured from the adjacent</td>
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<tr>
<td><strong>Articulation</strong></td>
<td></td>
<td>1. Primary entries shall be on Lakeview Avenue.</td>
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<tr>
<td></td>
<td></td>
<td>2. Flat roofs are prohibited.</td>
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<td></td>
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<td>3. Buildings shall maintain residential and historic scale and character.</td>
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<td>4. Covered porch, entrance stoop, or courtyard fronting Lakeview Avenue is</td>
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<td></td>
<td></td>
<td>required.</td>
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</table>
## Cottage District Development Standards Continued

<table>
<thead>
<tr>
<th>Category</th>
<th>Standard</th>
<th>Description</th>
<th>Interpretation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fence and Wall Height</td>
<td>Front Yard: 3' Max.</td>
<td>1. The maximum height for front yard fences shall be 3'.</td>
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<tr>
<td></td>
<td>Other Areas: 6' Max.</td>
<td>2. The maximum height for fences in all other areas shall be 6'.</td>
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<td></td>
<td></td>
<td>3. Fences/walls along Lakeview Avenue must be made of high quality materials and relate to architectural style of cottage district.</td>
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<td></td>
<td></td>
<td>4. Chain link fences are prohibited.</td>
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<tr>
<td>Outdoor Dining</td>
<td></td>
<td>Incentives and standards provided in Section 3.9.</td>
<td></td>
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<tr>
<td>Mixed-use</td>
<td></td>
<td>Refer to Section 3.13</td>
<td></td>
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<tr>
<td>Outdoor Sales and Advertising</td>
<td></td>
<td>Not Permitted</td>
<td></td>
</tr>
<tr>
<td>Signs</td>
<td></td>
<td>5. Refer to section 3.12 for sign regulations.</td>
<td></td>
</tr>
</tbody>
</table>
3.27  COTTAGE DISTRICT DESIGN GUIDELINES

The intent of the Cottage District is to preserve the character of the existing residential neighborhood along Lakeview Avenue while providing for the orderly and logical conversion or transition to compatible office uses as the market allows. The office/residential district area shall maintain its character as a traditional residential neighborhood through the establishment of guidelines for new construction remodels and renovation that will ensure a residential scale and character. The pedestrian friendly environment in this area is also a priority. Unifying the streets with street trees and continuous sidewalks will further enhance the pedestrian friendly environment. Streetscape elements consistent with the Town Center elements such as street lights, trash receptacles, and benches placed in appropriate locations will visually unify and tie together this district and within the Town Center.
3.27.1 Site Planning and Design

Site planning refers to the arrangement of buildings and parking areas, the size and location of pedestrian spaces and landscaping, and how these features relate to one another. Site design addresses the scale and size of outdoor spaces, spaces between buildings and parking areas, and the relationship of site elements. These site layout elements are critical in capturing the desired feel, function, and pedestrian-friendly environment that will create a successful Downtown.

a. Buildings should be sited close to and oriented toward Lakeview Avenue through the establishment of maximum front setbacks.

b. Fencing and wall materials should be compatible with the building and should be used to reinforce the architectural theme of the building. Stacked rock or battered base walls are appropriate, as is decorative wood fencing.

3.27.2 Building Design Principles

Several concepts contribute to pleasing building design, including architectural character, 360-degree architecture, continuity, massing, scale, and rhythm. The following descriptions help to define these design elements.

a. Architectural character of a building should build upon and maintain the traditional downtown image with an emphasis on historic architectural styles, building type, materials and details, building square footage, setbacks, lot widths, and landscaping.

b. 360-Degree architecture is the concept of designing a building where all sides of the building have been detailed to complement the primary street elevation in architecture, massing, and materials and is strongly encouraged. Buildings should be aesthetically pleasing from all angles. This detailing is most important for buildings on corner lots and on elevations that have high visibility.

c. Continuity among buildings contributes to community identity. As the Town Center develops, each subsequent building should...
complement the form, scale, and proportion (relationship of height and width) of adjacent buildings within the district and should acknowledge the historic character of the Town Center.

d. New residential buildings should be designed to respect the traditional architectural character and scale of the existing neighborhood.

3.27.3 Building Additions and Conversions

a. Additions to existing structures are encouraged only on the sides and rear of the existing building.

b. Materials, window shapes, architectural trim, roof form and other architectural elements of additions should match those of the existing building.

c. Conversions of residential structures to commercial use shall retain the residential character of the existing building.

d. Existing architectural moldings, ornamentation and other interesting detailing should be retained and repaired or replaced to match the original detail.

e. New development should provide similar ornamentation as existing historic structures in the area to enhance the character of the area.

f. Siding should wrap around the outside corners of the building to the fence line at a minimum. The use of siding on entire building is recommended.

3.27.4 Porches, Stoops, Balconies, Courtyards & Patios

a. Porches, stoops, and balconies are encouraged along Lakeview Avenue to complement and enhance overall building design and function and to vary building planes.

b. Covered porches or patios at the first floor level oriented toward the front and/or side yard should be a minimum of six feet in depth, and shapes, sizes, and setbacks should vary from house to house.

c. Victorian and bungalow style porches should include overhangs, heavy wood trellis structures or traditional lattice or picket surround courtyards whenever possible.
3.27.5 Building Elements and Articulation

Architectural details should be used to enhance buildings by adding color, shadows, and interesting forms. They should not, however, be used as a substitute for genuine building massing and articulation. The selection and placement of building materials should provide visual interest at the pedestrian level. The similarity of window and door sizes and locations contributes to a sense of visual continuity along the street. It is important that the main entrance to a building be clearly identifiable and unique, as it is the primary point of arrival and should be treated as such.

Human scale should be created through the use of awnings, trellises, arbors, pergolas, and other architectural elements. These elements should be integrated into the building design to avoid the look of "tacked on" architectural features.

a. One or more of the following methods should be incorporated in the entrance design:
   - A change in wall plane
   - Wall articulation around the door and projecting beyond the door
   - Placement of decorative detailing at the entry
   - A projecting element above the entrance
   - A change in material or detailing
   - Implementation of architectural elements such as flanked columns or decorative fixtures
   - Recessed doors, archways, or cased openings
   - A portico or formal porch projecting from or set into the surface
   - Changes in the roof line
3.27.6 Building Materials

An important aspect of buildings being compatible with the desired architectural style is the selection and use of traditional materials. Buildings built after the turn of the century have a very limited pallet of materials. It is important that new buildings be built within this range.

a. Building materials should consist of stained wood, river rock, highly textured shingles, board and battan, shiplap siding, brick, tile, and terracotta.

b. Avoid highly reflective or tinted glass, corrugated fiberglass, plastic roof tiles, T-III siding, concrete block, vinyl, metal and aluminum windows.

c. Stucco may be used in combination with other materials such as shiplap siding and brick. If utilized, stucco should be restricted to side and back walls that are not as visible from public view. Richer materials should be used on the front facade and to accent architectural features.

d. Brick, stone, and natural or painted wood are appropriate as primary materials.

e. Natural materials, such as brick, stone, copper, etc., should be left the original color.

f. Building materials and finishes should be true to the building’s architectural style.

g. Where horizontal or vertical siding is used, at a minimum, it should wrap around the outside corners of buildings to a fence line; however, the use of siding on the entire building is preferred.

h. Material changes should occur at intersecting planes to appear substantial and integral to the façade. Material or color changes at the outside corners of structures give an impression of thinness and artificiality and should be avoided. Spanish or Mediterranean style architecture is not appropriate for the Cottage District.

3.27.7 Exterior Colors

Colors are a very important part of creating a coordinated appearance for the Town Center area. In general, bright colors should be avoided unless used as an accent.

a. Muted tones that emulate historic character should be utilized.

b. Color schemes that involve a minimum of three colors should be utilized.

c. Utilize different colors to accentuate different aspects and details of the building’s architecture.
3.27.8 Utilitarian Aspects of Buildings

Utility service areas are building components or features that are necessary for the building's function. These elements should be incorporated as part of the early building design process, rather than as an afterthought at the construction document phase.

a. Gutters and downspouts on the exterior of the building should be decorative or designed to integrate with the building façade.

b. Sheet metal vents, pipe stacks, and flashing should be painted to match the adjacent roof or wall material.

c. Where possible, ramps should be integrated into the site design to create functional and unique spaces.

d. Utility vaults, such as water, gas, and electric meters, should be screened from public view.

e. Where common mail boxes are used the design should complement the primary building design and materials.
3.27.9 Lighting

Effective lighting provides safety and direction for vehicles and pedestrians and provides visibility and security for businesses while enhancing architectural building and landscaping details. These guidelines apply to on-site lighting for private development projects in parking areas and to lights associated with the building. Light types could include wall mounted sconces, and parking and landscape lighting.

a. Lighting should be designed to provide ambiance, safety, and security without unnecessary spillover or glare onto adjacent properties.

b. The quality of light, level of light as measured in foot-candles, and the type of bulb or source should be carefully addressed. Lighting levels should not be so intense as to draw attention to the flow or glare of the project site. The lighting plan should incorporate current energy-efficient fixtures and technology.

c. Spotlighting or glare from any site lighting should be shielded from adjacent properties and directed at a specific object or target area. Exposed bulbs should not be used.

d. Building light fixtures should be designed or selected to be architecturally compatible with the main structure, which should complement the theme of the surrounding area.

e. Wall-mounted light fixtures should not extend above the height of the wall to which the fixtures are mounted.

f. Accent lighting that is focused on key architectural elements and trees can be effective and attractive; however, light sources should be screened from view.

g. Blinking, flashing lights, and exposed neon lighting used to illuminate building facades or window displays should not be used. (Exception: Temporary decorative lights such as holiday and summer lighting may be allowed for up to an eight-week period during the calendar year.)

h. When security lighting is necessary, it should be recessed, hooded, and located to illuminate only the intended area. Off-site glare and light trespass should be prevented.

i. Pedestrian areas, paseos, sidewalks, and building entrances should be adequately lit to provide safety and security.
3.27.10 Signs

Signs play an important role in the success of any business by providing necessary identification and advertising. Signs integrated into the building design provide a personal quality that contributes to the ambiance of the commercial complex or streetscape, especially the more unique signs. Conversely, signs can intrude upon pleasant surroundings when applied as an afterthought. These guidelines are intended to balance the legitimate advertising needs of businesses with the need to prevent visual clutter.

a. Signs should be in scale with and in proportion to the primary building façade so that the signs do not dominate the appearance.

b. Sign colors, materials, and design should be compatible with that of the primary building façade.

c. Painted wood and metal are appropriate materials for signs.

d. Signs that reflect the type of business through design, shape, or graphic form are encouraged.

e. The method of attaching the sign to the building should be integrated into the overall sign design.

f. Signs on canopies and awnings are encouraged.

g. Signs should not cover up windows or important architectural features.

h. Window signs should be pedestrian-oriented and restricted to the maximum percentage of window area and letter height as set forth in Section 3.12.

i. Flush mounted signs should be positioned within architectural features such as the window panel above the storefront or flanking the doorway.

j. Given the narrow lot width and pedestrian scale of the neighborhood/district, freestanding signs should be limited to no more than three feet in height or six square feet in size.

k. Free standing wooden painted signs within landscaped areas in front of the buildings within the Cottage District are acceptable and encouraged.
3.28 MULTI-FAMILY DISTRICT

3.28.1 Overview

The Multi-Family District is divided into two areas adjacent to Lakeview Avenue totaling approximately 7 acres. The intent of this district is to locate residential units within walking distance to the Town Center in order to develop a critical population mass to support commercial, retail, and entertainment uses. A variety of attached and detached units are envisioned for this District in order to provide residential options for a variety of demographics.
3.28.2 Vision

The vision for the Multi-Family District, as identified through the public outreach process, states that the Multi-Family District should:

- Maintain a "small town" feel
- Limit building height to 35’
- Sensitive to existing single family development
- Provide buffer and height limitation to multi-family units located adjacent to single family
- Lakeview Avenue sensitive frontage
### 3.29 MULTI-FAMILY DISTRICT DEVELOPMENT STANDARDS

<table>
<thead>
<tr>
<th>Category</th>
<th>Standard</th>
<th>Description</th>
<th>Interpretation</th>
</tr>
</thead>
</table>
| Lot Coverage      | SF Building Coverage: 55% Max. MF Building Coverage: 65% Max. | 1. The maximum building coverage shall be 55% for Single Family.  
2. The maximum building coverage shall be 65% for Multi-Family. | ![Diagram](image)                                                                                                                                   |
| Density           |                                               | Altrudy Site = 3 du/ac maximum*  
Lakeview/Strawberry Fields Site = 10 du/ac maximum*  
*Pending the adoption of the Housing Element and a voter approval of a Measure B, the allowable density will increase to a maximum of 20 du/ac. | ![Diagram](image)                                                                                                                                   |
| Setbacks          | Lakeview: 20’ Min.  
Interior Streets: 10’ Min.  
Front Porch: 5’ Min.  
Side Yard: 5’ Min.  
Rear Yard: 5’ Min. | 1. The front building setback shall be a minimum of 20’ from Lakeview Avenue.  
2. The front yard building setback shall be a minimum of 10’ in interior streets.  
3. The front yard building setback with a porch shall be a minimum of 5’.  
4. The side yard building setback shall be a minimum of 5’.  
5. The rear yard setback shall be a minimum of 5’. | ![Diagram](image)                                                                                                                                   |
| Building Height   | 35’ Max.                                       | The maximum building height shall be 35’ as measured from the adjacent sidewalk or finish grade.                                                                                                           | ![Diagram](image)                                                                                                                                   |
| Open Space Requirement | Common Areas: 100 sq. ft./unit          | 1. The common area shall be 100 square feet/unit (50% of landscape open area shall accommodate active use such as BBQ, playground, etc.)                                                                 | ![Diagram](image)                                                                                                                                   |
|                   | Private Areas: 50 sq. ft/unit                | 2. Private areas shall be 50 square feet/unit                                                                                                                                                               | ![Diagram](image)                                                                                                                                   |
## Multi-Family District Development Standards Continued

<table>
<thead>
<tr>
<th>Category</th>
<th>Standard</th>
<th>Description</th>
<th>Interpretation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Access</td>
<td>No more than two access drives shall be located along Lakeview Avenue for Altrudy and Strawberry Field Properties (2 each per property).</td>
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<tr>
<td>Signs</td>
<td>Refer to section 3.12 for sign regulations.</td>
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</tr>
<tr>
<td>Special Standards -</td>
<td>The purpose of the following standards is to ensure that development on Lakeview/Strawberry Field properties that is adjacent to existing single-family development be designed to complement and respect surrounding residential areas.</td>
<td></td>
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</tr>
<tr>
<td>Development area</td>
<td>Development adjacent to single-family residential and greater than 200' from Lakeview Avenue property line</td>
<td>1. These standards apply to the portion of a development within 100 feet of a property line that borders the rear parcel line of an existing single-family development.</td>
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<td>2. A minimum 20' setback is required from existing single-family residential.</td>
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<td>3. The building height is limited to 25' at the 20-foot setback line. At 30' away from the property line, the building height may increase to 35'.</td>
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<td>4. Special consideration should be given to the location and screening of noise generating equipment, such as refrigeration units and air conditioning and exhaust fans. Noise reducing screens and insulation may be required if any equipment has the potential to create a negative impact on adjacent single-family residential uses.</td>
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</table>
### Multi-Family District Development Standards Continued

<table>
<thead>
<tr>
<th>Category</th>
<th>Standard</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Lighting</strong></td>
<td></td>
<td>When designing adjacent to existing single-family residential developments, it is important that lighting provided to serve the new development is sensitive to the residential use.</td>
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<tr>
<td></td>
<td></td>
<td>1. All exterior lighting shall focus internally within the property to decrease light pollution on neighboring properties.</td>
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<td></td>
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<td>2. Outdoor lighting shall be shielded in a manner that prevents a direct line between its luminary and any adjacent residentially zoned, planned, or developed parcel.</td>
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<tr>
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<td>3. Lighting shall be installed no higher than 14’ above the ground directly below the light fixture.</td>
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<td></td>
<td></td>
<td>4. Outdoor lighting shall not exceed 0.20 footcandles at the property line.</td>
</tr>
</tbody>
</table>
3.30 MULTI-FAMILY DENSITY RESIDENTIAL DISTRICT DESIGN GUIDELINES

The Specific Plan proposes that the two multi-family parcels located east of Lakeview Avenue be developed as multi-family residential. For design guidelines, refer to the Yorba Linda Multi-Family Design Guidelines document located on the City’s website or contact the Community Development Department.
Chapter 4 | Streetscape Beautification

This chapter provides direction for public improvements for the entire Specific Plan Area. Topics include: public plazas and parks, recommended street trees, lighting, street furnishings, crosswalks, public art, public right-of-way landscaping and gateway design treatments.
Chapter Contents

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4.3 Streetscape Improvements .................................. 4-6
4.4 Street Furnishings .......................................... 4-9
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4.6 Public Signage and Wayfinding System ................ 4-14
4.7 Equestrian Theme ........................................... 4-18
4.1 INTRODUCTION

The intent of streetscape improvements and public amenities is to create a unique and inviting atmosphere—enhancing the existing positive elements of the area and providing a consistent and cohesive theme that will unify and highlight the distinctive characteristics of the Town Center. The area will develop into a pedestrian friendly atmosphere providing a setting that is able to serve both civic destinations and everyday commerce. A coordinated streetscape and landscaping program has been devised to integrate a gateway and signage program, street furnishings, unique paving treatments, enhanced pedestrian connectivity, new public gathering spaces, and public art.

