



Placentia Planning Commission Agenda

Regular Meeting

July 8, 2025

6:30 p.m.

City Council Chambers

401 E. Chapman Avenue, Placentia, CA

Frank Perez
Chair

Matthew Roche
Vice Chair

Brandon Evans
Commissioner

Juan Guerrero
Commissioner

Juan Navarro
Commissioner

David Smith
Commissioner

Procedures for Addressing the Commission

Any person who wishes to speak regarding an item on the agenda or on a subject within the Planning Commission's jurisdiction during the "Oral Communications" portion of the agenda should fill out a "Speaker Request Form" and give it to the Commission Secretary BEFORE that portion of the agenda is called. Testimony for Public Hearings will only be taken at the time of the hearing.

The Commission encourages free expression of all points of view. To allow all persons the opportunity to speak, please keep your remarks brief. If others have already expressed your position, you may simply indicate that you agree with a previous speaker. If appropriate, a spokesperson may present the views of an entire group. To encourage all views, the Commission discourages clapping, booing or shouts of approval or disagreement from the audience.

PLEASE SILENCE CELL PHONES AND OTHER ELECTRONIC EQUIPMENT WHILE THE COMMISSION IS IN SESSION.

Special Accommodations

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk's Office at (714) 993-8231. Notification 48 hours prior to the meeting will generally enable City staff to make reasonable arrangements to ensure accessibility.
(28 CFR 35.102.35.104 ADA Title II)

Copies of all agenda materials are available for public review in the Office of the City Clerk, City Planning Division Counter, Placentia Library Reference Desk and the internet at www.placentia.org under the Planning Commission page. Persons who have questions concerning any agenda item may call the City Planning Division at (714) 993-8124 to make inquiry concerning the nature of the item described on the agenda.

City of Placentia
401 E Chapman Avenue
Placentia, CA 92870

Phone: (714) 993-8124
Fax: (714) 528-4640
Website: www.placentia.org

In compliance with California Government Code Section 54957.5, any writings or documents provided to a majority of the Planning Commission regarding any item on this agenda that are not exempt from disclosure under the Public Records Act will be made available for public inspection at the City Clerk's Office at City Hall, 401 East Chapman Avenue, Placentia, during normal business hours.

Study Sessions are open to the public and held in the City Council Chambers or City Hall Community Room.

REGULAR MEETING
6:30 p.m. – City Council Chambers

CALL TO ORDER:

ROLL CALL: Commissioner Evans
Commissioner Guerrero
Commissioner Navarro
Commissioner Smith
Vice Chair Rocke
Chair Perez

PLEDGE OF ALLEGIANCE:

ORAL COMMUNICATIONS:

At this time the public may address the Planning Commission concerning any agenda item, which is not a public hearing item, or on matters within the jurisdiction of the Planning Commission. There is a five (5) minute time limit for each individual addressing the Planning Commission.

CONSENT CALENDAR:

1. **Planning Commission Regular Meeting Minutes – June 10, 2025**

RECOMMENDATION: Approve

PUBLIC HEARING:

1. **Applicant: CITY OF PLACENTIA**

Project Location: CITYWIDE

Request: REVIEW OF THE CHAPMAN CORRIDOR REVITALIZATION PLAN WHICH INCLUDES THE ADOPTION OF THE CHAPMAN CORRIDOR REVITALIZATION PLAN, THE CHAPMAN CORRIDOR STREETScape MASTER PLAN, GENERAL PLAN AMENDMENT (GPA) 2025-01, ZONE CHANGE (ZCA) 2025-03, AND SPECIFIC PLAN AMENDMENT (SPA) 2025-01 TO ESTABLISH THE CHAPMAN CORRIDOR SPECIFIC PLAN WITH NEW DEVELOPMENT STANDARDS

RECOMMENDATION:

It is recommended that the Planning Commission take the following actions:

1. Open the Public Hearing concerning the Chapman Corridor Revitalization Plan, the Chapman Corridor Streetscape Master Plan, General Plan Amendment (GPA) 2025-01, Zone Change (ZCA) 2025-03, and Specific Plan Amendment (SPA) 2025-01; and,
2. Receive the staff report and consider all public testimony; and
3. Close the public hearing; and
4. Adopt Resolution PC-2025-08, A Resolution of the Planning Commission of the City of Placentia, California, recommending that City Council find that General Plan Amendment (GPA) 2025-01, Zone Change (ZCA) 2025-03, and Specific Plan Amendment (SPA) 2025-01 are exempt under State California Environmental Quality Act (CEQA) Guidelines Section 15061(b)(3); and recommending approval of General Plan Amendment (GPA) 2025-01 to change the current land use designation area from existing various designations to “Specific Plan” and to make conforming Land Use Element Amendments for the project area; and, to approve Zone Change (ZCA) 2025-03, and Specific Plan Amendment (SPA) 2025-01 changing the existing Zoning for the project area from existing various Zoning designations to “Chapman Corridor Specific Plan” and establishing development standards for the “Chapman Corridor” district for the project area; and recommending adoption of the Chapman Corridor Streetscape Master Plan.

REGULAR AGENDA:

1. **Applicant:** CITY OF PLACENTIA

Project Location: CITYWIDE

STUDY SESSION REGARDING RESIDENTIAL DEVELOPMENT STANDARDS

RECOMMENDATION:

It is recommended that the Planning Commission take the following action:

1. Discuss the updated Residential Development Standards Survey data; and
2. Provide staff direction as appropriate.

OLD BUSINESS:

NEW BUSINESS:

DEVELOPMENT REPORT:

DIRECTOR’S REPORT:

PLANNING COMMISSION REQUESTS:

Commission members may make requests or ask questions of Staff. If a Commission member would like to have formal action taken on a requested matter, it will be placed on a future Commission Agenda.

ADJOURNMENT

The Planning Commissioners ADJOURN to the next regular meeting on August 12, 2025, at 6:30 p.m. in the City Council Chambers located at 401 East Chapman Avenue, Placentia CA, 92870.

CERTIFICATION OF POSTING

I, Joseph M. Lambert, Secretary to the Planning Commission of the City of Placentia, hereby certify that the Agenda for July 8, 2025, Regular Meeting of the Planning Commission of the City of Placentia was posted on July 2, 2025.



Joseph M. Lambert, Secretary

**PLACENTIA PLANNING COMMISSION
MINUTES
REGULAR MEETING
June 10, 2025
6:30 p.m. – City Council Chambers
401 E. Chapman Avenue, Placentia, CA**

CALL TO ORDER: Commissioner/Chair Perez called the meeting to order at 6:36 p.m.

ROLL CALL:

PRESENT: Commissioner Guerrero, Navarro, Smith, Perez
ABSENT: Commissioner Evans, Ingalls, Rocke

STAFF PRESENT:

Assistant City Attorney Kristi J. Smith, Director of Development Services Joseph Lambert, Associate Planner Lesley Whittaker, Planning Technician Sen Liyanage, Administrative Interns Gilberto Cabrera, Boshra Abdulhadi, Administrative Assistant Margie McCoy

PLEDGE OF ALLEGIANCE: Commissioner Smith

ORAL COMMUNICATIONS: None

CONSENT CALENDAR:

1. **Minutes
Placentia Planning Commission Regular Meeting of:
May 13, 2025**

Recommended Action: Approve
(Approved 3-0-1-3 as recommended)

Motion by Navarro second by Smith and carried on a (3-0-1-3) vote to approve the Consent Calendar.

Ayes: Navarro, Smith, Perez
Noes: None
Abstain: Guerrero
Absent: Evans, Ingalls, Rocke

PUBLIC HEARINGS:

1. **Applicant: Tae Jin Lee (Scholar Athlete Black Belt Center)**

Project Location: 608 W. Chapman Avenue, APN: 339-371-07

USE PERMIT NO. UP 2025-01: A REQUEST TO PERMIT THE ESTABLISHMENT AND OPERATION OF A 1,400-SQUARE FOOT MARTIAL ARTS TEACHING STUDIO LOCATED AT 628 W. CHAPMAN AVENUE, IN THE NEIGHBORHOOD COMMERCIAL (C-1) ZONING DISTRICT.

Recommended Action: Adopt Resolution approving the project as recommended by staff

Chair Perez opened the Public Hearing at 6:38 p.m.

Director Joseph Lambert introduced former Intern and current Planning Technician Sen Liyanage to present the Staff Report. Planning Technician Liyanage stated that the proposed use is a martial arts teaching studio in a commercial tenant space at 628 West Chapman Avenue, located in the Placentia Plaza Shopping Center, primarily surrounded by residential areas. The tenant space is approximately 1,400 square feet with one primary entrance, one office space, one unisex restroom and one emergency exit. The studio will have two employees and will conduct classes Monday through Saturday. Parking requirements are met with the existing 268 spaces in the shopping center.

Commissioner Navarro asked about the applicant's previous location and any past code violations, of which there were none. Commissioner Guerrero inquired about the seating area for parents and the number of students expected per session.

Applicant Tae Jin Lee was present to answer any questions from Commissioners, including martial arts style, which the applicant states focuses on physical & mental, fitness, respect & general foundational principles.

Chair Perez commends the applicant for expanding their business and asks about compliance with Conditions of Approval.

There were no public comments made during the Public Hearing.

Chair Perez closed the Public Hearing at 6:48 p.m.

Motion by Smith, second by Guerrero and carried on a (4-0-0-3) vote to adopt Resolution No. PC-2025-06 and approve Use Permit No. 2025-01 as recommended by Staff

Ayes: Guerrero, Navarro, Smith, Perez
Noes: None
Abstain: None
Absent: Evans, Ingalls, Rocke

2. Applicant: City of Placentia

Project Location: Citywide

ZONING CODE AMENDMENT NO. ZCA 2025-01 REGARDING ACCESSORY DWELLING UNITS AND JUNIOR ACCESSORY DWELLING UNITS IN ACCORDANCE WITH STATE LAW.

Recommended Action: Adopt resolution approving the project as recommended by staff

Chair Perez opened the Public Hearing at 6:49 p.m.

Director Lambert gave a brief history of Accessory Dwelling Units (ADUs) and Junior Accessory Dwelling Units (JADUs) regulations and introduced the amendment regarding updates to the City's compliance with State laws. Director Lambert gave a brief history of ADU's, including permits, updates to regulations and the adoption of Ordinance No. 2019-01, overhauling the City's ADU regulations at that time. The Ordinance was updated in February of 2020, in

response to 2019 State updates and legislative actions, loosening the requirements, in favor of property owners.

Questions from Commissioners included the City's setback requirements for ADUs, location of ADUs and JDUs on the property, garage conversions, requirements, if any, for ADUs and JDUs built before this Ordinance, Building Code Standards, and number of occupants per room.

There were no public comments made during the Public Hearing.

Chair Perez closed the Public Hearing at 6:59 p.m.