This Specific Plan is not intended to be a final design for each of the areas addressed. It is intended to establish guidelines and general direction for future designs. The intention of the Specific Plan, in establishing these guidelines, is to present a consistent, aesthetic, and historic character for the Town Center.
4.2 PEDESTRIAN ENHANCEMENTS AND STREET CHARACTER

The Town Center is made up of a small network of streets that if designed with unified amenities, paving patterns, street trees, wayfinding and street signage, will create an identifiable destination for visitors and residents of Yorba Linda. The following description of the street character/network provides a framework for the public environment within the Town Center.

4.2.1 Main Street

One of the most important parts of the Town Center is Main Street. Its historic character and presence as the heart of the community shall be retained and enhanced with new streetscape furnishings and additional application of brick sidewalks. Main Street should be furnished with streetscape furnishings shown in Section 4.5 of this chapter. A number of elaborate and decorative benches have been installed on Main Street which are to remain, however, future benches should be selected from the proposed furniture palette (Section 4.5) to reinforce the uniformity of the entire Town Center area. Brick paving should be incorporated into crosswalks and sidewalks on Main Street to tie into that used on the northeast side of Imperial Highway, from Yorba Linda Boulevard to Olinda Street, Olinda Street, and on the south side of Lemon Drive, from Olinda Street to Lakeview Avenue.

A public signage and wayfinding system is described in Section 4.8 of this chapter, which includes custom signs to be installed along Main Street, which will help to identify Main Street and the Town Center. A new arch gateway is to be located at the south end of Main Street and a custom designed pole sign is to be placed at the north end to welcome visitors and residents to the Town Center.

One of the most important public spaces proposed to be constructed in the Town Center area is the plaza at the southern end of Main Street at Imperial Highway. Currently this area contains a curved brick and concrete signage structure with benches on the inside adjacent to a parcel. The existing signage in the plaza should be removed in order to open visibility from passing motorists to the new retail establishment. The plaza should include a special event sign, new brick paving, pedestrian amenities, lighting, landscaping and other amenities as described in Section 4.4.2 of this chapter.

A planted island is proposed in the drive area on Main Street at Imperial Highway to prevent people from crossing Main Street immediately adjacent to the intersection. The planting island will redirect people to cross at the existing crosswalk.
Along Main Street there are several small parking areas which will eventually be replaced with infill retail buildings. In the meantime, these small parking areas interrupt the visual continuity of the retail frontage discouraging pedestrians from walking up and down each side of Main Street. One solution is a lattice wall or landscaping adjacent to the parking spaces to visually screen vehicles. These lattice walls should be partially open to provide a sense of security in the parking area.

Improvements are needed at the north end of Main Street at the intersection of Lemon Drive. Proposed improvements that include a low stonewall around the Bank of America parking lot to partially shield views of parked automobiles and a new bus shelter. Trees planted along Main Street include a combination of Crape Myrtle, Ornamental Pear and Hong Kong Orchid Trees.

### 4.2.2 Olinda Street

The intent of the Specific Plan is to extend the look and feel of Main Street to the Town Center project areas boundaries. Brick paving should be incorporated into crosswalks and sidewalks on the northeast side of Imperial Highway, from Yorba Linda Boulevard to Olinda Street, Olinda Street, and on the south side of Lemon Drive, from Olinda Street to Lakeview Avenue. Olinda should be furnished with new street furnishings, and additional trees planted in tree grates should be incorporated into the streetscape.
4.2.3 School Street

School Street has been conceived to provide access to the Town Center Commercial District and to the Civic/Cultural Arts District (Figure 4-1). School Street should incorporate enhanced paving materials within the roadway to provide a plaza like experience during temporary event closures.

Street trees on the western side of School Street may be planted at uniform distances within tree grates; however, street trees planted adjacent to the park should be clustered to complement the natural feel of the park (Figure 4-2). Finally, street furnishings and directional signage should be installed similar to Main Street and Olinda Street.

4.2.4 New Street “A”

New Street “A” connects Main Street to School Street (Figure 4-1). This important connection improves both vehicular and pedestrian connectivity within the Town Center. This street should be inviting to pedestrians with wide sidewalks, street furnishings, street trees, potted landscaping, bulb-outs, street lighting, and directional signage (Figure 4-3). Materials such as brick pavers may band across the street at key intervals or be located along the entire street to reinforce its slow speed and pedestrian-friendly nature. The paving also creates a plaza-like feel when the street is closed off for temporary events such as a farmers market. Business located along New Street “A” should take primary access from the street and/or include visually appealing window displays.

When selecting an official name for New Street “A”, the City or developer should chose a name representative of the Town Center’s history.
4.2.5 Lemon Drive

Lemon Drive makes up the northern boundary of the Town Center. A consistent appearance is important to help define the northern end of the Town Center and linking north/west streets such as Olinda Street. This should be achieved with a continuous line of Date Palms planted in a five-foot planting strip adjacent to the curb with a five-foot sidewalk adjacent to the planting strip. Street furnishings and wayfinding signage proposed in Sections 4.5 and 4.6 of this chapter should be installed along Lemon Drive as well as bulbouts to reduce the length of crossing for pedestrians and brick paving at pedestrian crossings.

The north side of Lemon Drive between Imperial Highway and Lakeview is well planted and street trees are well established on the east end, north side, adjacent to the senior housing as well as in front of the office building at the intersection of Main Street. The north side of Lemon Drive, to the west of Main Street, is characterized by several areas needing improvement. Just to the west of Main Street, in front of the Christian Science Reading Room and the YMCA, the landscaping should be improved to be made more attractive and to better shield the view of parked cars. Further to the west, in front of the print shop, the sidewalk does not exist and needs to be constructed along with a landscaped parkway.

The existing bus stop should be improved with a custom bus stop and streetscape amenities.

4.2.6 Lakeview Avenue

Per the 1993 General Plan Circulation Element, Lakeview Avenue is to be widened to four lanes in the Town Center area. The west side of the roadway currently lacks curb and gutter improvements and suffers from significant grade changes. It is anticipated that after the roadway is improved, the parcels will be graded to provide an opportunity for buildings to face onto Lakeview Avenue with landscaped setbacks and sidewalks (Figure 4-4). Landscape and hardscape amenities are permitted within the front setback area. Date Palms and shade trees should be planted in tree grates and street furnishings and wayfinding signage, as recommended in this chapter, should be incorporated into the overall design. Access to parking shall be from the interior of the Town Center therefore no additional curbcuts will be provided along the west side of the street.
4.3 STREETSCAPE IMPROVEMENTS

Specific improvements are delineated for major centers of activity and/or focal points in the Town Center. Key intersections and plazas will be improved to create opportunities for residents to gather and to reinforce the unique identity of the Town Center.

4.3.1 Key Intersections

The intersections of Imperial Highway with Lemon Drive, Main Street, and Yorba Linda Boulevard and the intersections of Yorba Linda Boulevard, Lemon Drive and Lakeview Avenue are identified as key intersections within the Town Center area (Figure 4-5). Designated key intersections are spaces where streetscape improvements will be amplified in order to highlight the unique atmosphere of that specific location and will include:

- Plaza amenities as described in Section 4.4.2
- Special paving including brick and concrete pavers
- Lengthened curb extensions, or bulb-outs where possible
- Accent trees placed in custom tree grates
- Gateway and wayfinding signage
- Accent planting
- Water feature at the intersection of Imperial Highway and Yorba Linda Boulevard should be considered

![Figure 4-5 - Key Intersections](image-url)
Special landscaping treatments are envisioned at key intersections. A consistent palette of flowering plant material should be planted in layers including Escallonia, Glossy Abelia, Day Lily, and Groundcover Rose (or other approved palette) as shown in Figure 4-6.

Source: David Denton and Cornerstone Studios

Figure 4-6 Proposed planting plan for the triangular site at the intersection of Imperial Highway and Lemon Drive.

4.3.2 PEDESTRIAN CONNECTIONS

Pedestrian connectivity is a critical component of a well utilized Town Center. Connections should be provided to link Main and Oiinda Streets as well as connect public parking to the Town Center street network.

a. A minimum of 1 pedestrian access connection to shall be provided between Main and Oiinda Streets.

b. The pedestrian connection must have a minimum width of 10 feet.

c. Pedestrian connections shall include landscaping and amenities such as seating, decorative lighting, planters, fountains, drinking fountains, distinctive paving, decorative tiles, public art, landscaping, and bicycle racks.

d. Pedestrian connections should be well lit.

e. Buildings adjacent to pedestrian connections shall be architecturally detailed to complement the front of the building.
Successful plazas incorporate water elements, movable chairs, shade, and access to food and beverages.

4.3.3 Plazas

Throughout the Town Center area, private and public plazas of a variety of sizes shall be incorporated to reinforce the downtown feel of the Town Center. These public gathering spaces shall serve to establish a sense of place and identity and provide space for private outdoor dining, events, and street side entertainment. Public plazas within the Town Center should connect to the pedestrian circulation system and should adhere to the following guidelines:

- Well-designed public space should provide ongoing opportunities for human activities that create an interactive environment, build a sense of community, and create opportunities for events, entertainment, and gatherings.
- Public spaces should be designed with flexibility for physical use and be located to accommodate a range of desired activities such as outdoor seating, entertainment, and festivals.
- A plaza should have an articulated edge (buildings, benches, landscaping, etc.) to define the plaza and create a comfortable space.
- Plazas should provide pedestrian amenities including seating, lighting, planters, fountains, drinking fountains, distinctive paving, public art, landscaping, and bicycle racks. They should also incorporate focal points such as sculptures, clock(s), interactive water features, and community fountains.
- Soft landscaping as well as hard-surfaced areas shall be incorporated into the overall plaza design. Color, form, and texture are an integral part of the design of these public spaces.
- See plaza development standards Chapter 3, Sections 3.15 and 3.21 for development standards.

Plazas should incorporate focal points such as sculptures and fountains.

Underutilized spaces between buildings are ideal locations for plazas.
4.4 STREET FURNISHINGS

Streetscape furnishings help to establish an identity for the Town Center and include elements such as benches, trash receptacles, tree grates, bike racks, and potted planters as well as less frequently placed elements, such as bus shelters, newspaper racks, public restrooms, bollards, drinking fountains, potted plants, and banners. In order to offset the cost of selected street furnishings, the City may consider partnering with local public service organizations and non-profits to implement a street furniture dedication program. Selected furnishings, lighting, and accent paving are described in more detail below with recommended product and model information.

4.4.1 Benches

Benches designed to invoke a traditional historic style will be placed every 100 feet to 300 feet apart to provide convenient and attractive resting places along the street. The benches will be clustered with trash receptacles and other key furnishing elements.

Manufacturer: DuMor Site Furnishings or approved equal

Model: Bench 57

4.4.2 Trash Receptacles

Trash receptacles will be placed every 100 feet to 300 feet in order to provide multiple convenient waste disposal locations. The receptacles will be clustered with benches and at bus shelters, as well as other key locations. The design is consistent with the traditional/historic style.

Manufacturer: DuMor Site Furnishings or approved equal

Model: Receptacle 124

4.4.3 Tree Grates

Tree grates should be placed in sidewalk areas where pedestrian traffic is high.

Manufacturer: South Bay Foundry or approved equal

Model: CNK Style
4 Streetscape Beautification

4.4.4 Bike Racks

Bike racks shall be located near transit stops, throughout commercial areas, civic areas, parking lots and locations on private property. These amenities will encourage bicycle ridership and provide an attractive alternative to locking bicycles to trees and light poles. Along Main Street, bike racks should be provided on every block and should emulate a hitching post or similar design.

Manufacturer: Custom design

4.4.5 Bus Shelters

Bus shelters and transit stops are an important element for the Town Center circulation. They can be key to transporting people to and around Yorba Linda. They should be conveniently located at parking areas, shopping areas, and at civic areas. Because bus shelters and stops are located throughout the Town Center, they need to have a clean uncluttered appearance in the Town Center plan area.

The Specific Plan calls for all the bus stops in the Town Center area to be replaced with new structures designed similar to those shown in Figure 4-7. The design reflects the craftsman style architecture of many historic structures in the downtown area. The bus stop, which includes a decorative bench and a space for a wheel chair. The design of the bus shelter shall be coordinated with OCTA. Advertising signage is prohibited on bus shelters.

Manufacturer: Custom design

4.4.6 Consolidated Newspaper Racks

Custom newspaper stands designed to distribute multiple publications will be used to reduce visual clutter along the street edge and provide a unified approach to newspaper vending. Decorative newspaper stands shall be located near bus shelters to consolidate numerous paper boxes. Newspaper racks will be clustered in groups of three or six dispensers to minimize a cluttered sidewalk appearance.

Manufacturer: Custom design

4.4.7 Clock

Clocks provide a beautiful and functional amenity to a downtown plaza or streetscape. Either a two-faced or four-faced clock tower would be appropriate for inclusion into the proposed plaza at the intersection of Main Street and Imperial Hwy.

Manufacturer: Sternberg Lighting

Model: Victorian Header Clock - VH30 or similar
4.4.8 Bollards

Bollards may be located at public services and at key intersections to prevent traffic from encroaching on areas of high pedestrian activity. The bollards are similar in style to the existing historic street light base.

Manufacturer: South Coast Lighting and Design or approved equal

Model: N/A

4.4.9 Drinking Fountains

Drinking fountains will be located at convenient locations for community activity. The selected drinking fountain mimics the existing historic street light base.

Manufacturer: Haws Corporation or approved equal

Model: 3511

4.4.10 Potted Plants

Potted plants will be used as decoration along the streetscape. The planters will be placed as needed along the street to beautify the public gathering space.

Manufacturer: QuickCrete or approved equal

Model: Malaysian Round

4.4.11 Accent Paving

Pervious, interlocking brick should be used as a unifying paving material throughout the Town Center in the following locations:

- Sidewalks
- Crosswalks
- Pedestrian connections
- Paseos
- In School Street roadway adjacent to the public park
- In New Street “A” roadway
4.4.12 Pedestrian Lights

Pedestrian lights are focused on pathways, providing smaller circles of light that illuminate the sidewalk area. Pedestrian lights will be located at mid-block crossings as well as spaced approximately 60 feet apart throughout the Specific Plan Area. The current City design will be continued throughout the Specific Plan Area.

Manufacturer: Antique Street Lamps or approved equal
Pole: Main Street Family (or similar)
Luminaire: RGR4 (or similar)

4.4.13 Street Lights

Street lights stand taller than pedestrian lights, at approximately 30 feet in the Specific Plan Area. Street lights illuminate a larger area of the streetscape than pedestrian lights, providing light along the roadway for vehicular traffic. Street lights will maintain the current spacing throughout the Specific Plan Area. The existing street light poles along Imperial Highway and Yorba Linda Boulevard have a historic presence and contain intricate detailing that provide inspiration to the proposed crosswalk paving design.

Manufacturer: South Coast Lighting
Arm: Main Street Family (or similar)
Globe and Lens: RGR4 (or similar)

4.4.14 Hitching Post

Hitching posts present an opportunity to provide a aesthetically pleasing and nostalgic equine-theme for the Town Center. Single horse hitches can be used for their original purpose of tying up a horse or to grace sidewalk entrances. They could also be used to hang plants, signs, or lights. Multiple posts can be used as patio or terrace borders, linked together with lightweight chains attached to the bridle bits.

Manufacturer: HorseHitches.com
Product: Classic black
4.5 LANDSCAPE ELEMENTS

Tree List - Lemon Drive, Lakeview Avenue, Yorba Linda Boulevard, and Imperial Highway
- Phoenix dactylifera: Date Palm tree

Tree List - Main Street, Olinda Street, and School Street
- Pyrus kawakami: Evergreen Pear tree
- Bauhinia blakeana: Hong Kong Orchid tree
- Ornamental Pear
- Lagerstroemia indica: Crape Myrtle

Tree List - New Street “A”
- Chionanthus retusus: Chinese Fringe tree

Shrub and Groundcover List
- Day Lily
- Glossy Abelia
- Escallonia fradesii
- Flower Carpet Groundcover Rose

Figure 4-7 Existing and proposed tree planting areas within the public right-of-way
4.6 PUBLIC SIGNAGE AND WAYFINDING SYSTEM

An effective wayfinding and public signage system is a very important component to a successful downtown. Easy to read and visually attractive directional signage facilitates easy movement of pedestrians and vehicles alike to different areas within the downtown. A unified signage program also creates a visual identity for an area. The following conceptual signage program was created to build off of the existing historic character in the area. Examples shown will need to be detailed further as an implementation item but are intended to illustrate different sign types and potential design characteristics for the purposes of this document.