Motion by Navarro, second by Smith and carried on a (4-0-0-3) vote to adopt Resolution No. PC-2025-04 recommending approval of Zoning Code Amendment No. 2025-01 as recommended by Staff

Ayes: Guerrero, Navarro, Smith, Perez
Noes: None
Abstain: None
Absent: Evans, Ingalls, Rocke

3. Applicant: City of Placentia

Project Location: Citywide

ZONING CODE AMENDMENT NO. ZCA 2025-02 REGARDING URBAN LOT SPLITS, TWO-UNIT HOUSING, GENERAL REGULATIONS, AND EXCEPTIONS OF THE PLACENTIA MUNICIPAL CODE IN ACCORDANCE WITH STATE LAW.

Recommended Action: Adopt resolution approving the project as recommended by Staff

Chair Perez opened the Public Hearing at 7:00 p.m.

Director Lambert introduced the amendment related to updates regarding the City's two-unit housing developments and urban lot splits and briefly explained the background pertaining to SB-9 legislation from 2020 and the purpose of the Zoning Code Amendment. The amendment updates the City's regulations to comply with State legislation on urban lot splits and two-unit housing developments.

Commissioner comments included the updated Fire Hazard map, meeting of the City's setback requirements and code violations. Assistant City Attorney Smith clarified the new regulations and their implications for existing and new developments.

There were no public comments made during the Public Hearing

Chair Perez closed the Public Hearing at 7:08 p.m.

Motion by Smith, second by Guerrero and carried on a (4-0-0-3) vote to adopt Resolution No. PC-2025-05 recommending approval of Zoning Code Amendment No. 2025-02 as recommended by Staff

Ayes: Guerrero, Navarro, Smith, Perez

Noes: None
Abstain: None
Absent: Evans, Ingalls, Rocke

REGULAR AGENDA:

1. Applicant: City of Placentia

Project Location: Citywide

GUIDELINES AND PROCEDURES FOR IMPLEMENTING THE PROVISIONS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT FOR PROJECTS IN THE CITY OF PLACENTIA

Recommended Action: Adopt Resolution approving the project as recommended by Staff

Director Lambert explained the purpose and importance of updating the City’s local California Environmental Quality Act (CEQA) Guidelines. The updated Guidelines will replace the 1991 guidelines and incorporate recent changes to the State CEQA Guidelines. The California Environmental Quality Act is our state’s comprehensive environmental law, and in general, what it does is it requires public agencies to evaluate the environmental effects of their actions before they are taken.

Commissioner Navarro asked about the City’s approach to updating the Guidelines. Assistant City Attorney Smith stated that we will incorporate CEQA Guidelines on an annual basis as they are amended.

Motion by Guerrero, second by Smith and carried on a (4-0-0-3) vote to adopt Resolution No. PC-2025-07 as recommended by Staff

Ayes: Guerrero, Navarro, Smith, Perez
Noes: None
Abstain: None
Absent: Evans, Ingalls, Rocke

OLD BUSINESS: None

NEW BUSINESS: None

DEVELOPMENT REPORT:

Chick-fil-A should be completed by the end of July. Commissioners will be invited to Grand Opening, when scheduled. Toll Brothers have just been issued the last of 100 building permits and should be under construction for the next year. Jaxon Townhomes have begun grading. Better Buzz coffee will occupy the former Carl’s Jr. on Imperial east of Rose.

Councilmember Hummer, Planning Manager Gonzales, and Director Lambert attended the ICSC Conference in Las Vegas in May with a mission of trying to fill retail vacancies, especially the vacant CVS on Bastanchury and Kraemer as well as the former CVS on Yorba Linda and Rose. Goal will be to get as many sales tax producing or revenue producing businesses as possible.

DIRECTOR’S REPORT:

Director Lambert congratulated Planning Technician Liyanage for his presentation at tonight’s Planning Commission Meeting and stated that the city will be upgrading the part-time Planning Technician position to a full-time position and that position will be open soon. Also attending tonight’s meeting are Gilberto Cabrera and Boshra Abdulhadi, both Interns in the Development Services Department.

Director Lambert thanked Commissioner Ingalls for his work on the Planning Commission and is sorry to have received his resignation from Planning Commission, however he may be expanding in his role at the City of Loma Linda and attending meetings on the same night as our meetings. City Council will receive the resignation and then appoint a new Planning Commissioner.

PLANNING COMMISSION REQUESTS:

Chair Perez asked if there was any progress on the project at Placentia and Orangethorpe, the former Jeep dealership. Director Lambert stated that the project has been entitled and approved.

ADJOURNMENT:

Chair Perez adjourned the Regular Meeting of the Planning Commission at 7:40 p.m. to the regular meeting of Tuesday, July 8, 2025, at 6:30 p.m. in the City Council Chambers at 401 East Chapman Avenue, Placentia, CA.

Submitted by,

Joseph M. Lambert,
Secretary to the Planning Commission



Placentia Planning Commission

AGENDA STAFF REPORT

TO: PLANNING COMMISSION

FROM: JOSEPH M. LAMBERT, DIRECTOR OF DEVELOPMENT SERVICES

DATE: JULY 8, 2025

SUBJECT: **REVIEW OF THE CHAPMAN CORRIDOR REVITALIZATION PLAN WHICH INCLUDES THE ADOPTION OF THE CHAPMAN CORRIDOR REVITALIZATION PLAN, THE CHAPMAN CORRIDOR STREETScape MASTER PLAN, GENERAL PLAN AMENDMENT (GPA) 2025-01, ZONE CHANGE (ZCA) 2025-03, AND SPECIFIC PLAN AMENDMENT (SPA) 2025-01 TO ESTABLISH THE CHAPMAN CORRIDOR SPECIFIC PLAN WITH NEW DEVELOPMENT STANDARDS**

RECOMMENDATION:

It is recommended that the Planning Commission take the following actions:

1. Open the Public Hearing concerning the Chapman Corridor Revitalization Plan, the Chapman Corridor Streetscape Master Plan, General Plan Amendment (GPA) 2025-01, Zone Change (ZCA) 2025-03, and Specific Plan Amendment (SPA) 2025-01; and,
2. Receive the staff report and consider all public testimony; and
3. Close the public hearing; and
4. Adopt Resolution PC-2025-08, A Resolution of the Planning Commission of the City of Placentia, California, recommending that City Council find that General Plan Amendment (GPA) 2025-01, Zone Change (ZCA) 2025-03, and Specific Plan Amendment (SPA) 2025-01 are exempt under State California Environmental Quality Act (CEQA) Guidelines Section 15061(b)(3); and recommending approval of General Plan Amendment (GPA) 2025-01 to change the current land use designation area from existing various designations to "Specific Plan" and to make conforming Land Use Element Amendments for the project area; and, to approve Zone Change (ZCA) 2025-03, and Specific Plan Amendment (SPA) 2025-01 changing the existing Zoning for the project area from existing various Zoning designations to "Chapman Corridor Specific Plan" and establishing development standards for the "Chapman Corridor" district for the project area; and recommending adoption of the Chapman Corridor Streetscape Master Plan.

BACKGROUND:

The General Plan is the City's land use constitution, a legal policy document that is mandated to exist by the State of California. The General Plan is intended to reflect the community's values and to set policies to guide in the development, maintenance, and use of the City's built environment. It forms the basis for future decision making as it relates to the mandatory and optional Elements of the General Plan. The Land Use Element is one of seven mandatory General Plan Elements required

by the State of California. On October 1, 2019, City Council adopted the comprehensive General Plan Update, which included an updated Land Use Element. The Land Use Element of the 2019 General Plan strongly encourages enhancements and improvements to the visual image, physical design characteristics, economic vitality and infrastructure of the Chapman Corridor and other major corridors as indicated in the subsequent paragraphs.

- Goal LU-1 states: Provide a well-balanced land use pattern that accommodates existing and future needs for housing, commercial, industrial and open space/recreation uses, while providing adequate community services to City residents. Policy LU-1.10 further states: Create specific zoning or plans for major corridors within the City. This would include the Chapman Avenue corridor and the Placentia Avenue corridor, among other major thoroughfares.
- Goal LU-3 states: Revitalize underutilized, abandoned or dilapidated commercial, industrial and residential uses and properties. Policy LU-3.1 furthers this goal by stating: Encourage opportunities for redevelopment and improvements in the Old Town area, the TOD district, industrial areas, neighborhoods in the southern sector of the City, and commercial centers along major roadway corridors.
- Goal LU-5 states: Improve urban design in Placentia to ensure that development is both architecturally attractive and functionally compatible and to create identifiable neighborhoods, and community areas. Policy LU-6.6 furthers this goal by stating: Improve urban design in Placentia to ensure that development is both architecturally attractive and functionally compatible and to create identifiable neighborhoods, and community areas.
- Goal LU-6 states: Enhance and improve the visual image, economic vitality and infrastructure of the Old Town area, TOD, and surrounding areas, like the future Chapman corridor. Policy LU-6.6 furthers this goal by stating: Focus planning and economic development efforts to spur development and infrastructure improvement on major transportation corridors, such as the future Chapman Avenue corridor.
- Goal LU-10 states: Create enhanced connectivity with California State University Fullerton (CSUF) campus community. Policy LU-10.2 furthers this goal by stating: In creating the aforementioned corridor plans, the City shall take into consideration the nearby Cal State University Fullerton campus community and capitalize on its proximity.

In October 2022, City Council approved a Professional Services Agreement with Placeworks to draft the Chapman Corridor Revitalization Plan document and supporting environmental documentation furthering the aforementioned goals of the General Plan. Subsequent or concurrent with approval of the corridor plan document, staff anticipates the adoption of a Chapman Corridor Streetscape Master Plan.

On February 7, 2023, City Council conducted the first Study Session related to the Chapman Corridor Plan and provided direction on several key policies to move the effort forward. The first set of policy questions were related to the corridor boundaries. The second set of policy questions were related to land use and site testing, including: 1. What does council envision for the future of Chapman Corridor?, 2. What are key objectives for Chapman Corridor?, and 3. What mobility options

should be considered for Chapman Avenue and connections to Old Town and the future Metrolink Station? The third set of policy questions were related to additional uses and mobility (transportation). Those questions were: 1. What additional uses and or types of development should be explored?, and 2. Which mobility options and connections should this plan prioritize? At this time, City Staff and Placeworks will present the progress made since February and will present additional policy questions to City Council.

On October 3, 2023, City Council conducted the second Study Session related to the Chapman Corridor Plan and provided direction on additional key policies to move the effort forward. At that meeting, City Council concurred with the general direction of the draft land use plan and concurred with eliminating street parking on one remaining section of eastbound Chapman Avenue. After receiving Council input, Placeworks and staff moved forward in drafting the Chapman Corridor Specific Plan with development and design standards.

On March 18, 2025, City Council conducted its third and final Study Session related to the Chapman Corridor Plan. That presentation summarized a review of the project to date, summary of public outreach, proposed land use districts and sub-areas and existing conditions (including land use, urban design, mobility, opportunity areas, mobility considerations, and policy guidance/questions, with next steps. The presentation included street sections prepared by consultants to demonstrate potential Chapman Avenue street sections, and elements from the draft Chapman Corridor Streetscape Master Plan. The goal of that Study Session was to receive final City Council input and public input prior to moving forward with the General Plan Amendment, Zone Change/Specific Plan implementation process.