4.6.1 Logo

The creation and repeated use of a new logo is one of the fastest ways to make an immediate impact and “brand” an urban area. A logo and sign program shall be established to help distinguish the Town Center from other areas of town. The logo shall be placed on gateways, signs, and banners to develop both a sense of place and an identity for the Town Center.

4.6.2 Directional Signs

A clear and attractive directional sign system is an important component of the public signage program. These signs are intended to provide direction to important services and destinations such as public parking, library, performance venues, parks, transportation facilities, etc. The following are guidelines for the development of a directional sign program for the Town Center.

a. The sign program shall include a common directional sign with directional arrows and labeling to denote key shopping areas, public parking, and civic buildings.

b. Directional signs shall be oriented to vehicular traffic. Selected signs should be lit, landscaped, and placed permanently at roadides at key locations around the Town Center.

c. The directional signs shall reflect design materials and components of the gateways and street signs to provide consistency and unity.

d. Directional signs should include an equestrian theme logo in order to “brand” the Town Center
4.6.3 Gateways Signage

New gateway signage will be instrumental in providing a sense of arrival and transition into the Town Center, specifically Imperial Highway and Yorba Linda Boulevard. Gateways announce entry into the Town Center area and set the tone for improved streetscapes, wayfinding systems, and the overall character of the downtown. The design of the gateway signage should evoke both the equestrian culture of the community as well as the craftsman style architecture of the historic buildings. Gateway signs should be lighted.

Gateway signs, street signs, and Main Street Archway should have consistent design elements.

Figure 4-8 Gateway locations

Sample gateway signage treatment
4.6.4 Main Street Archway

Sign designed in the shape of an archway over Main Street will be placed near the intersection of Imperial Highway and Main Street to welcome residents and visitors to the Town Center. The design should complement other wayfinding and gateway signage in the area.

4.6.5 Street Signs

Street signs are one of the best opportunities to provide a unifying element in the urban environment. Street signs shall be as specified by the Manual on Uniform Traffic Control Devices (MUTCD) or by special request, subject to the review and approval of the City Engineer. New street signs should be installed within the Town Center. This will provide a recognizable sense of repetition that clearly enables a motorist, bicyclist, or pedestrian to identify the Town Center as a special destination. The street sign program should include the following, as possible:

- A color unique to all Town Center signs
- A font selection consistent with the desired traditional Town Center character
- A design that reflects design components of the other Town Center signs
- The Town Center logo
4.6.6 Special Events Sign

A non-electronic special events sign shall be custom designed to complement the other public signs located throughout the Town Center. One sign would be located at the southern end at Main Street in the plaza, which would be for changing banners announcing special events to take place in the Town Center area. This sign, in order to be seen by passing motorists, would be located on Imperial Highway. An identical sign of the same size should be located across on the other side of Imperial Highway facing north.

4.6.7 Street Banners

A. Light Standard Banners

Banners or flags for use on area light standards shall be included in the sign program. Banners should include the Town Center logo and graphic and should be designed to complement the historic/traditional style streetscape improvements. Alternatively, proposed banners may include designs by local artists and/or themes of local culture.

Proposed street banner treatment
Source: David Denton and Cornerstone Studios
4.7 EQUESTRIAN THEME

Yorba Linda is proud of its equestrian identity and the Town Center could be a place to showcase this character. The equestrian theme could be implemented in a manner that promotes the community’s identity. The equestrian theme will be carried through design details, public art and could be incorporated into a Town Center brand or logo. This logo could be incorporated into street signs, wayfinding signs, monuments, public art, street furnishings, and sidewalks. Equestrian related street furnishings such as hitching posts are also encouraged.

The equestrian theme could be incorporated into streetscape elements such as custom bike racks.

The equestrian theme could be implemented through a Yorba Linda Town Center public art program.
Chapter 5 | Mobility and Circulation

This chapter focuses on pedestrian and vehicular circulation. It contains recommendations for the street system, bike circulation, existing and proposed parking, and transit information.
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5.1 INTRODUCTION

This section of the Specific Plan discusses the role of mobility to support the vision and goals for the planning area. This chapter presents improvement opportunities for Lakeview Avenue, School Street, and other streets in the Specific Plan Area, including plan area access and circulation, pedestrian and bicycle access, public transit, and parking.

The Yorba Linda Town Center Specific Plan strives to create a pedestrian-friendly destination in the Town Center core. The Mobility and Circulation chapter is intended to foster a Downtown environment that becomes the heart of the city with an active, engaged, human oriented streetscape where the car is not viewed as the only mode of travel for the people who live, work, or shop here.
5.2 PLAN AREA CIRCULATION IMPROVEMENTS

The Yorba Linda Town Center is made up of an existing street network that will adequately serve future development with only minor improvements. Lemon Drive, Olinda Street, Main Street, Yorba Linda Boulevard, and Imperial Highway will all be upgraded with streetscape improvements, but the road configuration will remain unchanged. In order to better serve the Town Center interior, a few modifications are proposed and described on the following pages:

- Widen Lakeview Avenue to four lanes per the 1993 General Plan recommendation.
- Extend School Street to connect to Lakeview Avenue with a new signal.
- Convert Valencia to an internal drive.
- Vacate Arroyo Street to reduce congestion on Imperial Highway and Yorba Linda Boulevard.

Intersection Level of Service (LOS) at each of the primary site access points were evaluated as part of the traffic study for existing, 2035 No Project and 2035 With Project scenarios. With the planned future widening of Lakeview Avenue north of Yorba Linda Boulevard to 4 lanes as indicated in the City of Yorba Linda General Plan, and the implementation of traffic signals at Lemon Drive and School Street Extension/Driveway Relocation, the project access points were generally found to operate at acceptable levels of service during the AM and PM peak hours. Figure 5-1 shows the proposed circulation system for the Yorba Linda Town Center and includes several circulation system enhancements proposed by the Project. Several of the key circulation enhancements being proposed are described on the following pages.
5.2.1 Imperial Highway

Existing (No Changes)

Imperial Highway is a six-lane divided at-grade State Highway (State Highway 90) north of Yorba Linda Boulevard, narrows to a four-lane divided grade separated freeway south of Yorba Linda Boulevard, then expands to a seven-lane divided roadway north of La Palma Avenue. Based on the City’s General Plan, Imperial Highway is designated as a Modified Major (100 to 120-foot right-of-way). The roadway cross-section for the Modified Major calls for a total of six travel lanes (three in each direction), a 14-foot raised median, and 8-foot shoulders. Imperial Highway is designated as a “Smart Street” based on the City of Brea’s General Plan which includes the locations from SR-57 to Valencia Avenue. Brea’s General Plan indicates that “Smart Streets”, in addition to the Arterial classification, consist of traffic-carrying capacity enhancements which include the addition of turn or through lanes, preferential signal timing and synchronization, removal of on-street parking, access limitations, grade separations for pedestrians/intersections/turning movements, etc.

5.2.2 Yorba Linda Boulevard

Existing (No Changes)

Yorba Linda Boulevard is currently a four-lane divided roadway west of Rose Drive to east of Prospect Avenue then widens to a five-lane divided roadway west of Valley View Avenue to Casa Loma Avenue, then widens to a six-lane divided roadway east of Casa Loma Avenue, with the exception of the roadway segment between Imperial Highway and Lakeview Avenue where it is currently a five-lane divided roadway. Curb and gutter improvements and development are present on both sides of the roadway. Yorba Linda Boulevard is designated as a Modified Major (100 to 120-foot right-of-way) west of Fairmont Avenue and as a Primary (100-foot-right-of-way) east of Fairmont Avenue according to the City of Yorba Linda General Plan. The Modified Major cross-section consists of three travel lanes in each direction and a 14-foot raised median. Yorba Linda Boulevard currently has Class II bike lanes east of Fairmont Boulevard. The OCTA Strategic Plan identifies Yorba Linda Boulevard as having a future Class II bike lanes west of Fairmont Boulevard; however, due to right-of-way constraints it does not appear feasible to implement the planned Class II bike lane in the area without substantial cost for right-of-way acquisition and roadway widening. Per discussion with City staff, Yorba Linda Boulevard is currently at its ultimate configuration and is not planned to be widened to six-lanes west of Casa Loma Avenue. Yorba Linda Boulevard is planned to be widened to provide two left turn lanes, three through lanes and two right turn lanes in the westbound direction at Imperial Highway. Yorba Linda Boulevard will also be widened to provide two left turn lanes in each direction at Lakeview Avenue.

5.2.3 Main Street

Existing (No Changes)

Main Street is currently a two-lane undivided roadway between Lemon Drive and Imperial Highway with curb and gutter improvements. Main Street is a local road that accommodates diagonal parking in front of the businesses fronting both sides of the street. No changes are proposed to this street configuration.

5.2.4 Olinda Street

Existing (No Changes)

Olinda Street is currently a two-lane undivided roadway between Lemon Drive and Imperial Highway with curb and gutter improvements. Olinda Street is a short local road that includes parallel parking on one side, and diagonal parking on the other. No changes are proposed to this street configuration.
5.2.5 Lakeview Avenue

Existing

Lakeview Avenue is currently a two-lane undivided roadway north of Yorba Linda Boulevard and a four-lane divided roadway south of Yorba Linda Boulevard. Curb and gutter improvements are not present on the west side of the street between Lemon Drive and Yorba Linda Boulevard, and on the east side between Olinda Drive and Lemon Drive. Lakeview Avenue is designated by the 1993 City of Yorba Linda General Plan as a Secondary Arterial north of Yorba Linda Boulevard (80-foot right-of-way), and a Primary Arterial highway south of Yorba Linda Boulevard (100-foot right-of-way). The roadway cross-section for a Secondary contains two travel lanes in each direction and 8-foot shoulders that can easily accommodate the Class II bike lanes identified in the OCTA Strategic Plan, if a striped center turn lane is not provided.

Proposed

It is anticipated that Lakeview Avenue will be widened/improved to full-section width as a Secondary roadway (80-foot right-of-way) as shown in figure 5-2 between Lemon Drive and Yorba Linda Boulevard consistent with the City of Yorba Linda General Plan. In addition to the widening of Lakeview Avenue, the existing project driveway on the southern portion of Lakeview Avenue near the intersection of Yorba Linda Boulevard, shall be relocated to the north by approximately 80 feet and will become an extension of School Street. The realigned driveway will line up with the existing commercial access on the east side of Lakeview Avenue creating a 4-way intersection. In conjunction with the realignment, the new intersection is proposed to be signalized and a raised median shall be installed between the new signalized intersection and Yorba Linda Boulevard. The raised median enhancement is intended to improve traffic flow along Lakeview Avenue by reducing the number of access points (i.e., reduced conflicts) located along Lakeview Avenue. In addition, the new signalized intersection will provide for protected left-turns both into and out of the commercial site on the east side of Lakeview Avenue and the Yorba Linda Town Center. The realigned project driveway will serve as an entrance from Lakeview Avenue to the library, cultural arts venue, commercial retail, office and restaurants located in the Civic/Cultural Arts and Town Center Commercial Districts.
5.2.6 School Street

Proposed

School Street shall be extended from its current terminus at Arroyo Street easterly to connect with Lakeview Avenue as a two lane roadway (Figure 5-3). It should be noted that this extension of School Street should re-align the existing connection at Lakeview Avenue with the adjacent driveway into the Stater Brothers Shopping Center (also known as the Lakeview Avenue Shopping Center). The re-alignment will result in the elimination of an existing project driveway on Lakeview Avenue approximately 80 feet to the south.

5.2.7 Lemon Drive

Existing

Lemon Drive is currently a two-lane undivided roadway between Imperial Highway and Lakeview Avenue with curb and gutter improvements.

Proposed

Lemon Drive should be improved to incorporate equestrian facilities on the north side of the street within the existing public right-of-way. The equestrian facility should be a minimum of eight (8) feet wide and be separated from bicycles, pedestrians, and vehicles with landscaping and/or fencing. The trail should be improved with decomposed granite, compacted dirt, sand, or other permeable material. Additional sidewalk improvements should be constructed as described in Section 5.4.2 of this chapter.
5.2.8 New Street “A”

Proposed

A new east-west connection shall be provided within the project site providing improved on-site circulation between Historic Town Center District (i.e., Main Street) and the Civic/Cultural Arts and Town Center Commercial Districts (i.e., School Street). This improved connectivity is intended to serve both motor vehicles and pedestrians (see Figure 5-4) and provides an alternative access to the Civic/Cultural Arts, Cottage, and Town Center Commercial Districts from Imperial Highway. New Street “A” will be constructed at its full-section width, as a low speed narrow width local roadway (38-foot right-of-way) between Main Street and School Street and will be improved with wide sidewalks and textured paving to allow for a plaza like atmosphere during temporary road closures for special events.

In order to create the plaza like atmosphere, New Street “A” should be designed to blend the sidewalk and roadway with no formal separation. This can be accomplished by eliminating vertical curbs and using an ADA compliant material such as truncated domes. However, stamped concrete that is ADA compliant should be used as there are more color and pattern options. Street trees, raised planting beds, street lights, and bollard should be used to define the pedestrian area.
5.2.9 Arroyo Street

Proposed

Arroyo Street currently provides limited access (right-in right-out only) to Imperial Highway due to the substandard spacing between Arroyo Street and Yorba Linda Boulevard of less than 100 feet (Figure 5-5). It is also important to note that the motorists attempting to enter the eastern portion of the Town Center from Imperial Highway must wait for pedestrians to cross Arroyo Street resulting in vehicle spillback into the number 3 northbound travel lane of Yorba Linda Boulevard. Due to the proximity of this driveway to the intersection at Yorba Linda Boulevard, the spillback has the potential during peak hour traffic flows to impact operations at the Yorba Linda Boulevard intersection. For these reasons, the Arroyo Street connection to Imperial Highway shall be eliminated. Direct access from the Town Center to Imperial Highway will be maintained at Olinda Street and Main Street, both of which offer more desirable intersection spacing that improves both traffic flow and pedestrian safety. Access to the eastern portion of the Town Center will be provided via Lakeview Avenue and Main Street.

5.2.10 Valencia Avenue

Proposed

Valencia Avenue will become an internal project driveway south of Lemon Drive, terminating at the extension of School Street. The internal project driveway will provide access to the Civic/Cultural Arts and Cottage Districts from the extension of School Street and from Lemon Drive.
5 Mobility and Circulation

Figure 5-6 Town Center circulation recommendations
5.3 PLAN AREA ACCESS IMPROVEMENTS

A number of intersections that currently provide access to the Town Center will be modified to accommodate proposed new development. The following construction of on-site improvements shall occur in conjunction with adjacent project development activity or as needed for project access purposes. Figure 5-6 illustrates the proposed circulation plan for the Town Center area and the intersection improvements described below correspond to this graphic.

1. **Lakeview Avenue at Lemon Drive** – Install a traffic signal and construct the intersection with the following geometrics: one northbound left turn lane, two northbound through lanes, two southbound through lanes, one southbound right turn lane, one eastbound left turn lane and one eastbound right turn lane. The eastbound right turn lane will become a trap lane for the eastbound through lane on Lemon Drive. It is anticipated that these improvements would result in the elimination of the three (3) on-street parking spaces on Lemon Drive between School Street and Lakeview Avenue.

2. **Lakeview Avenue at School Street Extension/Driveway Relocation** – Install a traffic signal and construct the intersection with the following geometrics: one northbound left turn lane, one northbound through lane, one northbound shared through-right turn lane, one southbound left turn lane, one southbound through lane, one southbound shared through-right turn lane, one eastbound left turn lane, one eastbound shared through-right turn lane, one westbound left turn lane and one westbound shared through-right turn lane. It should be noted that the northbound and southbound left turn lanes would be accommodated through a striped two-way left turn lane.

3. **Project Driveway at Yorba Linda Boulevard** – The project driveway on Yorba Linda Boulevard should be restricted to right-in/right-out access only.

**Note:**

- On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project site.
- Sight distance at each project access point should be reviewed with respect to standard Caltrans and City of Yorba Linda sight distance standards at the time of preparation of final grading, landscape and street improvement plans.
5.4 PEDESTRIAN AND BICYCLE ACCESS AND IMPROVEMENTS

Pedestrian and bicycle transportation can be a desirable and healthy alternative to motor vehicle transportation. The Specific Plan recognizes pedestrian and bicycle pathways as both a transportation alternative and as a major amenity feature. Pedestrian and bicycle routes include sidewalks, bicycle lanes, and pedestrian/bicycle trail corridors. They are intended to provide safe and efficient routes for pedestrians and bicyclists between public amenities, key destination points, and neighborhoods.