On May 13, 2025, the Planning Commission conducted a Study Session which served as a forum for the Planning Commission to ask any questions of staff regarding the Draft Chapman Corridor Revitalization Plan and associated documents.

Public Outreach:

The City of Placentia hosted a citywide workshop on March 30, 2023, to solicit input from the community on the Chapman Corridor Revitalization Plan. The workshop was held at the Powell Building and was attended by 15 to 20 community members. The workshop consisted of a PowerPoint presentation that included an overview of the project, followed by an open house format with interactive activities and stations. and work? What should the Study Area include? What are your Ideas for Chapman Corridor? What types of uses and buildings would you like to see? and What potential mobility and streetscape improvements would you like to see? A summary of feedback received from the workshop is in the Chapman Corridor Plan document.

The Chapman Corridor Revitalization Plan Online Survey was available for three months between March 30, 2023, and July 10, 2023. This survey corresponded to activities that were available during the first Community Workshop held on March 30th. A total of 86 survey responses were received, 85 in English and 1 in Spanish. The survey was promoted on the Plan website, the City Facebook page, at the Placentia Palooza event, and at the City Development Services counter. The survey gathered community feedback on the study area boundaries and ideas for the future of Chapman Corridor and included a visual preference survey of potential land uses and building types on the corridor. A summary of the survey results is in the Chapman Corridor Plan document.

Strategic Plan Statement:

This item is consistent with the City Council approved 5-Year Strategic Plan as follows:

This item directly promotes Community and Economic Development, as Objective Number 3.5 is to Initiate the Chapman Corridor Specific Plan and Objective Number 3.6 is to create design review guidelines and procedures. This agenda item will specifically result in creation of the Chapman Corridor Specific Plan and will also create design review guidelines specific to the Chapman Corridor.

DISCUSSION:

The Chapman Corridor Revitalization Plan development standards and regulations will foster responsible, progressive and attractive development to meet City Council's goals for the corridor. Medium density, mixed-use, and new commercial development will bring new businesses and residents to the Chapman Corridor, and to the adjacent Old Town Placentia and TOD Districts, benefiting the traditional downtown with new shoppers and diners. Another benefit of the Revitalization Plan is to plan for appropriate successor commercial and mixed-use development that will unify the Chapman Corridor from Placentia Avenue to Kraemer Boulevard. Staff envisions that the plan will encourage the consolidation of smaller parcels for new development, providing a catalyst for development, thereby increasing pedestrian activity and revenue to the City in the form of property taxes, sales tax, potential Transient Occupancy tax (hotel tax) and impact fees. This will also result in a more unified aesthetic for the Chapman Corridor, which currently appears aesthetically and visually inconsistent between Placentia Avenue and Kraemer Boulevard.

Chapman Corridor Specific Plan Land Uses:

Once the Chapman Corridor Specific Plan is adopted by City Council, the following land use definitions guide future uses for the corridor and implement the vision for this Plan. Table 3-1 on page 6 provides the maximum density, intensity, and summary for buildout of the Chapman Corridor Revitalization Plan.

Single Family Flex (SFF) - The Single-Family Flex designation is on existing single-family parcels along Chapman Avenue and Sunset Drive in the Gateway West district and at Anned Drive in the Gateway Core District. The SFF designation would allow existing R-1 zoning and land uses to continue and also allows adaptive reuse of structures for flexibility of commercial use. For example, residential buildings could be adapted to offices, such as those found on arterial streets in neighboring cities of Orange and Fullerton. The SFF designation would preserve single-family uses, allow flexibility for home business conversion to activate and diversify use types, and maintain the residential character of the neighborhood.

Commercial Corridor (CC) - The Commercial Corridor designation is at the existing In-N-Out, Placentia Plaza shopping center, and car wash at the intersection of Chapman Avenue and Placentia Avenue in the Gateway West District. This designation would allow current commercial uses to continue to operate. This designation preserves commercial uses but increases intensity to incentivize further redevelopment.

Mixed-Use (MU) - The Mixed-Use designation is at the intersections of Chapman Avenue at Murray Street, Walnut Avenue, Bradford Avenue, and Kraemer Boulevard. MU would encourage a diversity of use types along the corridor and accommodate the future catalyst site (Angelina Development) in the Gateway East District and a hotel in the Gateway West District. Depending on the subarea, this designation allows for 2- to 3-story, 3- to 4-story, and 5-story building heights if certain conditions are met. Mixed-use could be vertical or horizontal. There is no requirement for ground-floor commercial or incorporation of retail. Projects may be 100 percent residential or 100 percent commercial.

Multifamily Flex (MFF) - Multifamily Flex designation would allow for multifamily development between 32 and 45 dwelling units per acre, depending on the subarea. This designation will preserve existing residential areas in the Gateway Core, Gateway Neighborhood and Gateway East Districts, as well as encourage multifamily development adjacent to Kraemer Park along Chapman Avenue. Existing uses would be allowed to remain in these areas, and lot consolidation would be required to achieve higher density development.

Mixed-Use Civic Center (MU-CI) - The Mixed-Use Civic Center is at the existing City Hall and Library at the northeast corner of Kraemer Boulevard and Chapman Avenue. The Mixed-Use Civic Center designation would provide flexibility in uses and standards for future use of the Civic Center. This standard would allow for 3- to 4-story buildings, and 5 stories if certain conditions are met.

Open Space Recreation (OS-R) - The Open Space Recreation is at the existing Kraemer Memorial Park. This designation is intended to preserve the existing park and allow for passive and active recreational uses.

Planned Unit Development (PUD-4) - See the Placentia Municipal Code (PMC) Chapter 23.72, "PUD" Planned Unit Development District.

As is the case in the City's TOD zone, a developer could take advantage of the benefits of a designated catalyst site. A catalyst site is defined as the first entitled project in the Plan area and meets the following criteria:

- a) It must be a minimum of one acre and shall contain no less than 65 dwelling units per acre.
- b) The catalyst site may exceed maximum allowed building height by one floor.
- c) If the first entitled project is withdrawn after entitlement, the next entitled project may be identified as a catalyst site under discretion of the Planning Director.

A catalyst project has been identified on a 2.96-acre parcel at the southwest corner of Chapman Avenue and Kraemer Boulevard. This mixed-use project tentatively features 239 new units at approximately 81 dwelling units per acre, a 2,310-square-foot café, and 5,240 square feet of retail office space. The proposed project is six stories high, and parking is in the first two stories. The City of Placentia has identified this project as a catalyst site.

Table 3.1: Proposed Buildout Statistical Summary					
Designation	Acreage	Max Density (DU/AC)	Max FAR	Target Residential Dwelling Units	Target Non-residential Square Feet
Single Family Flex (SFF)	5.7	6		34	
Gateway West	5.0		--	30	--
Gateway Core	0.7			4	
Mixed-Use (MU)	15.7	35-45	-	339	112,000
Gateway West ¹	2.1	45	1.0	35	72,000
Gateway Core	6.1	35	0.5	65	26,140
Gateway East ²	7.5	35	0.5	239	13,860
Commercial Corridor (CC)					
Gateway West	7.3		1.0	--	120,000
Multifamily Flex (MFF)	36.6	30-45		754	
Gateway Core ²	5.0	30	--	80	--
Gateway Neighborhood	17.8	45		400	
Gateway East	13.8	35		274	
Mixed-Use Civic Center (MU-CI)					
Gateway East	6.0	45	0.35	272	--
Open Space Recreation (OS-R)					
Gateway Core	11.4	--	.02	--	9,990
Planned Unit Development (PUD-4)	17.1	15	--	254	--
ROW	20.5	--	--	--	--
Total	120.4	--	--	1,653	241,900

Source: Economic Demand Study, Kosmot, 2024.

NOTE: Buildout is estimated for properties that are most likely to change use or redevelop.

- Building square feet includes a hotel, estimated to have approximately 120 rooms.*
- City Owned Property and Catalyst Site may develop at a higher density if the criteria in Section 3.3 are met.*

General Plan Amendment:

This project requires the General Plan Land Use Element including the Land Use Map to be revised to change the current land use designation from the current land use designation area from existing various designations to “Specific Plan” for the project area. This new designation helps to consolidate the project area, making it easier to attract and guide development. This action will also make the General Plan Land Use Element increasingly internally consistent, in that it will realize Land Use Goals LU-1, LU-3, LU-5 and LU-6.

Land Use Consistency between Specific Plan (Zoning) and General Plan:

The proposed project would enhance the City’s Municipal Code to further align zoning regulations with the General Plan. Where the proposed project is silent, the City’s Municipal code will continue to apply, using the context and objectives of the proposed project as a guide. The proposed regulatory document would provide flexibility for commercial and residential opportunities to develop in the Chapman Corridor in accordance with the General Plan. Existing uses within the Chapman

Corridor would be allowed to remain; however, the proposed Specific Plan would create flexibility for potential residences to convert to home businesses and for a variety of mixed-use opportunities throughout the project site.

To implement the Plan vision, the proposed Specific Plan provides flexibility for commercial and residential opportunities to develop. The land use plan aligns with recommendations from the community and City Council and enhances the character of Placentia and Chapman Corridor. Existing uses are allowed to remain; however, new designations create flexibility for potential residences to convert to home businesses and for a variety of mixed-use opportunities throughout the corridor. Another example of this flexibility are the existing multiple-family uses that will be designated MFF or MU. The existing, legally established uses will not be considered non-conforming and can remain as they are. However, the Specific Plan does provide a framework if property owners choose to redevelop a given site.

CEQA:

The proposed General Plan Amendment, Zoning Code Amendment and Specific Plan was reviewed by Placemarks in accordance with the requirements of the California Environmental Quality Act ("CEQA"). Based on that review, staff is recommending that the Planning Commission recommend that the City Council find that adoption of GPA 2025-01, ZCA 2025-03, SPA 2025-01 is exempt under State California Environmental Quality Act (CEQA) Guidelines Section 15061(b)(3) in that it can be seen with certainty that there is no possibility that the activity would result in a significant effect on the environment, the activity is not subject to CEQA. The proposed project is a policy document that implements the City's existing General Plan goals and policies and zoning for the Chapman Corridor. The proposed project does not include specific development projects; rather, the proposed project would implement and address general provisions, permitted uses, development and design standards, mobility and infrastructure improvements, and design guidelines to revitalize this portion of the City consistent with the General Plan. Future development projects would be subject to separate environmental review under CEQA and to compliance with the established regulatory framework including federal, State, regional and local regulations.

CONCLUSION:

The Chapman Corridor is a prominent and commonly traveled gateway into the city, Old Town, and the Packing House District. The street is a vibrant area where the community comes for civic activities at Kraemer Park, the library, and City Hall. Pride of ownership shows throughout the corridor where property owners have upgraded and maintained their shop fronts, homes, and community entries. New mixed-use developments have increased the city's housing stock and provided cafes and other businesses for residents and visitors. Chapman Avenue itself provides an efficient way to connect to the freeway, Old Town, and the Metrolink Station by driving, taking transit, cycling, or walking.