5.4.1 Bike Lanes

Currently there are no existing bike facilities within the Yorba Linda Town Center area. Class II bike lanes (striped lanes within the road right-of-way) are planned for Lakeview Avenue and Yorba Linda Boulevard within the Town Center, however, it should be noted that due to right-of-way constraints along Yorba Linda Boulevard it is unclear where Class II bike lanes may be feasible.

5.4.2 Sidewalks

- Sidewalks should be constructed throughout the Specific Plan at a minimum of 8 feet wide and shall be designed in accordance to the specifications stated in Chapter 6 of the Yorba Linda Town Center Specific Plan document.

- Existing pedestrian sidewalks are provided on either side of Imperial Highway, Olinda Street and Main Street within the Yorba Linda Old Town area.

- School Street does not currently contain pedestrian sidewalks on either side of the street, however 8 foot wide sidewalks are proposed on both sides of the roadway.

- Lemon Drive contains sidewalks on the north side of the street between Main Street and Lakeview Avenue and between Imperial Highway and Plumosa Drive. There is an approximate 250 foot gap on the north side of Lemon Drive east of Plumosa Drive and it is a recommendation of this plan to close the gap. Sidewalk exists on the south side of Lemon Drive from Imperial Highway to Lakeview Avenue, except for an approximate 440 foot gap which will also be closed as sidewalk improvements are made throughout the Town Center area.

- Lakeview Avenue contains sidewalk on the east side of the street from Lemon Drive to Yorba Linda Boulevard. The west side of Lakeview Avenue only contains approximately 260 feet of sidewalk north of Yorba Linda Boulevard, terminating 700 feet south of Lemon Drive. An expanded sidewalk is proposed along the west side of Lakeview once the widening project takes place.
### 5.4.3 Pedestrian Bridge

Crossing Imperial Highway can be intimidating to pedestrians due to the expansive roadway width. A pedestrian bridge is proposed to link Main Street with the open space at Nixon Park and retail opportunities across the street. The bridge style, signage and colors should complement the Town Center street furnishings, pedestrian amenities, and signage in order to appear as a cohesive downtown.

### 5.5 EQUESTRIAN TRAIL FACILITY

Equestrian access to the Town Center is proposed along the north side of Lemon Drive between Lakeview Ave. and Plumosa Dr. (see Figure 5-7). The trail should be located within the existing public right-of-way and should be separated from pedestrian, bicycle and vehicular traffic with landscaping and fencing. The proposed trail would provide an equestrian connection to the Town Center, which could be linked with the existing El Cajon trail to the west (across Imperial Highway), via existing public street rights-of-way or through potential acquisition of additional trail easements.
5.6 PUBLIC TRANSIT

The Town Center is currently served by the OCTA with bus service along Imperial Highway, Lakeview Avenue, Yorba Linda Boulevard and Lemon Drive through various routes (Routes 20, 26, and 131). Figure 5-6 identifies the transit facilities located in the immediate vicinity of the Town Center, including bus stop locations, crosswalks, and sidewalks.

Transit services within the study area are provided by the OCTA. There are currently seven (7) existing bus stop locations in the immediate vicinity of the project. Bus stop locations are summarized below:

- East side of Imperial Highway, north of Lemon Drive
- North and south side of Yorba Linda Boulevard, immediately west of Imperial Highway (both stops include benches)
- North and south side of Yorba Linda Boulevard, immediately east of Lakeview Avenue (both stops include benches)
- West side of Lakeview Avenue, north of Yorba Linda Boulevard
- South side of Lemon Drive, east of Main Street (stop includes a bench)

Bus stops within the Town Center should be improved with enhanced shelters and amenities as described in Chapter 4 of this document. No additional bus stop locations are proposed as part of the Specific Plan with the exception of a future stop along School Street following the completion of the public park, library, and cultural arts venue.

5.6.1 OCTA “Go Local Program”

The City, in partnership with the City of Placentia, is currently participating in OCTA’s “Go Local Program.” The purpose of this program is to improve public transit service options throughout the county, with an emphasis on increasing ridership along the Metrolink transit corridor. As currently envisioned, transit service improvements would link Town Center with the Anaheim Canyon and Fullerton Metrolink stations. Future Town Center program improvements could include dedicated transit stops, park-and-ride lots and other passenger-related amenities.

5.6.2 Town Center Trolley

A Town Center trolley service may be provided to circulate throughout the Town Center and connect with the Nixon Library and other key areas within the city. The trolley is envisioned to be a bus-like vehicle with tires that would allow visitors easy access to move about within the area without having to move their vehicle.
5.7 PARKING

A number of parking strategies and implementation mechanisms are proposed as part of the Town Center Specific Plan including reduced parking ratios, shared parking agreements, in lieu fees, and parking alternatives. Parking standards and ratios are provided in Chapter 3, Section 3.8 of this document.

5.7.1 Town Center Specific Plan Parking Ratios

The ability to accurately estimate parking demand and provide adequate parking supply is critical to the success of any development. A lack of adequate parking can result in drivers intruding into adjacent neighborhood or business areas to find parking, adversely affecting the perceived livability of the nearby neighborhoods and reducing the ability of businesses to accommodate customers. A successful development project combines sufficient parking opportunities where visitors park once and walk to multiple destinations. Residential development should be “self-parked” (i.e., provide its own off-street parking), whereas, businesses should provide the parking required to accommodate their own demand. However, for the business and public facility components of the Yorba Linda Town Center, the demand should be considered as a whole, rather than as individual developments.

To accurately estimate the potential peak parking demand and required parking supply it is important to consider several factors such as the proposed land uses, operating characteristics of each land use, the site layout and pedestrian connectivity. The Yorba Linda Town Center proposes a wide range of land uses all within a reasonable walking distance of one another, and when combined with improved pedestrian and vehicular connectivity, the opportunity to share parking spaces between various land uses can be achieved. Shared parking is the use of a single parking space to serve two or more individual land uses without conflict or encroachment as described in the Urban Land Institute’s Shared Parking, 2nd Edition 2005. According to the Urban Land Institute (ULI), the ability to share parking spaces is the result of two conditions:

- Variations in the accumulation of vehicles by hour, by day, or by season at the individual land uses, and
- Relationships among the land uses that result in visiting multiple land uses on the same auto trip.

Given the mix of land uses currently proposed for the Yorba Linda Town Center the aforementioned conditions would likely be met. For example, parking supply needed for office uses during the morning and mid-day hours could be utilized by the restaurant and retail uses in the evening hours and weekends when office use demand is low. Alternatively, a cultural arts patron may decide to stop at one of the restaurants for dinner or shop at a retail store on their way to the cultural arts venue for the evening. According to ULI "...shared parking has been a fundamental principal of downtown planning from the earliest days of the automobile."

The mixed-use nature of the project creates a shared parking environment, allowing for fewer spaces to be provided for each individual development to accommodate the demand for the project as a whole.
The parking ratios proposed in Chapter 3 of this document allow reduced parking ratios in the new Yorba Linda Town Center that reflect the “shared” nature of parking in a mixed-use development. The recommended ratios include a reduction to the typical parking ratios for retail/commercial, restaurant, library, general office, and bank with drive-thru uses as compared to the City of Yorba Linda Parking Code requirements. The proposed reductions to the parking ratios are due to the same shared parking benefits that are anticipated to occur among the mix of uses found within the Project.

All residential developments are required to provide parking on-site. All new development within the Yorba Linda Town Center will be required to replace any existing parking lost due to redevelopment, in addition to providing any net new parking required per the ratios described in the Chapter 3, Section 3.8. Non-residential uses within the Historic Town Center District will be required to either provide parking on-site or satisfy parking via an in-lieu fee.

### 5.7.2 Shared Parking

Shared parking agreements may be developed if two or more land uses or businesses have distinctly different hours of operation or hours that do not substantially coincide or overlay with each other (e.g., theater vs. office). Parking required for a residential use shall not be included in a shared parking agreement. Specific criteria required to receive approval for a shared parking agreement is provided in Chapter 3 of this document.

### 5.7.3 In-Lieu Fee Program

It is anticipated that development of the Yorba Linda Town Center will likely not occur as a single master development project, but instead developed over time likely by smaller individual development projects within the overall Yorba Linda Town Center area. Providing adequate parking on an interim basis is necessary to maintain the attractiveness of each business to consumers through convenient accessibility. However, every developer within the Historic Town Center and Cottage District may not be able to provide the required parking either due to physical constraints or based on potential shared parking with a use that has not yet been constructed. As such, providing adequate parking for each individual development may be fulfilled by the developer through payment into an established in-lieu fee program to account for parking spaces that are not or cannot be provided within their development. An in-lieu fee program would encourage shared parking for a variety of uses versus providing multiple single-use parking lots and would promote better urban design by providing parking in a centralized location which would have fewer impacts on vehicle and pedestrian circulation. The in-lieu fee program may go towards funding additional public parking (i.e., parking structure) or other parking supply capacity enhancements such as the dedication of a parcel for employee parking, shuttle services, valet parking services, etc.
5.7.4 Cultural Arts Venue Parking

Based on the shared parking analysis, the proposed cultural arts venue is anticipated to require parking needs that exceed the planned parking supply. Additional public parking necessary to accommodate the parking needs of the cultural arts venue could be accomplished through additional parking management and strategies such as the construction of an on-site public parking structure, off-site parking, neighborhood protection permit program and/or a valet parking program.

Parking Structure

It is anticipated that an additional 400 parking spaces will be required as a result of a new 1,200 seat (maximum) cultural arts venue. While additional strategies exist to accommodate this deficiency, an on-site parking structure would provide the most convenient solution to cultural arts users. It is important to note that a structure is only deemed necessary in the Town Center with the completion of a cultural arts venue and is the most costly implementation option.

Off-Site Cultural Arts Venue Parking

An alternative to the construction of the public parking structure could include the use of remote parking facilities with provided transportation between the parking facility and the Yorba Linda Town Center. A shuttle service could be employed to bring patrons of the cultural arts venue to and from an off-site parking facility, such as nearby school facilities or City Hall.

Establish a Valet Parking Program

During peak parking demands, when additional parking is needed on a short-term basis (i.e., during event performances), valet parking could also be implemented to increase parking capacity. Based on the size of the parking area to be utilized for valet service and the size of the drive aisles, valet parking techniques (i.e., close proximity parking and tandem parking) can increase the parking capacity above standard marked parking areas by as much as 40%.

Neighborhood Protection Permit Program

A Neighborhood Parking Permit Program helps neighborhoods deal with adverse parking impacts by limiting the amount of time non-neighborhood residents are permitted to park. Neighborhood residents would be exempt from the signed time limits by displaying a valid permit. A neighborhood Parking Permit Program could be established by the City to improve on-street parking management in the Town Center districts and nearby residential areas. Outcomes may include new time-limit signs, loading zones, restricted parking zones, and bicycle parking. Through this program, the City would work with community members to identify on-street parking challenges and opportunities, develop parking recommendations, and implement changes. The Program would help ease parking congestion in residential neighborhoods during events, while balancing the needs of all people to be able to use the public streets.
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Chapter 6 | Infrastructure

This chapter provides direction for public improvements for the entire Specific Plan Area. Topics include: public plazas and parks, recommended street trees, lighting, street furnishings, crosswalks, public art, public right-of-way landscaping and gateway design treatments.
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6.1 EXISTING POTABLE WATER CONDITIONS

The Specific Plan Area is currently served by the Yorba Linda Water District through a network of pipes that front each property. The pipes in around the Town Center area are all reported to be in good condition by water district staff. While most of the 4 inch and 6 inch cast iron pipes date back to 1920s or 1930s there has been no report of leaks or maintenance issues. The larger asbestos concrete pipes ranging from 8 inch to 16 inch were installed in the 1960s and are also reported to be in good condition. The existing water infrastructure is depicted in the Existing Water System Conditions Figure (Figure 6-1). There is a 30 inch concrete metal lined transmission line in Lemon Drive, a primary loop created by the 8 inch cast iron (CI) and asbestos concrete (AC) lines in Lemon Drive, the 10 inch AC line in Lakeview Avenue and the 16 inch AC line in Yorba Linda Boulevard. An additional loop connection is made by the 8 inch AC line in Main Street. Secondary loops are created by the 4 inch CI line in School Street, the 6 inch CI Arroyo Street and 4 inch and 6 inch CI lines in Valencia Avenue. To support the 20 pounds per square inch (psi) pressure required by the Uniform Fire Code for three story buildings, all pipes smaller than 8 inch should be upgraded to support demand within the area.

The Yorba Linda Water District has both local and imported water sources from which it supplies customers. Local water comes from eight wells that tap into the Santa Ana River Basin located under most of northern Orange County. The Aquifer is maintained by the Municipal Water District of Orange County which replenishes the source when necessary to prohibit drawdown. Well No. 1, No. 5, No. 7, No. 10, No. 12 and No. 18 are located within the Placentia city limits while Well No. 11 and No. 15 are located in Anaheim. The remaining approximate 50 percent of the water is purchased from the regional water wholesale supplier Metropolitan Water District of Southern California (MWD). Water is imported from the Colorado River via the Colorado River Aqueduct and The Sierra Nevada Mountains via the California Aqueduct. Treatment of imported water occurs at the Robert B. Diemer Water Treatment Plant located just northwest of Yorba Linda.

Water demand factors

- Commercial 0.0050 cfs/acre
- Single Family Residential 0.0015 cfs/acre
- Multi-Family Residential 0.0039/cfs/acre

cfs = cubic feet per second
6.2 PROPOSED WATER INFRASTRUCTURE IMPROVEMENTS

The proposed upgrades are shown in the Proposed Water Infrastructure Improvements 6-1. The proposed water system upgrades include:

- 10 inch water loop in School Street and Valencia Avenue.
- 8 inch water line connecting the proposed 10 inch looped system and the existing 8 inch water line in Main Street.
- 8 inch water line in the former Arroyo Street alignment would connect the proposed 10 inch water loop in School Street to the existing 16 inch water line in Yorba Linda Boulevard. A Public Utility Easement would be dedicated over this line.
- 8 inch water line would connect the proposed 10 inch looped system and the existing 10 inch water line in Lakeview Avenue.
- 10 inch water line to feed into the proposed single family and the multi-family land use locations.

The proposed water system improvements should be confirmed with a water modeling study prior to implementation to confirm fire flow requirements.
Note: The proposed utilities and infrastructure shown are conceptual only and are subject to revision.
6.3 EXISTING WASTEWATER CONDITIONS

The Yorba Linda Water District provides wastewater service to the Town Center Plan Area through a network of Vitrified Clay Pipes (VCP) constructed in the 1960s. According to district staff, there have been no maintenance problems in this area and all pipes are able to support existing demands. The two blocks west of Main Street drain to the Lemon Drive line. The first leg of this line is a 6 inch Vitrified Clay Pipe (VCP) line running south midway between Main and Olinda Street at 1.76% with a capacity of 166 gpm. At Imperial Highway the line transitions to 8 inch VCP running northwest along the north side of Imperial at 0.32% with a capacity of 480 gpm. The line turns north at Olinda Street and runs to Lemon Drive at 1.22% and has a capacity of 296 gpm.

Areas within the Town Center Plan Area east of Main Street drain to Arroyo Street which connects to the line on the north side of the Imperial Highway. The area between School Street and Main Street is served by a 6 inch VCP running south to Arroyo Street with a capacity of 193 gpm. The north end of Valencia Avenue is served by 6 inch VCP line running south to Arroyo Street at 5.80% that has a capacity of 305 gpm while the south end of Valencia Avenue is served by a 6 inch VCP line running north to Arroyo Street at 4.32% that has a capacity of 260 gpm. There is a 8 inch VCP line running southwest in Arroyo Street at 1.72% east of School Street with a 350 gpm capacity that changes to 0.60% west of School Street and has a 207 gpm capacity. The line that serves School Street is 6 inch VCP running south to Arroyo Street at 5.20% and has a capacity of 287 gpm. The 8 inch line that runs south in Arroyo Street at 0.60% has a capacity of 206 gpm. See Figure 6-2.

Yorba Linda Water District staff has indicated that there is sufficient downstream capacity to support development of 80 dwelling units and 7 acres of commercial within the Specific Plan area using demand factors provide by the district and a peaking factor of 3.1. Currently, according to Orange County Sanitation District, Fountain Valley Wastewater Reclamation Facility is expanding its facility to increase secondary treatment capacity by 60 million gallons per day. Construction began on 2007 and has a completion date of fall 2011.

Wastewater Demand Factors

- **Commercial** 0.0035 cfs/acre
- **Medium Density Residential** 0.0053 cfs/acre
- **High Density Residential** 0.0085 cfs/acre

\[ cfs = \text{cubic feet per second} \]
6.4 PROPOSED IMPROVEMENTS TO THE WASTEWATER INFRASTRUCTURE

No wastewater infrastructure upgrades are proposed. Downstream capacities and treatment capacities should be confirmed prior to implementation.
6.5 EXISTING STORM DRAINAGE CONDITIONS

The City of Yorba Linda owns and maintains the existing storm drain system structures within the Town Center Plan Area. Drainage generally flows in a southwest direction across the site with a large depressed area surrounding the existing Arroyo Street alignment which is prone to flooding several feet in depth. The constructed storm drain system in place follows this natural flow pattern beginning with a 30 inch pipe that crosses Lakeview Avenue just south of Lemon Drive. From Lakeview Avenue a 42 inch reinforced concrete pipe (RCP) line travels southwest in a storm drain easement to the Valencia/Arroyo intersection then continues southwest in Arroyo Street. From the School Street intersection to Imperial Highway there is a series of earthen ditches and corrugated metal pipe (CMP) in place of the 42 inch RCP. Surface Runoff water is again picked up at the Arroyo/Imperial intersection and continues to travel southwest in a 54 inch line.

The elevation of the Imperial Highway is significantly higher than that of the depressed area along Arroyo Street so drainage that is not captured in one several inlets ponds locally. There are 8 inch, 24 inch and 36 inch pickup lines at the south end of School Street as well as a 24 inch and 36 inch pickup line at the south end of Arroyo Street.

The 26 acre site can be broken into several sub basins and analyzed using the rational method. The 2.8 acres west of Olinda Street flows west from the high point along the Imperial Highway (Q100 = 16.4 cfs). The 7 acres along Main Street and the east side of Olinda flows south to Imperial Highway (Q100 = 22 cfs). The 1.9 acres at the corner of Yorba Linda Boulevard and Lakeview Avenue drains south to Yorba Linda Boulevard (Q100 = 8.7 cfs). The remaining 14.3 acres in the core of the site concentrates along the Arroyo Street alignment and eventually flows southwest through the 54 inch pipe that crosses Imperial Highway (Q100 = 86.7 cfs).

6.6 PROPOSED IMPROVEMENTS TO THE STORM DRAINAGE INFRASTRUCTURE

The proposed storm drainage upgrades are shown in the Proposed Storm System Improvements Figure 6-3. The proposed storm system upgrades include:

- 18 inch storm drain in Valencia Avenue
- 18 inch storm drain in the northern Residential (Multi-Family)
- 18 inch storm drain in southern Residential (Multi-Family)
- 36 inch storm drain in the former Arroyo Street alignment. A Public Utility Easement would be dedicated over this line.
- 54 inch storm drain in Lakeview Avenue and Yorba Linda Boulevard
According to Order No. RB-2009-0030 (NPDES No. CAS 618030), if the volumes and time of concentration of storm water runoff for the post-development condition do not significantly exceed those of the pre-development condition for a two-year frequency storm event (5% or less) then the site needs to infiltrate at least the runoff from a two-year storm event.

If the site is determined to increase the volumes and time of concentration of storm water runoff by more than 5%, then the project shall also include additional site design control devices to mitigate the impacts. The Water Quality Management Plan shall include an evaluation of potential impact to downstream erosion, sedimentation or stream habitat. If the excess volume cannot be infiltrated or captured and reused, discharge from the site must be limited to a flow no greater than 110% of the pre-development 2-year peak flow.
6.7 EXISTING DRY UTILITIES CONDITIONS

Existing dry utilities within the Specific Plan Area include Electric, Telephone, Cable Television, and Gas. The majority of the electric, telephone, and cable are overhead in the Specific Plan Area. The existing infrastructure currently meets utility demands.

6.8 PROPOSED DRY UTILITIES INFRASTRUCTURE IMPROVEMENTS

Dry utilities will be undergrounded on Olinda Street, School Street, Valencia Avenue, Lemon Drive, Lakewood Avenue, and Arroyo Street. In areas where fill is to be placed the existing gas lines will have to be replaced to meet the utility companies depth of bury requirements. Figure 6-4 illustrates the location of proposed dry utilities.
Notes:
The proposed utilities and infrastructure shown are conceptual only and are subject to revision. Existing gas infrastructure may need to be raised in the area of proposed fill and placed at the required depth.

Figure 6-4 Proposed dry utility infrastructure improvements
6.9 PROPOSED EARTHWORK

The Specific Plan Area has an existing low point at the Intersection of Arroyo Street and School Street which is approximately six feet below Imperial Highway. This low point causes localized ponding. This low area also causes steep slopes on the surrounding properties which have constructed retaining walls over the years. These retaining walls limit the redevelopment potential of the area and inhibit accessibility throughout the Specific Plan Area.

To provide positive drainage, redevelopment opportunities, and accessibility, the low area around the intersection of Arroyo and School should be filled. The addition of fill will allow Street A to connect Main Street and School Street and provide both a vehicular and pedestrian connection. A portion of the existing slope is to be retained to limit the impact of the overall appearance of the natural topography.

A minimum grade of 0.5% will be required to provide positive drainage. Existing structures along the drainage path would need to be replaced or realigned. It is recommended that a schematic grading study be conducted to determine the costs and extents of the proposed fill.
6.10 LIBRARY

The Yorba Linda Public Library is located at 18181 Imperial Highway. The library houses a collection of over 160,000 books and audiovisual materials and provides a variety of services to the community. The library enjoys significant use providing services to over 1,100 visitors per day. Existing regulations, such as the library fee included in residential property taxes, ensure that as the area is developed with more residential uses, adequate library service would be provided. As disclosed in the previous EIR for the Yorba Linda Town Center (a more development intense project), potential development in the Town Center would not significantly impact library services with the implementation of regulatory requirements including payment of library fees.

The City of Yorba Linda has commissioned several studies concerning library services and facilities. A recent update of the Library Strategic Plan was published and provides direction for strategic planning for this important community resource (www.ylpl.lib.ca.us/). The analysis and recommendations of the Library Strategic Plan are in alignment with community input which recommend consideration of moving the library from its current site to a new location on School Street within the Yorba Linda Town Center Specific Plan boundaries. A number of factors support this recommendation including:

- Physical condition of existing building is in need of continued repair.
- Projections for use of library services and programs are expected to increase dramatically.
- The current site is severely constrained for space for both expansion of facilities and parking.
- The library serves as a destination type use which is better suited to a location that is not situated on a primary commercial street.
- The City owns vacant land within the Yorba Linda Town Center Specific Plan boundaries that is ideal for a new library site and would allow for expansion of facilities, parking and associated park space.
- Preliminary analysis of financial issues related to the recommendation are mostly positive.
6.11 PARKS

Implementation of the Specific Plan would result in allowing additional commercial, public/institutional and residential uses that would result in incremental additional demand on existing parks and recreational facilities. The Specific Plan includes potential for a 0.75 acre central park to provide for passive recreation and a venue for community events. Subsequent development permitted under the proposed Specific Plan would be assessed development fees that would be applied to future park development to mitigate potential impacts, according to the City's approved fee schedule.

6.12 SCHOOLS

There are no schools located within the boundaries of the Specific Plan. The Town Center plan area is within the boundaries of the Placentia-Yorba Linda Unified School District (PYLUSD). The Town Center plan area is located within the PYLUSD attendance boundaries of Mabel Paine Elementary School to the north, Yorba Linda Middle School to the west, and Yorba Linda High School to the east. These schools would serve the Yorba Linda Town Center. Additional residential development allowed by the Specific Plan would generate additional students. Residential and commercial developments within the Yorba Linda Town Center would be required to pay school impact fees to reduce any impacts to the schools system. Three new schools have been constructed and opened within the last few years including Lakeview Elementary School, Valadez Middle School Academy (in Placentia), and Yorba Linda High School, made possible in large part by Measure Y bond funding. As disclosed in the previous EIR for the Yorba Linda Town Center (a more development intense project), potential development in the Town Center would not significantly impact school services with the implementation of regulatory requirements including payment of school fees.

6.13 POLICE

Law enforcement and crime prevention services are provided by the Brea Police Department. Police services include patrol, investigations, traffic enforcement, traffic control, vice and narcotics enforcement, airborne patrol, crime suppression, community policing, tourist oriented policing, and detention facilities. The department is located off Birch Street in the city of Brea and is approximately six miles west of the Town Center. The Brea Police Department has an annex located in Yorba Linda at 20994 Yorba Linda Boulevard, approximately three miles east of the Town Center. The annex is staffed by a records technician, patrol officers, traffic officers, and two Yorba Linda detectives. The proposed project would introduce additional commercial, public/institutional and residential uses in the area which will increase traffic usage and population density to the service area. Such an increase will incrementally add to the number of service calls received and the number of patrols and staff necessary to service the area. These increased demands on the police department resources will result in a minor diversion of those resources from other areas of the community. While the increase in service levels may occur, it is not
considered beyond the capabilities of the Brea Police Department and the existing strategies in place to expand the department as the need arises.

6.14 FIRE

The Orange County Fire Authority (OCFA) provides services to the Town Center including fire protection services, emergency medical services, ambulance transportation, and rescue operations. Fire Station No. 10 is located within the project area at 18422 Lemon Drive. The proposed project would incrementally increase fire protection services due to potential development allowed under the Specific Plan. As disclosed in the previous EIR for the Yorba Linda Town Center (a more development intense project), the OCFA believes no significant impacts would occur on fire and emergency/medical services as a result of the proposed project. Existing regulations and standard conditions require compliance with all OCFA codes, ordinances and standard conditions regarding fire prevention and suppression measures, relating to water improvement plans, fire hydrants, automatic fire extinguishing systems, fire access, access gates, combustible construction, water availability, fire sprinkler systems, etc. According to the OCFA, future growth within the Town Center can be accommodated provided that all future development complies with all applicable regulations, including payment of fire facilities fees. In addition, development projects are reviewed by the OCFA on an individual basis.

6.15 SOLID WASTE

All waste generated in the city of Yorba Linda is collected by Yorba Linda Disposal Services (YLDS). YLDS is a subsidiary of Taormina Industries which also serves several surrounding cities. Waste is picked up in neighborhoods once a week and taken to the CVT Regional Materials Recovery Facility in Anaheim (MRF) for separation and processing. At the MRF, the waste is sorted into trash and recyclables. The trash is processed at CVT’s Regional Waste Transfer Center before being transported to the Olinda-Alpha Landfill in Orange County. Olinda-Alpha Landfill is a Class III landfill that accepts agricultural, construction/demolition, industrial, mixed municipal, tires and wood waste.

In accordance with state law, the City of Yorba Linda has achieved steady gains in its diversion rate of solid waste from the landfill, through conservation, recycling, and composting. The City's diversion rate increased from 43 percent in 1995 to 60 percent in 2000. The City is required to maintain this diversion rate of 50 percent pursuant to AB 939, known as the Integrated Waste Management Act. In order to facilitate the diversion of waste from landfills, the City of Yorba Linda participates in over 20 programs. New development within the Yorba Linda Town Center will participate in all existing and future applicable recycling programs.

Potential developments under the proposed Specific Plan would be required to adhere to all local, regional and state standards and policies regarding waste reduction and recycling. Chapter 3 of this Specific Plan includes additional policies.
6 Infrastructure

encouraging sustainable buildings and landscaping and recycling/reuse of demolition waste. As disclosed in the previous EIR for the Yorba Linda Town Center (a more development intense project), there would be sufficient capacity in the existing landfill system to handle the anticipated waste generation.

6.16 ELECTRICITY SERVICE

Electric Services will be provided by Southern California Edison. Expansion of distribution lines and related facilities may be necessary to meet the increased demand. The distribution range of system improvements may include upgrading existing substations and line equipment, expanding existing substations, and interconnecting distribution lines.

6.17 NATURAL GAS

Natural Gas will be provided by Southern California Gas Company. Additional system infrastructure will be extended to new development in the Yorba Linda Town Center. Service will be provided through a series of underground lines. Expansion of distribution lines and related facilities will be necessary to meet this increased demand.

6.18 TELECOMMUNICATIONS

Telecommunications will be provided by SBC Pacific Bell. Additional system infrastructure will be extended to new development in the Yorba Linda Town Center. Service will be provided through a series of underground lines.

6.19 CABLE SERVICE

Time-Warner will provide cable services. Cable service will be extended into the Yorba Linda Town Center to service residents and businesses as necessary.
Chapter 7 | Implementation

This chapter provides implementation strategies and direction for achieving the goals set forth within this Specific Plan.
## Chapter Contents

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7 Implementation

7.1 INTRODUCTION

This chapter outlines the implementation program for the Specific Plan. The implementation program includes the following components:

- An overview of the ways a Specific Plan can bring about economic investment and desired physical improvements;
- A description of various economic development “tools” or implementation approaches available to the City of Yorba Linda to achieve the Plan objectives;
- An Implementation Action Plan and summary of recommendations; and
- A review of potential funding mechanisms for implementation of key Plan initiatives.
7.2 ATTRACTING PRIVATE INVESTMENT AND PROVIDING PUBLIC BENEFITS

An effective Specific Plan typically involves both the public and private sectors. Whereas development of the land uses envisioned for a Specific Plan Area is often "kick started" by various public sector initiatives, the ultimate goal of this type of planning effort is to attract desired private investment. Broadly speaking, there are two major ways that a municipality can facilitate private development:

1. By creating a "conducive development environment" that is consistent with prevailing market demand for various land uses. This may include the following types of actions or policies:
   - Establish zoning, design guidelines, etc. that respond to market needs at the individual establishment level, while maintaining the overall character of the Specific Plan Area that preserves and enhances its general marketability;
   - Provide information about the concepts, intent, etc. of the Specific Plan Area to prospective investors/tenants;
   - Streamlined permitting and entitlement processes;
   - Area-wide infrastructure investments, including parking facilities, grading and drainage, new streets, and utilities;
   - Area-wide "amenity" investments, including signage, landscaping, and streetscape improvements;
   - Marketing programs to enhance the area's identity and recognition among consumers; and
   - Improvements to neighboring areas (Lakeview Shopping Center and Yorba Linda Station Center).

2. By providing focused development support to area businesses, property owners, and key development projects. This can involve the following types of initiatives:
   - Assembling development or redevelopment sites;
   - Financially structuring shared infrastructure improvements that increase the productivity of the area in ways that are advantageous to development, such as shared parking;
   - Investing in general infrastructure improvements in the Specific Plan Area.
7.3 CREATING THE CONDITIONS FOR ATTRACTING PRIVATE INVESTMENT

7.3.1 Zoning

From an economic perspective, two key issues need to be addressed as it relates to zoning within the Specific Plan Area:

- Allowable densities need to be high enough to facilitate market-driven redevelopment of selected parcels given the relatively high land values in the Specific Plan Area.
- Zoning should allow the flexibility to develop desirable land uses for which the future market is uncertain.

7.3.2 Streamlined Permitting and Entitlement

A key advantage to adopting a Specific Plan and certifying the Environmental Impact Report is that it provides a vehicle for expedited approval of development proposals that are consistent with the community vision established by the Specific Plan. Developers consistently cite this type of provision as a key factor in selecting the communities where they will pursue projects. In this regard, it is essential that the adopted plan remove to the maximum degree possible the need for discretionary approvals for projects that fall within the development “envelope” established by the Plan and streamline the subsequent CEQA requirements.

7.3.3 Area-wide Infrastructure and “Amenity” Investments

A large part of the vacant land area for the Specific Plan will require a comprehensive City driven approach to solving the grading, drainage, infrastructure, and street system necessary to support the plan recommendations. These improvements can be paid for with Bonds as they are an area wide benefit. Those include the Mello Roos Bond Act; The Improvement Bond Act of 1911; Improvement Bond Act of 1913 and the Improvement Bond Act of 1915. These are historic assessment district bond acts that put in place the ability to assess properties for the purpose of securing Bond financing for public improvement.

The specific infrastructure and amenity improvements proposed as part of this Specific Plan are identified in Chapter 5, Mobility and Circulation, and Chapter 6, Infrastructure.
7.3.4 Marketing Program

Marketing initiatives can improve the Specific Plan Area's prospects with respect to attracting both investors (i.e., new development and revitalization of existing uses) and customers. A key thrust of the overall Plan implementation should be to make certain the Specific Plan Area is appropriately represented in promotional literature for the region, in ways that elevate the image and market “identity” of the Specific Plan Area. The following types of marketing activities are appropriate for the Specific Plan Area:

- Establish a marketing committee representing a broad spectrum of interested stakeholders (property owners, business owners, developers, area residents, etc.), and existing organizations with a promotional role, such as the Yorba Linda Chamber of Commerce.

- Prepare a marketing Action Plan incorporating the types of programs outlined below and reflecting the specific input and priorities of the community.

  - Develop new graphic materials and color palettes to support the identified marketing messages, if needed. Use the Town Center Specific Logo for reference and inspiration.

  - Implement streetscape, signs, and other physical improvements that reinforce the “flavor” and desired name recognition of the Specific Plan Area. As a potential supplement to permanent improvements, a pole banner or similar program could be implemented on a seasonal basis to expand consumer recognition of the Specific Plan Area as a “place” and to support specific special events, etc. This type of activity will be especially important for promoting pedestrian-oriented uses.

  - Update the annual calendar of special events, as appropriate, aimed at attracting additional “foot traffic” to the Specific Plan Area.

  - Explore accreditation for the American Main Street program provided by the National Trust For Historic Preservation.