As a gateway to the City of Placentia, the Chapman Corridor Revitalization Plan aims to allow for a vibrant mix of uses and development standards to stimulate the economic and social environment of the Chapman Corridor. Revitalizing this corridor will create an inviting entry that welcomes residents and visitors while providing connections to the adjacent districts and the City's Civic Center. This Plan allows for integrated land use patterns that encourage multimodal travel, walkability,

mixed-use development, increased opportunities for residential, public/private open space, and high-quality urban design that is in scale with its respective property and its surrounding area. The Plan encourages a network of cohesive developments that revitalizes the corridor, provides a path to the Old Town and Packing House Districts, and anchors the western city boundary with the City's Civic Center. Development standards and design guidelines (Chapters 4 & 5) are specially tailored for the Chapman Corridor.

Prepared, submitted and approved by:



Joseph M. Lambert
Director of Development Services

Attachments:

1. Resolution No. PC-2025-08 and Exhibits thereto
 - 1.a. Exhibit A - Amendment to the City of Placentia General Plan Land Use Map establishing Chapman Corridor
 - 1.b. Exhibit B - Amendment to the City of Placentia Zoning Map establishing Chapman Corridor
 - 1.c. Exhibit C - Amendment to the City of Placentia General Plan Land Use Element
 - 1.d. Exhibit D - Chapman Corridor Revitalization Plan/Chapman Corridor Specific Plan
 - 1.e. Exhibit E - Chapman Corridor Streetscape Master Plan
2. Draft CEQA Notice of Exemption
3. Public Comments Received as of July 2, 2025

RESOLUTION NO. PC-2025-08

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PLACENTIA, CALIFORNIA, RECOMMENDING THAT CITY COUNCIL FIND THAT GENERAL PLAN AMENDMENT (GPA) 2025-01, ZONE CHANGE (ZCA) 2025-03, AND SPECIFIC PLAN AMENDMENT (SPA) 2025-01 ARE EXEMPT UNDER STATE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES SECTION 15061(B)(3); AND RECOMMENDING APPROVAL OF GENERAL PLAN AMENDMENT (GPA) 2025-01 TO CHANGE THE CURRENT LAND USE DESIGNATION AREA FROM EXISTING VARIOUS DESIGNATIONS TO “SPECIFIC PLAN” AND TO MAKE CONFORMING LAND USE ELEMENT AMENDMENTS FOR THE PROJECT AREA; AND, TO APPROVE ZONE CHANGE (ZCA) 2025-03, AND SPECIFIC PLAN AMENDMENT (SPA) 2025-01 CHANGING THE EXISTING ZONING FOR THE PROJECT AREA FROM EXISTING VARIOUS ZONING DESIGNATIONS TO “CHAPMAN CORRIDOR SPECIFIC PLAN” AND ESTABLISHING DEVELOPMENT STANDARDS FOR THE “CHAPMAN CORRIDOR” DISTRICT FOR THE PROJECT AREA; AND RECOMMENDING ADOPTION OF THE CHAPMAN CORRIDOR STREETSCAPE MASTER PLAN

A. Recitals.

WHEREAS, On July 8, 2025, the Planning Commission of the City of Placentia conducted, and concluded, a duly noticed public hearing, as required by law, considering General Plan Amendment (GPA) 2025-01, Zone Change (ZCA) 2025-03, and Specific Plan Amendment (SPA) 2025-01 to amend the General Plan to change the current land use designation area from existing various designations to “Specific Plan” for the project area and to make conforming changes to the Land Use Element of the General Plan for the project area; and, to amend the Placentia Municipal Code adding the Chapman Corridor Specific Plan and the “Chapman Corridor Revitalization Plan” land use and development standards to the City of Placentia Municipal Code creating development standards for properties within the “Chapman Corridor Revitalization Plan” boundaries and amending the Official Zoning Map of the City of Placentia changing the project area Zoning to “Chapman Corridor Specific Plan”. The project area is a largely developed, one-mile stretch of Chapman Avenue from the 800 West Block of Chapman Avenue to the 400 East Block of Chapman Avenue referred to as the “Chapman Corridor.”

WHEREAS, Staff recommends that the project is exempt under State California Environmental Quality Act (CEQA) Guidelines Section 15061(b)(3) in that it can be seen with certainty that there is no possibility that the activity would result in a significant effect

on the environment, the activity is not subject to CEQA. The proposed project is a policy document that implements the City's existing General Plan goals and policies and zoning for the Chapman Corridor. The proposed project does not include specific development projects; rather, the proposed project would implement and address general provisions, permitted uses, development and design standards, mobility and infrastructure improvements, and design guidelines to revitalize this portion of the City consistent with the General Plan. Future development projects would be subject to separate environmental review under CEQA and to compliance with the established regulatory framework including federal, State, regional and local regulations.

WHEREAS, The City of Placentia provided notice of public hearing in accordance with California Government Code Section 65090 and the City of Placentia Municipal Code by publication in a local newspaper at least 20 days prior to the public hearing and by direct U.S. mail to all property owners within 300-feet of the proposed project boundaries.

WHEREAS, All legal prerequisites to the adoption of this Resolution have occurred.

B. Resolution.

NOW, THEREFORE, the Planning Commission of the City of Placentia makings the following findings and recommendations to the City Council:

SECTION 1. The recitals set forth above are true and correct and adopts those recitals as though fully set forth herein.