  - Coordinate with the Chamber Business Development Committee, Main Street Merchant Association and other producers of existing promotional material, to design and implement a print media advertising campaign that reflects the committee’s recommendations. Where appropriate, the print media campaign can be supplemented by radio advertising.
• Implement a direct mail campaign to existing businesses within the Specific Plan Area to encourage their participation in the marketing program and in planned public and private improvements occurring in the Specific Plan Area.

It should be emphasized that marketing programs of this nature are typically most effective when supported by both the public and private sectors. Whereas it is likely that the City would have a continuing role in facilitating the marketing program, it is anticipated that the business community would be responsible for long-term management of the effort. Potential funding mechanisms for the indicated marketing program are described below.

### 7.3.5 Improvements to Neighboring Areas

Within the Yorba Linda Town Center area, there are a number of public and private investments that will contribute to the economic vitality of the area including:

• Lakeview Avenue widening
• Pedestrian bridge to Yorba Linda Station Shopping Center
• Stater Bros. Shopping Center (also known as Lakeview Shopping Center) renovation
7.4 POTENTIAL FUNDING SOURCES AND FINANCING MECHANISMS

Several major categories of funding mechanisms are potentially applicable to the Specific Plan Area. The menu of options summarized below, disaggregates the types of financing mechanisms by their potential source, including:

- Developers/Property Owners/Users
- City/Redevelopment Agency/Regional
- State/Federal

It should be noted that there are specific parameters to qualify for funding programs; with the menu below providing an indication of potential sources. However, depending on the ultimate use of funds, the availability of funds and the character of the area, not all funding programs will be applicable. Also, it is likely that a number of the programs will sunset during the build out of the Specific Plan.

7.4.1 Developers/Property Owners/Users

Potential financing mechanisms include:

- Community Facilities Districts
- Special Assessment Districts
- Development Impact Fees
- Property Owner/Developer Exactions
- Developer Advances/Reimbursement Agreements
- User Fees
- Landscaping Districts and Parking Districts
- Business Improvement Districts
- Certificate of Participation
- Specific Plan Assessment Fee
Community Facilities Districts (CFDs)

A CFD is a special tax placed against property located within the specified district to fund public facilities and services. Municipal bonds are sold, which are supported by revenues from the special tax. Bonding allows for the up-front funding to build improvements or fund services. A CFD allows for the purchase, construction, improvement and rehabilitation of real property. Example uses include: parks, schools, fire stations and government facilities.

Special Assessment Districts (SAD)

A SAD is similar to a CFD; however, the funding obligation is only borne by those uses benefitting specifically from the improvement. Within the SAD a fixed lien on every parcel is applied, which is utilized to retire the debt obligation on the bonding. SADs are often utilized for construction of capital facilities such as roads, water, sewer and flood control.

Development Impact Fee

Development Impact Fees are paid by Developers to offset the cost of a public facility that benefits their project. The Fees can be utilized for both capital projects and ongoing services, with uses including school impact fees, mitigation fees (police, fire, park etc.), water meter installation, sanitation capacity charges and others.

Property Owner/Developer Exactions

These are payments made by developers or property owners in addition to or in lieu of development impact fees. The funds are utilized to provide selected public improvements. In some cases the developers are required to construct and deliver specific improvements. Example uses for such fees include: dedicated right-of-way for streets, open space, parks, landscape improvements, community facilities (sports parks), schools and other similar uses.

Developer Advances/Reimbursement Agreements

Developers can provide funding for backbone infrastructure and/or construct and deliver specific improvements.

User Fees

User fees are charges by a city, utility or other franchise for a service and/or facility they provide. These fees can be applied to park and recreation facilities, water meter hook-ups, gas hook-ups and other similar services.
Landscaping Districts and Parking Districts

These are assessments on properties located in specific area to fund parking facilities and landscaping. Landscaping districts can be utilized for lights, recreational equipment, landscaping and irrigation. Parking districts allow for the acquisition, improvement and operation of shared public parking facilities.

Business Improvement Districts (BIDs)

These are annual fees paid by property owners or businesses located in a designated area to fund activities and programs. BIDs can be utilized for downtown marketing and promotion, security, streetscape improvements, operating and maintaining of public improvements and special events.

Certificate of Participation (COP)

A certificate of participation (COP) is a type of municipal bond, with the payment tied to a lease or other revenue flow. COPs can be issued for a number of project types including: City facilities, convention centers, schools, parking structures and other similar developments. Unlike typical municipal bonds, the COP allows a jurisdiction to move forward with a capital project without requiring a 2/3 majority vote because it is an annual obligation to fund the debt payment and not a continuing obligation. For instance, if a jurisdiction pursues the construction of a parking structure, the revenue flow used to backstop the lease payments could be parking revenues, tax increment revenues or other City general fund revenues. The City agrees to make the annual payment based upon the availability of these funds. To facilitate the project, the City would enter into a lease for the parking facility from its parking authority. The parking authority would then issue the COPs to fund the construction of the parking structure based upon the City’s payments.

Specific Plan Assessment Fee

A fee to recover the City’s cost to prepare the Yorba Linda Town Center Specific Plan should be required. This fee would be collected at the time a building permit is issued on both residential and non-residential construction.

7.4.2 City/Redevelopment Agency/Regional

Potential financing mechanisms include:

- Redevelopment Tax Increment
- General Fund Revenue
- Community Development Block Grants/Section 108 Loans
- Entitlement Fees
- Street Furniture Dedication Program
- Property Disposition - The City and/or Agency own a number of parcels in the Downtown. Through an RFQ/RFP and Developer Selection process, the disposition of these properties would generate revenues that could be utilized to fund improvements throughout the Specific Plan area.

Redevelopment Tax Increment

Downtown Yorba Linda is located within a redevelopment project area. Therefore, the City of Yorba Linda Redevelopment Agency receives the property tax generated by private development in the area. Within the Project Area, a share of the property tax is designated for the development of affordable housing (housing set-aside). The non-housing portion of tax increment can be utilized to fund capital projects. Potential uses for Tax Increment financing include: public improvements (parking, infrastructure, etc.), affordable housing, land assemblage and disposition, payment of permits and fees and others.

General Fund Revenue

Fees collected in the City's general fund include sales taxes, transient occupancy taxes, property taxes, motor vehicle license fees and other revenue sources. These funds can be utilized for City services (police, fire, etc.) and capital improvements.

Community Development Block Grants/Section 108 Loans

These are annual grants for use towards economic development, public facilities and housing rehabilitation. Section 108 loans provide front-end financing for larger scale community and economic development projects that cannot be financed from annual grants. These funds can be utilized for acquisition and disposition of property, clearance and demolitions, public facilities and site work. The funds need to be targeted to specific areas benefiting low and moderate income persons or to eliminate blight.

Entitlement Fees

The agency can assist a project by contributing towards the entitlement or processing fees. Typically, the contribution towards fees occurs on a project by project basis depending on the demonstrated feasibility gap. However, if the Agency pays the fees or provides any other form of subsidy for a project, then prevailing wages would be triggered.

Street Furniture Dedication Program

Businesses, non-profit organizations, and individuals would be invited to form partnerships with the City to purchase street furnishings. The City would create this program to provide the opportunity to contribute to the beauty and enjoyment of Yorba Linda’s streets by adopting, refurbishing, or purchasing street furniture such as benches, trash cans, bike racks, and street lights. This is also an opportunity for people to honor loved ones or celebrate joyous occasions.
7.4.3 State

Potential financing mechanisms include:

- California Infrastructure and Economic Development Bank
- State of California Propositions

California Infrastructure and Economic Development Banks (I-Bank)

The I-Bank provides low cost financing to public agencies for a wide variety of infrastructure projects. Some uses that could eligible for this financing include city streets, educational facilities, parks and recreation facilities and public transit.

State of California Propositions

Recent years have seen California residents pass a number of propositions to alleviate congestion, improve infrastructure and promote housing. These propositions include the following: Proposition 42, Proposition 1A, Proposition 1B and Proposition 1C. These propositions allow for the transfer of a portion of sales tax on gasoline to the Transportation Infrastructure Fund (TIF); highway safety, traffic reduction, air quality, port security and promote infill housing around TODs and brownfields. Eligible uses include congestion relief, safety enhancements, local street repair, public transportation, alternative transit modes and infrastructure.

7.5 IMPLEMENTATION ACTION PLAN

The Implementation Action Plan presented here details all of the actions, programs, studies, initiatives, and improvement projects necessary to make the Specific Plan recommendations a reality.

The Implementation Action Plan details the selected action, program, or project and indicates a short, medium, or long-term priority for each item. A short-range priority indicates the item should be completed in the next year, while a medium-range priority indicates expected completion within the next two to five years. A long-term priority may take five or more years to complete.

The Implementation Action Plan also details which group is responsible for the completion of the item and identifies potential funding sources for each item.
Table 7-1 Implementation Action Plan

**LEGEND**

Priority: 1 = Short Range (1 year) 2 = Mid-Range (2-5 years) 3 = Long-Range (5+yrs)

Funding Source Key: 1 = General Fund, 2 = Redevelopment Agency, 3 = Developer Contributions: Agreements/Fees/Exactions, 4 = Financing Sources: COPS, CFDS, SADS, 5 = Capital Improvement Fund, 6 = Property Disposition, 7 = State & Federal Sources: Propositions/CDBG, 8 = BID/PBID

Responsibility: CD = Community Development, PW = Public Works/Engineering, RP = Rec. & Parks,
CofC = Chamber of Commerce, RDA = Redevelopment Agency

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## Implementation

### LEGEND

- **Priority:** 1 = Short Range (1 year) 2 = Mid-Range (2-5 years) 3 = Long-Range (5+ yrs)
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Chapter 8 | Administration

This chapter describes the authority of the Specific Plan, processing requirements and the administrative procedures required for amendments and/or modifications to the Specific Plan.
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8.1 INTRODUCTION

This chapter describes the authority of the Specific Plan and the administrative procedures required for implementation and amendment to the Specific Plan.

8.2 SPECIFIC PLAN AUTHORITY AND ADOPTION

To an extent, the range of issues that are contained in a Specific Plan is left to the discretion of the decision making body. However, all Specific Plans must comply with California Government Code Sections 65450 through 65457. These provisions require that a Specific Plan be consistent with the adopted General Plan for the jurisdiction in which the Specific Plan Area is located. In turn, all subsequent development proposals such as tentative subdivision maps, site plans, improvement plans, and all public works projects must be consistent with the adopted Specific Plan.

Pursuant to California Government Code Section 65453, a Specific Plan may be adopted by resolution or by ordinance. Specific Plans adopted by ordinance effectively become a set of zoning regulations that provide specific direction to the type and intensity of uses permitted and may also define design expectations and standards. The Town Center Specific Plan is a regulatory document adopted by ordinance. In any instance where the Specific Plan conflicts with the requirement of the City of Yorba Linda Municipal Code, the Specific Plan provisions will take precedence. Where the Specific Plan is silent on a topic, the Municipal Code requirements remain in force.
8.3 SPECIFIC PLAN AMENDMENTS

Over time, various sections of the Specific Plan may need to be revised for reasons such as changing city needs or economic conditions. The policies presented in the Specific Plan contain some degree of flexibility, but any Specific Plan amendments must be judged by relative fixed criteria. In addition, California Government Code Section 65453 clearly states that a Specific Plan “may be amended as often as deemed necessary by the legislative body.”

8.3.1 Amendment Approval

Specific Plan amendments may be approved only if all of the following findings are made:

a. The proposed Specific Plan amendment is consistent with the General Plan;

b. The proposed Specific Plan amendment would not be detrimental to the public interest, health, safety, convenience or welfare of the city;

c. The subject property is physically suitable for the requested zoning designation(s) and the anticipated land use development(s);

d. The proposed Specific Plan amendment ensures development of desirable character which will be harmonious with existing and proposed development in the surrounding neighborhood; and

e. The proposed Specific Plan amendment will contribute to a balance of land uses so that local residents may work and shop in the community in which they live.

8.3.2 Amendment Procedures

Amendments to the Specific Plan may be initiated by a developer, an individual property owner or by the City. The property owner may file an application for a Specific Plan amendment and/or change in zone boundaries on a form prescribed by the Director. The Director of Community Development or his/her designee is responsible for making the determination of whether an amendment to the Specific Plan text or map is needed. Amendment procedures shall be in conformance with Section 18.36.600 of the Zoning Code and shall include the following:

a. Name and address of applicant

b. Statement that the applicant is the owner or the authorized agent of the owner of the property for which the change is proposed.

c. Address and legal description of the property

d. An accurate scale drawing of the site and the surrounding area showing existing streets and property lines for a distance determined by the Community Development Director to be necessary to illustrate the relationship to and impact on the surrounding area.
e. The Community Development Director may require additional information or maps if they are necessary to enable the Planning Commission to make a determination. The Director may authorize omission of the map if it is not necessary.

f. A list of all owners of properties located within three hundred feet of the exterior boundaries of the subject property; the list shall be keyed to a map showing the location of these properties.

In addition, the applicant or designee shall provide the following:

a. Proposals to amend the Specific Plan must be accompanied by detailed information to document the change required. This information should include revised Specific Plan text and revised diagrams where relevant depicting the amendment requested.

b. The City has conducted a comprehensive analysis and invested a significant amount of time and money in the preparation of the Specific Plan, therefore, any proposals to amend the Specific Plan must document the need for such changes. The City and/or applicant should indicate the economic, social or technical issues that generate the need to amend the Specific Plan. Costs incurred for the amendments shall be the responsibility of the party requesting the amendment.

c. The City and/or applicant must provide an analysis of the amendment’s impacts relative to the adopted California Environmental Quality Act (CEQA) documentation. Depending on the nature of the amendment, supplemental environmental analysis may be necessary. The need for such additional analysis shall be determined by the City of Yorba Linda in accordance with the State CEQA Guidelines (Section 15162).

d. The proposed Town Center Specific Plan amendment shall be reviewed for applicability of Chapter 18.01 of the Zoning Ordinance. Specifically, is the applicant requesting a “major amendment” (18.01.030 A) or a “regular amendment” (18.01.030 B).

The Community Development Director or his/her designee shall determine whether a proposed amendment is “minor” (administrative) or “major” (zone change application required) within 30 days of any submittal of a request to amend this Specific Plan. Major amendments (described below) require an advisory recommendation by the Planning Commission and approval of the City Council. In this event, both the Planning Commission and City Council shall hold public hearings on a proposed Specific Plan amendment, in accordance with Government Code Section 65453. If the amendment is determined to be minor, the Community Development Director or his/her designee may approve or deny the application. Minor amendments must be determined to be in substantial conformance with the provisions of the Specific Plan and do not include any changes described below for major amendments. Appeals on decisions rendered by the Community Development Director may be filed and considered by the City’s legislative bodies pursuant to Article IX of Chapter 18.36 of the Yorba Linda Municipal Code.
Examples of “major” amendments include:

- The introduction of a new land use designation not contemplated in the Specific Plan.
- Changes in the designation of land uses affecting one acre or more from that shown in the Specific Plan.
- Changes to the circulation system or other community facility which would materially affect a planning concept detailed in the Specific Plan.
- Changes or additions to the design guidelines which would materially alter the stated intent of the Specific Plan.
- Any non-mitigateable change that would result in new significant adverse environmental impacts not previously considered in the CEQA compliance documentation for the Specific Plan.
8.4 SPECIFIC PLAN ADMINISTRATION

The Community Development Director or his/her designee is responsible for the administration, implementation and enforcement of the Specific Plan. The Community Development Director is responsible for making determinations regarding consistency of activities and development with the Specific Plan and whether an amendment to the Specific Plan text or maps is needed.

8.4.1 Process

All development applications within the Specific Plan Area shall follow established City procedures such as those for zone variances, conditional use permits, development permits and subdivisions. All development applications within the Specific Plan Area will be evaluated for compliance with Specific Plan regulations and guidelines. Appeals are regulated pursuant to compliance with Article I of Chapter 18.36 of the Yorba Linda Municipal Code.

8.4.2 Allowable Land Uses

Allowable land uses are identified in Chapter 3 – Land Use and Urban Form. A land use that is not listed in Table 3-1 is not allowed except where the Community Development Director may find that a use may be permitted due to its consistency with the purpose/intent of the zoning district and similarity to other uses listed in compliance with Title 18 of the Municipal Code.

8.4.3 Accessory Uses and Buildings

Pursuant to Zoning Code Section 18.04.020, “accessory use” means a use incidental, related, appropriate and clearly subordinate to the main use of the lot or building, which does not alter the principal use of such lot or building. “Accessory building” means a building, part of a building, or structure, which is incidental or subordinate to the main building or use on the same building site. Accessory uses and structures may be allowed provided that such uses and structures are incidental to and do not substantially alter the character of the permitted use or adversely affect other properties in the area. In addition, accessory uses and structures shall comply with the development standards provided in the Specific Plan and Municipal Code.

8.4.4 Nonconforming Buildings and Uses

Zoning Code Chapter 18.34 (Nonconforming Structures) establishes provisions for the regulation and orderly termination of nonconforming structures and uses in order to promote public health, safety and general welfare and to bring these structures and uses into conformity with the goals, policies and objectives of the General Plan, and of the Specific Plan as well by extension. It is understood that non-conformities should be eliminated over time.
Pursuant to Section 18.04.150 of the Zoning Code, nonconforming structures and uses are defined as follows:

a. Nonconforming Building: A building or portion thereof which was lawful when established but which does not conform to the provisions of this title,

b. Nonconforming Uses: A use lawful when established but which does not conform to the provisions of this title.

c. Nonconforming Lot: a lot, the area, frontage or dimensions of which do not conform to the provisions of this title.

For the purposes of the Specific Plan, the term "title" referenced in Section 18.04.050 of the Yorba Linda Municipal Code shall include the provisions of this adopted Specific Plan. The provisions of Chapter 18.34 of the Yorba Linda Municipal Code shall apply to eliminate nonconforming buildings, uses and lots in the Specific Plan Area.

The City's established regulations shall apply to nonconforming structures and uses within the Specific Plan. These regulations include governance regarding allowable improvements, abandonment, appeal, maintenance, repairs, alterations, and expansion.
1.1 Introduction

The purpose of the Yorba Linda Town Center Specific Plan is to provide a framework to establish the Old Town/Main Street area as a focus of pedestrian and commercial activity and a successful downtown environment. Main Street is considered by the community to be an asset that has not expanded to fulfill its full potential. There are several reasons why Main Street has not lived up to its potential including limited exposure onto Imperial Highway and most importantly onto the intersection of Imperial Highway and Yorba Linda Boulevard. The Plan provides parking strategies which will enable several small parking lots along Main Street to be replaced with new buildings thus creating a coherent shopping and dining atmosphere. It is anticipated that storefronts along Main Street would have retail on the ground floor and professional office space on the second floor. By providing second floor space in new buildings, and some remodeled structures, it is anticipated that eventually the professional office, which now are on the ground of some buildings would move to the second floor of these new buildings. This would allow for all of the ground floor space to eventually be retail/restaurant. This is very important in order to have a continuous retail experience that will encourage people to walk all the way up and down Main Street past all of the stores. At the moment, most of the retail stores are concentrated on the south end and few shoppers walk beyond, thus the north end of the street has become primarily office space.

Prior to developing the guidelines and policies contained within the Specific Plan document, it was important to study the existing conditions and regulations. The following is a summary of those findings.

1.2 Existing General Plan Designations

The 1993 General Plan identified the Project Area, as “Community Core/Downtown Historical District” as an opportunity area, and designated the site as Area Plan A (Community Core). Medium and high density residential uses are located east of the Plan Area.
1.2.1 Town Center (TC) Combining Zone

The Specific Plan area is currently zoned Town Center Combining Zone (TC) which was established to provide a zone to help eliminate both physical and economic blight, stimulate desirable growth, encourage realignment of some streets, control the location of critical driveways, install needed public improvements and preserve the character of Main Street and Olinda Street. The underlying zone is GC (General Commercial). The regulations are also intended to assure that the quality and character of any new construction shall be compatible with the district. In addition, a residential use may be established on second or higher floors within the TC zone when the ground floor is used for commercial purposes. In addition, the regulations allow for residential uses on second or higher floors within the TC zone when the ground floor is used for commercial purposes.

1.3 Existing Conditions

Through the opportunities and constraints analysis and community outreach efforts, several existing issues were identified. It is the intent of this Specific Plan to address these topics. Parking, the mix of land uses downtown, the lack of pedestrian walkability, and the desire to expand downtown development beyond Main Street are all prominent concerns.

1.3.1 Parking

Adequate parking is perceived as one of the most significant issues for the Town Center. However, the parking study indicates that there is adequate parking at this time. The Specific Plan explores a variety of strategies, including new parking standards and information to direct visitors to parking locations.
1.3.2 Development Standards

There is a desire to create opportunities for additional development downtown. This Specific Plan provides revised standards to encourage the development and redevelopment of these currently under utilized parcels. New development standards encourage a wider mix of uses and provide revised parking requirements.

1.3.3 Land Uses

Incorporating multiple land uses within the Specific Plan Area will provide a broader base of residents to mix with the tourists to patronize the downtown retail and restaurant environment year-round and to utilize local office space. A mix of land uses allows all users to accomplish several goals with one trip and decreases the necessity of making multiple transportation trips to multiple destinations.

1.3.4 Design Character

The architecture within the Plan Area includes a diverse collection of styles dating back to the original agrarian settlement and the Pacific Electric Train depot. Traces of the early craftsman community are still scattered amongst the more recent structures. The buildings within the Town Center have historically been of a small scale due to the small parcel sizes established in the original subdivision. Main Street has retained a small town atmosphere. The limited parcel size and gridded street layout dictates a greater sidewalk frontage with direct pedestrian and vehicular exposure. The construction materials of the earlier buildings are generally simple: wood, stone, brick, and block. The design guidelines found in this Specific Plan encourage architectural variation in downtown.
1.3.5 Pedestrian Environment

In addition to issues with parking, development standards, and design guidelines, a focus of concern in the downtown is the pedestrian nature of the area. It is crucial that the downtown be a pedestrian-oriented environment. There is also a desire to minimize the areas of pedestrian and vehicle conflict to direct pedestrian traffic flows away from vehicle traffic flows. Clear pedestrian and ADA path of travel links from parking areas to core retail areas are important, in the form of enhanced paseos. These links will reduce the number of pedestrians crossing vehicle traffic. ADA compliant sidewalk improvements through enhanced paving materials and street furnishings are also significant portions of this Specific Plan.

1.3.6 Main Street Treatment

Main Street should be developed with an atmosphere that reflects a traditional downtown street with shops, restaurants, pedestrian amenities, and some housing above the ground floor.

1.3.7 Cultural Resources

A portion of the Yorba Linda Town Center falls within the historical downtown area. This is the traditional “downtown” area of Yorba Linda, roughly defined as the area north of Yorba Linda Boulevard, east of Imperial Highway, south of Lemon Drive, and west of Lakeview Avenue. The General Plan’s intent is to enhance the area as Yorba Linda’s recognized downtown, a mixed-use center that is Yorba Linda’s commercial, civic, and social core. The identified development policies are to establish and promote a pedestrian orientation through specialty commercial uses and adoption of streetscape/landscape design guidelines.
1.3.8 Hydrology

The Town Center is located within the Lower Santa Ana River watershed. The Santa Ana River is the major drainage system in the Plan Area. The river originates in the San Bernardino Mountains and travels in a southwesterly direction to meet the ocean at the Huntington Beach/Newport Beach city boundary. Drainage from the Plan Area flows to the southwest via Orange County Flood Control District (OCFCD) storm drains and channels, which eventually connect to the Santa Ana River.

A portion of the Santa Ana River water in this area is diverted to Orange County Water District (OCWD) basins for groundwater recharge purposes. This section of the Santa Ana River (Reach 2) is not listed as impaired for any pollutants under Section 303(d) of the Clean Water Act.

The Plan Area is largely urbanized and drainage within the area is managed via existing streets and storm drains in most areas. There are no natural drainage systems in the Plan Area, and the Town Center is not located within a flood plain (Yorba Linda Town Center Draft EIR, 2005)

1.3.9 Land Use

The Plan Area is comprised of a variety of land uses. The area is predominantly commercial in nature, with a few scattered residential properties and a number of vacant parcels.

Surrounding land uses include residential land uses of a variety of densities. Low and medium density residential uses are located south of the Plan Area, medium and high density residential uses are located west of the Plan Area, medium and high density residential uses are located north of the Plan area, and medium and high density residential uses are located east of the Plan Area.
1.3.10 Traffic and Circulation

Primary traffic access to the Town Center is via Imperial Highway and Yorba Linda Blvd. Imperial Highway provides regional access via interchanges to both the Riverside Freeway (State Route 91) and the Orange Freeway (State Route 57). Further regional access is provided by Yorba Linda Blvd. which also has interchanges to the Route 91 and Route 57 Freeways.

Additional access is provided by Lakeview Avenue which has an interchange with the Route 91 Freeway. Imperial Highway south of Yorba Linda Blvd. is a limited access facility. Current traffic on Imperial Highway is on the level of 35,000 vehicles per day.

The intersection of Imperial Highway and Yorba Linda Blvd. is a key city intersection and is heavily trafficked during peak commute periods. Current traffic patterns show a distinct movement between Imperial Highway north of Yorba Linda Blvd. and Yorba Linda Blvd. east of Imperial Highway. Other streets in the Town Center are essentially local streets carrying light traffic volumes.

1.3.11 Transit Services and Bicycle and Pedestrian Facilities

Transit services within the study area are provided by the Orange County Transportation Authority (OCTA). There are currently seven (7) existing bus stop locations in the immediate vicinity of the project. Bus stop locations are summarized below:

- East side of Imperial Highway, north of Lemon Drive
- North and south side of Yorba Linda Boulevard, immediately west of Imperial Highway (both stops include benches)
- North and south side of Yorba Linda Boulevard, immediately east of Lakeview Avenue (both stops include benches)
- West side of Lakeview Avenue, north of Yorba Linda Boulevard
- South side of Lemon Drive, east of Main Street (stop includes a bench)

The closest trail is the northwest-southeast multi-purpose trail, just west of Imperial Highway. This trail is both earthen and paved and used for biking, riding and hiking. Future Class II bikeways are proposed along Lakeview Avenue and Yorba Linda Boulevard near the Project. Sidewalks are currently in place around the project site. Crosswalks are striped at the intersections adjacent to the project on Lakeview Avenue, Lemon Drive, Yorba Linda Boulevard and Imperial Highway.
1.3.12 Public Services and Utilities

Public services are currently provided to the Yorba Linda Town Center by a number of providers. Police services are provided by the Brea Police Department, with assistance during emergencies and major planned events from neighboring cities’ Police Departments, such as Anaheim and the Orange County Sheriff’s Department. Fire services are provided by the Orange County Fire Authority. School services are provided by the Placentia-Yorba Linda Unified School District. Parks and recreation services would be provided by the City of Yorba Linda Parks and Recreation Department.

Utilities are currently provided to the Yorba Linda Town Center by a number of utility providers. The Yorba Linda Water District (YLWD) provides water and sewer service to the site. The City of Yorba Linda provides storm drain service to the City. The City contracts with Yorba Linda Disposal to provide solid waste service to the City.

1.3.13 Economic Findings

Overall, the retail rents and buildings sales prices in the City are moderate. The City’s per capita sales are lower than the County and State average (2009). The City is leaking sales potential; however, the regional sales are relatively in balance due to the significant amount of retail development in Brea. When a five-year horizon is considered, the supportable development in the region is 230,000 square feet. As this is the total retail supported by a much larger market area, it will be difficult for the Downtown to capture a significant share of this potential. For office uses, the regional vacancy rate is 12% to 18% (2009). However, asking rents are decreasing and there is a possible medical office demand in the market area (Source: Keyser Marston Associates - City of Yorba Linda Real Estate Conditions Review).

1.3.14 Historic Findings

In 2004, the City established a Historic Combining Zone to recognize, preserve and protect historically significant structures, sites, and features that reflect elements of the City’s heritage. The historic combining zone outlined the purpose of the zone and established historic designation criteria, designation procedures, conditional use permit requirements and outlined design standards for historic residential and commercial areas within the City. However, no historic properties or districts have been designated under the historic combining zone to date. The following summarizes this historical information gathered for the Town Center:
a. Inventoried Seventy-nine (79) properties within the Town Center area
b. Zero (0) properties are currently listed on the National Register
c. Zero (0) properties are currently listed on the California Register
d. Zero (0) properties are currently listed on the local register
e. Thirty-seven (37) properties were recorded on DPR 523A forms
f. Twenty (20) properties were recorded on DPR 523B forms
g. One (1) local Historic District (Main Street Historic District)
h. Sixteen (16) Contributing Buildings to the Historic District (including 3 individually eligible buildings)
i. Nine (9) properties appear individually eligible for the local register (5S3 Status Code)
j. Twelve (12) properties were determined not eligible as a local landmark, but may receive special consideration in planning (6L Status Code)
k. Approximately 46 properties (including vacant parcels) were determined NOT significant (6Z Status Code)
ORDINANCE NO. 2011-962

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF YORBA LINDA ADOPTING THE YORBA LINDA TOWN CENTER SPECIFIC PLAN AND AN AMENDMENT TO THE CITY OF YORBA LINDA ZONING MAP FOR THE IMPLEMENTATION THEREOF

WHEREAS, the City of Yorba Linda (the "City") is a duly organized California municipal corporation; and

WHEREAS, the Yorba Linda Redevelopment Agency (the "Agency") is a public body, corporate and politic, organized and existing under the California Community Redevelopment Law (Health & Safety Code Section 33000 et seq.) ("CRL");

WHEREAS, for many years the City and the Agency desired to create a vibrant, pedestrian friendly town center; and

WHEREAS, on March 21, 2006, at the onset of the specific plan process, a Blue Ribbon Committee ("BRC") was formed to establish a set of goals and objectives to provide direction for the development of the town center; and

WHEREAS, the BRC provided its Final Report to the City Council, dated November 26, 2007, which outlined a vision statement and policy direction in the form of guiding principles created by the BRC. These guiding principals were broken down into nine "Priority Topics," which provided a framework for potential land uses that may be included in a redeveloped town center. The nine Priority Topics included Context, Public Open Space, Entertainment, Circulation, Parking, Housing, Restaurants, Retail, and Cultural Arts. Findings and Recommendations were developed by the BRC for each of the nine Priority Topics. The BRC's Recommendations for each Priority Topic identified a Specific Plan as the appropriate planning tool for taking the guiding principles to the next decision-making level; and

WHEREAS, on April 21, 2009, the City Council authorized a professional services contract with RRM Design Group for preparation for the Yorba Linda Town Center Specific Plan ("YLTC Specific Plan") and supporting environmental compliance documentation; and

WHEREAS, the City held seven public study sessions and community workshops to gather public input and guide development of the YLTC Specific Plan between June 9, 2009, and February 9, 2010; and

WHEREAS, on November 16, 2010, the City Council reviewed an analysis of the YLTC Specific Plan's conformance with the Yorba Linda Right-to-Vote Amendment, Yorba Linda Municipal Code Section 18.01.010 et seq. (also known as "Measure B") and based on the analysis presented, the City Council determined that the YLTC Specific Plan does not constitute a Major Amendment to a Planning Policy Document under Measure B, and therefore no vote of the electorate would be required under Measure B for adoption of the YLTC Specific Plan; and

WHEREAS, the City, for purposes of the California Environmental Quality Act, Public Resources Code Section 21000 et seq. ("CEQA"), is the lead agency that must review and determine whether the YLTC Specific Plan may have any significant impacts on the environment, as analyzed pursuant to CEQA; and

WHEREAS, the City prepared the Draft Program Environmental Impact Report ("Draft EIR"), State Clearinghouse No. 2010021064, for the YLTC Specific Plan pursuant to CEQA and the Guidelines for Implementation of CEQA, Title 14, California Code of Regulations Section 15000 et seq. ("CEQA Guidelines"); and

WHEREAS, the Draft EIR was then circulated for a 60-day public review period, as required by state law, between December 3, 2010, and January 31, 2011. The Notice of Availability ("NOA")/Notice of Completion ("NOC") of the Draft EIR was
ORDINANCE NO. 2011-962
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published in the Yorba Linda Star, and posted on the City of Yorba Linda website. In addition, the NOA/NOC was posted with the Orange County Clerk; and

WHEREAS, written comments were received from the public and other public agencies during the 60 day public review period; and

WHEREAS, such comments and testimony were responded to through a Draft Response to Comments document as part of the preliminary Final EIR; and

WHEREAS, on January 26 and March 9, 2011, a public hearing pertaining to the YLTC Specific Plan was held by the Planning Commission of the City of Yorba Linda ("Planning Commission"), at which public meetings the Planning Commission reviewed and considered the Draft EIR and Draft Responses to Comments to the Draft EIR; and

WHEREAS, on March 9, 2011, the Planning Commission recommended that the Yorba Linda City Council ("City Council") approve the Draft EIR and Draft Responses to Comments as complete and adequate, and at the same public meeting, the Planning Commission recommended that the City Council approve the YLTC Specific Plan; and

WHEREAS, notice of a public hearing before the City Council concerning the YLTC Specific Plan and Final EIR, and the recommendations of the Planning Commission related thereto, was given in accordance with the City's policy on noticing property owners within a 2,000 foot radius of the boundaries of the Specific Plan area (Yorba Linda Municipal Code Section 18.36.700.E.1) for projects of community-wide significance; and

WHEREAS, notice of a public hearing before the City Council concerning the YLTC Specific Plan and Final EIR, and the recommendations of the Planning Commission related thereto, also was given in accordance with the special noticing requirements of the Yorba Linda Right-to-Vote Amendment (Municipal Code Section 18.01.040.C and D); and

WHEREAS, a copy of the Final EIR has been provided to members of the City Council and a copy of the Final EIR is available for public viewing at the City Clerk’s office at 4845 Casa Loma Avenue, Yorba Linda, California; and

WHEREAS, on April 26, 2011, the City Council held a duly noticed public hearing to receive public testimony regarding the Final EIR and the YLTC Specific Plan, and at the conclusion of the public hearing, the City Council instructed City staff to prepare adopting ordinances and resolutions for the YLTC Specific Plan and Certification of the Final EIR; and

WHEREAS, the City Council has independently reviewed and considered all of the information and documentation comprising the YLTC Specific Plan; and

WHEREAS, after consideration of the staff reports and all information, testimony, and evidence presented at the public hearing, the City Council finds and determines as follows:

1. Adoption of the Yorba Linda Town Center Specific Plan is consistent with the intent of the Blue Ribbon Committee’s Final Report, dated November 26, 2007, in that 1) it provides a regulatory framework for land use and development within the Town Center which is reflective of the Blue Ribbon Committee’s vision statement as follows: “The Town Center should be a family-oriented place that is respectful of our history, where people go to eat, shop, walk, gather, play, and be entertained and informed. There should be safe and adequate parking to support the activities[]”; and 2) it is consistent with the nine Priority Topics contained in the Findings and Recommendations of the BRC’s Final Report including Context, Public Open Space, Entertainment, Circulation, Parking, Housing, Restaurants, Retail and Cultural Arts.

2. The Yorba Linda Town Center Specific Plan represents a change of zone and modifies the current zoning designations of property within the Town Center Specific Plan area to “Town Center Specific Plan,” without necessity to modify the underlying General Plan Land Use Designations of the property (i.e., Community
Core Area Plan and Medium Density Residential). The project is consistent, therefore, with the General Plan Land Use Designation and all other elements of the General Plan. As provided for in the Yorba Linda Town Center Specific Plan, Multi-Family Residential District Development Standards, upon potential future approval of the 2008-2014 Housing Element and associated Implementation Programs, including the approval of necessary Zone Changes and General Plan Amendments for Housing Element Sites that are located within the Town Center Specific Plan area (i.e., “Altudy Lane” and “Lakeview Strawberry Fields” sites), and including affirmative vote of the electorate of Yorba Linda pursuant to the Yorba Linda Right-to-Vote Amendment, the allowable density on the “Altudy Lane” and “Lakeview Strawberry Fields” sites may increase from the current “default” Tier 1 density of 3 du/ac and 10 du/ac, respectively, to the Tier 2 density of 20 du/ac.

3. The City Council has independently reviewed and considered all of the information and environmental documentation comprising the Yorba Linda Town Center Specific Plan Final EIR and has found that the Final EIR adequately considers all of the environmental impacts of the YLTC Specific Plan, a reasonable range of feasible alternatives to the YLTC Specific Plan, and mitigation measures that will reduce the YLTC Specific Plan's impacts on the environment, and fully complies with all requirements of CEQA and the State CEQA Guidelines, and asserts that the findings of said Yorba Linda Town Center Specific Plan Final EIR have been taken into consideration in approving the Yorba Linda Town Center Specific Plan.

4. Adoption of the Yorba Linda Town Center Specific Plan amends the Zoning Map of the City of Yorba Linda and, therefore, pursuant to Section 18.01.020.A.4 of the Yorba Linda Municipal Code, this action constitutes an amendment to a Land Use Planning Policy Document. However, this action does not result in a change to the development standards for any parcel of land within the Yorba Linda Town Center Specific Plan boundaries that would render such action as a "Major Amendment" based on any of the seven criteria that define a "Major Amendment" pursuant to Section 18.01.030.A of the Yorba Linda Municipal Code. Consequently, this action to adopt and approve the Yorba Linda Town Center Specific Plan is not subject to voter approval as a prerequisite to taking effect.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF YORBA LINDA DOES ORDAIN AS FOLLOWS:

SECTION 1: The foregoing Recitals are true and are based on substantial evidence in the record and are incorporated herein by this reference.

SECTION 2: The City Council accepts the recommendation of the Planning Commission to adopt the Yorba Linda Town Center Specific Plan and corresponding amendment to the Yorba Linda Zoning Map.

SECTION 3: The City Council hereby adopts the Yorba Linda Town Center Specific Plan, on file with the Community Development Department and in the form presented to the City Council at the time of the adoption of this Ordinance, and the City Council hereby ratifies and approves any and all actions taken by the staff, departments, and commissions of the City prior to the adoption of this Ordinance for the preparation, review, and consideration of the Yorba Linda Town Center Specific Plan.

SECTION 4: The City Council hereby amends the Yorba Linda Zoning Map, as an implementing action with the adoption of the Yorba Linda Town Center Specific Plan, for the redesignation of the approximate thirty-one acres of property within the boundaries of the Town Center Specific Plan Area, as shown on page 1-2 of the Yorba Linda Town Center Specific Plan, from CG-TC (Commercial General with Town Center Combining), CG (Commercial General) and RS (Residential Suburban), to the "Town Center Specific Plan" zone.

SECTION 5: If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the Ordinance. The City Council hereby declares that it would
have adopted this Ordinance, and each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases or portions might subsequently be declared invalid or unconstitutional.

SECTION 6. This Ordinance shall take effect thirty (30) days after its adoption. The City Clerk shall certify to the adoption of this Ordinance and shall cause this Ordinance or a summary thereof to be published in the manner required by law.

PASSED, APPROVED AND ADOPTED at a regular meeting of the City Council of the City of Yorba Linda on this 7th day of June, 2011.

NANCY RIKEL
NANCY RIKEL, MAYOR
CITY OF YORBA LINDA

ATTEST:

MARCIA BROWN, CITY CLERK
CITY OF YORBA LINDA

APPROVED AS TO FORM:
RUTAN & TUCKER LLP

CITY ATTORNEY

STATE OF CALIFORNIA } ss
COUNTY OF ORANGE } ss

I, MARCIA BROWN, City Clerk of the City of Yorba Linda, California, DO HEREBY CERTIFY, that the foregoing Ordinance was adopted at a regular meeting of the City Council of the City of Yorba Linda held on the 7th day of June, 2011, and was carried by the following roll call vote:

AYES: COUNCILMEMBERS: ANDERSON, LINDSEY, RIKEL, SCHMIDT
NOES: COUNCILMEMBERS: WINDER
ABSENT: COUNCILMEMBERS: NONE

MARCIA BROWN, CITY CLERK
CITY OF YORBA LINDA
RESOLUTION NO. 2011-5063

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YORBA LINDA CERTIFYING THE FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE YORBA LINDA TOWN CENTER SPECIFIC PLAN AS ADEQUATE AND COMPLETE, APPROVING CERTAIN FINDINGS AND A STATEMENT OF OVERRIDING CONSIDERATIONS, AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM

WHEREAS, the City of Yorba Linda (the "City") is a duly organized California municipal corporation; and

WHEREAS, the Yorba Linda Redevelopment Agency (the "Agency") is a public body, corporate and politic, organized and existing under the California Community Redevelopment Law (Health & Safety Code Section 33000 et seq.) ("CRL");

WHEREAS, for many years the City and the Agency desired to create a vibrant, pedestrian friendly town center; and

WHEREAS, on March 21, 2006, at the onset of the specific plan process, a Blue Ribbon Committee ("BRC") was formed to establish a set of goals and objectives to provide direction for the development of the town center; and

WHEREAS, the BRC provided its Final Report to the City Council, dated November 26, 2007, which outlined a vision statement and policy direction in the form of guiding principles created by the BRC. These guiding principals were broken down into nine "Priority Topics," which provided a framework for potential land uses that may be included in a redeveloped town center. The nine Priority Topics included Context, Public Open Space, Entertainment, Circulation, Parking, Housing, Restaurants, Retail, and Cultural Arts. Findings and Recommendations were developed by the BRC for each of the nine Priority Topics. The BRC's Recommendations for each Priority Topic identified a Specific Plan as the appropriate planning tool for taking the guiding principles to the next decision-making level; and

WHEREAS, on April 21, 2009, the City Council authorized a professional services contract with RRM Design Group for preparation for the Yorba Linda Town Center Specific Plan ("YLTC Specific Plan") and supporting environmental compliance documentation; and

WHEREAS, the City held seven public study sessions and community workshops to gather public input and guide development of the YLTC Specific Plan between June 9, 2009, and February 9, 2010; and

WHEREAS, on November 16, 2010, the City Council reviewed an analysis of the YLTC Specific Plan's conformance with the Yorba Linda Right-to-Vote Amendment, Yorba Linda Municipal Code Section 18.01.010 et seq. (also known as "Measure B") and based on the analysis presented, the City Council determined that the YLTC Specific Plan does not constitute a Major Amendment to a Planning Policy Document under Measure B, and therefore no vote of the electorate would be required under Measure B for adoption of the YLTC Specific Plan; and

WHEREAS, the City, for purposes of the California Environmental Quality Act, Public Resources Code Section 21000 et seq. ("CEQA"), is the lead agency that must review and determine whether the YLTC Specific Plan may have any significant impacts on the environment, as analyzed pursuant to CEQA; and

WHEREAS, the City prepared the Draft Program Environmental Impact Report ("Draft EIR"), State Clearinghouse No. 2010021084, for the YLTC Specific Plan
pursuant to CEQA and the Guidelines for Implementation of CEQA, Title 14, California Code of Regulations Section 15000 et seq., ("CEQA Guidelines"); and

WHEREAS, the Draft EIR was then circulated for a 60-day public review period, as required by state law, between December 3, 2010, and January 31, 2011. The Notice of Availability ("NOA")/Notice of Completion ("NOC") of the Draft EIR was published in the Yorba Linda Star, and posted on the City of Yorba Linda website. In addition, the NOA/NOC was posted with the Orange County Clerk; and

WHEREAS, written comments were received from the public and other public agencies during the 60 day public review period; and

WHEREAS, such comments and testimony were responded to through a Draft Response to Comments document as part of the preliminary Final EIR; and

WHEREAS, on January 26 and March 9, 2011, a public hearing pertaining to the YLTC Specific Plan was held by the Planning Commission of the City of Yorba Linda ("Planning Commission"), at which public meetings the Planning Commission reviewed and considered the Draft EIR and Draft Responses to Comments to the Draft EIR; and

WHEREAS, on March 9, 2011, the Planning Commission recommended that the Yorba Linda City Council ("City Council") approve the the Draft EIR and Draft Responses to Comments as complete and adequate, and at the same public meeting, the Planning Commission recommended that the City Council approve the YLTC Specific Plan; and

WHEREAS, notice of a public hearing before the City Council concerning the YLTC Specific Plan and Final EIR, and the recommendations of the Planning Commission related thereto, was given in accordance with the City's policy on notifying property owners within a 2,000 foot radius of the boundaries of the Specific Plan area (Yorba Linda Municipal Code Section 18.36.700.E.1) for projects of community-wide significance; and

WHEREAS, notice of a public hearing before the City Council concerning the YLTC Specific Plan and Final EIR, and the recommendations of the Planning Commission related thereto, also was given in accordance with the special notifying requirements of the Yorba Linda Right-to-Vote Amendment (Municipal Code Section 18.01.040.C and D); and

WHEREAS, a copy of the Final EIR has been provided to members of the City Council and a copy of the Final EIR is available for public viewing at the City Clerk's office at 4845 Casa Loma Avenue, Yorba Linda, California; and

WHEREAS, on April 26, 2011, the City Council held a duly noticed public hearing to receive public testimony regarding the Final EIR and the YLTC Specific Plan, and at the conclusion of the public hearing, the City Council instructed City staff to prepare adopting ordinances and resolutions for the YLTC Specific Plan and Certification of the Final EIR; and

WHEREAS, the City Council has independently reviewed and considered all of the information and environmental documentation comprising the Final EIR and has found that the Final EIR adequately considers all of the environmental impacts of the YLTC Specific Plan, a reasonable range of feasible alternatives to the YLTC Specific Plan, and mitigation measures that will reduce the YLTC Specific Plan's impacts on the environment, and fully complies with all requirements of CEQA and the State CEQA Guidelines, and asserts that the findings of said Yorba Linda Town Center Specific Plan Final EIR have been taken into consideration in approving the Yorba Linda Town Center Specific Plan.

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of Yorba Linda hereby finds, determines, and resolves as follows:
SECTION 1: The foregoing Recitals are true and are based upon substantial evidence in the record, including the Final EIR. The Recitals are incorporated herein by this reference.

SECTION 2: The City Council hereby confirms that the Final EIR, as certified by this Resolution, is composed of the following:
   a. Draft EIR (Volume I)
   b. Technical Appendices (Volumes II and III)
   c. Final EIR, which includes Responses to Comments (Volume IV)

SECTION 3: The facts set forth in the Findings and Statement of Overriding Considerations are true and are based upon substantial evidence in the record, including the Final EIR. Reference is hereby made to the Findings and Statement of Overriding Considerations on file in the office of the City Clerk.

SECTION 4: The Final EIR has identified all significant environmental effects of the YLTC Specific Plan, and there are no known potentially significant environmental impacts that are not addressed in the Final EIR.

SECTION 5: All significant effects of the YLTC Specific Plan that are not mitigated to a level of insignificance are adequately addressed in the Findings and Statement of Overriding Considerations.

SECTION 6: Although the Final EIR identifies certain significant environmental effects that will result if the YLTC Specific Plan is approved, all significant effects that can feasibly be avoided or mitigated will be avoided or mitigated by the imposition of conditions on the approved YLTC Specific Plan and the imposition of mitigation measures as set forth in the Final EIR, the Findings and Statement of Overriding Considerations on file in the office of the City Clerk, and the Mitigation Monitoring and Reporting Program hereby referenced and on file in the office of the City Clerk.

SECTION 7: Potential mitigation measures and alternatives not incorporated into the YLTC Specific Plan were rejected as infeasible, based upon specific economic, social, and other considerations as set forth in the Final EIR and Findings and Statement of Overriding Considerations on file in the office of the City Clerk.

SECTION 8: The significant impacts of the YLTC Specific Plan that have not been reduced to a level of insignificance will have been substantially reduced in their impacts by the imposition of mitigation measures. The City Council finds that the significant unavoidable adverse impacts of the YLTC Specific Plan are clearly outweighed by the economic, social and other benefits of the YLTC Specific Plan, as set forth in the Findings and Statement of Overriding Considerations on file in the office of the City Clerk.

SECTION 9: The Final EIR has described all reasonable alternatives to the YLTC Specific Plan that could feasibly obtain the basic objectives of the YLTC Specific Plan, even when those alternatives might impede the attainment of YLTC Specific Plan objectives and might be more costly.

SECTION 10: A good faith effort has been made to seek out and incorporate all points of view in the preparation of the Final EIR as indicated in the public record on the YLTC Specific Plan and the Final EIR.

SECTION 11: A WSA was not required for the YLTC Specific Plan as fewer than 500 residential units are proposed. Further, all development projects proposed under the YLTC Specific Plan are required to demonstrate compliance with the City's adopted Landscape Water Efficiency Guidelines.

SECTION 12: The City Council hereby certifies that the Final EIR for the YLTC Specific Plan, on file with the Community Development Department and in the form presented to the City Council at the time of the adoption of this Resolution, is adequate and complete in that it addresses all environmental effects of the YLTC Specific Plan and fully complies with the requirements of CEQA and the CEQA Guidelines.
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SECTION 13: The City Council hereby approves the Findings and Statement of Overriding Considerations for the YLTC Specific Plan on file in the office of the City Clerk.

SECTION 14: The City Council hereby adopts the Mitigation Monitoring and Reporting Program for the YLTC Specific Plan on file in the office of the City Clerk.

SECTION 15: The City Clerk is hereby directed to deliver and publish, in accordance with applicable law, notices of the City Council's determination to certify the Final EIR as provided herein.

PASSED, APPROVED, AND ADOPTED at a regular meeting of the City Council of the City of Yorba Linda on the 17th day of May, 2011.

NANCY RIKEL, MAYOR
CITY OF YORBA LINDA

ATTEST:

MARCIA BROWN, CITY CLERK
CITY OF YORBA LINDA

APPROVED AS TO FORM:
RUTAN & TUCKER LLP

STATE OF CALIFORNIA ) ss.
COUNTY OF ORANGE ) ss.

I, MARCIA BROWN, City Clerk of the City of Yorba Linda, California, DO HEREBY CERTIFY that the foregoing Resolution was adopted at a regular meeting of the City Council of the City of Yorba Linda held on the 17th day of May, 2011, and was carried by the following roll call vote:

AYES: COUNCILMEMBERS: ANDERSON, LINDSEY, RIKEL, SCHWING
NOES: COUNCILMEMBERS: WINDER
ABSENT: COUNCILMEMBERS: NONE

MARCIA BROWN, CITY CLERK
CITY OF YORBA LINDA