SECTION 2. Find that the project is exempt under State California Environmental Quality Act (CEQA) Guidelines Section 15061(b)(3) in that it can be seen with certainty that there is no possibility that the activity would result in a significant effect on the environment, the activity is not subject to CEQA. The proposed project is a policy document that implements the City's existing General Plan goals and policies and zoning for the Chapman Corridor. The proposed project does not include specific development projects; rather, the proposed project would implement and address general provisions, permitted uses, development and design standards, mobility and infrastructure improvements, and design guidelines to revitalize this portion of the City consistent with the General Plan. Future development projects would be subject to separate environmental review under CEQA and to compliance with the established regulatory framework including federal, State, regional and local regulations. Moreover, the City has complied with all requirements of the California Environmental Quality Act and the City of Placentia Environmental Guidelines as codified in Title 14 of the California Code of Regulations ("CCR") Section 15000 et. seq., Public Resources Code Section 21000 et. seq. and the City of Placentia Environmental Guidelines.

SECTION 3. Findings. The Planning Commission finds that the Project is compatible and consistent with the City of Placentia General Plan as set forth below:

- Goal LU-1 states: Provide a well-balanced land use pattern that accommodates existing and future needs for housing, commercial, industrial and open space/recreation uses, while providing adequate community services to City residents. Policy LU-1.10 further states: Create specific zoning or plans for major corridors within the City. This would include the Chapman Avenue corridor and the Placentia Avenue corridor, among other major thoroughfares.
- Goal LU-3 states: Revitalize underutilized, abandoned or dilapidated commercial, industrial and residential uses and properties. Policy LU-3.1 furthers this goal by stating: Encourage opportunities for redevelopment and improvements in the Old Town area, the TOD district, industrial areas, neighborhoods in the southern sector of the City, and commercial centers along major roadway corridors.
- Goal LU-5 states: Improve urban design in Placentia to ensure that development is both architecturally attractive and functionally compatible and to create identifiable neighborhoods, and community areas. Policy LU-6.6 furthers this goal by stating: Improve urban design in Placentia to ensure that development is both architecturally attractive and functionally compatible and to create identifiable neighborhoods, and community areas.
- Goal LU-6 states: Enhance and improve the visual image, economic vitality and infrastructure of the Old Town area, TOD, and surrounding areas, like the future Chapman corridor. Policy LU-6.6 furthers this goal by stating: Focus planning and economic development efforts to spur development and infrastructure improvement on major transportation corridors, such as the future Chapman Avenue corridor.
- Goal LU-10 states: Create enhanced connectivity with California State University Fullerton (CSUF) campus community. Policy LU-10.2 furthers this goal by stating: In creating the aforementioned corridor plans, the City shall take into consideration the nearby Cal State University Fullerton campus community and capitalize on its proximity.
- Moreover, the proposed project is a policy document that builds from the City's existing General Plan and zoning for the Chapman Corridor. The proposed project does not include specific development projects; rather, the proposed project would implement and address general provisions, permitted uses, development and design standards, mobility and infrastructure improvements, and design guidelines to revitalize this portion of the City consistent with the General Plan. Because the proposed project is consistent with the General Plan, the proposed project would not exceed the development proposed under General Plan buildout. The proposed project would refine the zoning regulations to further align with the General Plan.

SECTION 4. Approve an amendment to the City of Placentia General Plan, General Plan Amendment (GPA) 2025-01 to amend the General Plan, amending the official Land Use Map of the City of Placentia to change the current land use designation

from existing various designations to “Specific Plan” for the project area as set forth in Exhibit “A” and to make conforming changes to the Land Use Element of the General Plan for the project area as set forth in Exhibit “C”.

SECTION 5. Approve an amendment to the City of Placentia Municipal Code Zone Change (ZCA) 2025-03 and Specific Plan Amendment (SPA) 2025-01, amending Chapter 23 by adopting the “Chapman Corridor Revitalization Plan” as set forth in Exhibit “D” and adopting and adding the “Chapman Corridor Specific Plan” as set forth in Exhibit “D” to the City of Placentia Municipal Code creating development standards for properties within the project area boundaries as set forth in Exhibit “B” and find, in accordance with Chapter 23.96 (“Amendments”) of the City of Placentia Municipal Code that said amendment to the Municipal Code will not be detrimental to the health, safety or general welfare of the persons residing or working within the neighborhood of the proposed amendment or within the city; injurious to property or improvements within the neighborhood or within the city; nor inconsistent with the latest adopted General Plan.

SECTION 6. Amend the Official Zoning Map of the City of Placentia, maintained in accordance with the provisions of § 23.08.020 of the Placentia Municipal Code, as set forth in Exhibit “B” attached hereto and by this reference made a part hereof.

SECTION 7. Adopt the Chapman Corridor Streetscape Master Plan as set forth in Exhibit “E” which provides direction for public right of way and streetscape improvements including street furniture, street/traffic lights, landscaping, pavement and other standards in order to provide unifying, consistent and aesthetically pleasing features of the public areas within the Chapman Corridor project area.

SECTION 8. Prior to taking this action, the Planning Commission reviewed, considered and has exercised its independent judgment based on substantial evidence under State California Environmental Quality Act (CEQA) and all of the information and data in the administrative record, all oral and written testimony received and finds that the proposed CEQA Exemption finding was prepared in full compliance with the California Environmental Quality Act.

SECTION 9. If any section, subsection, sentence, clause, or phrase of this resolution and/or the documents in support of this resolution is/are 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 this resolution.

SECTION 10. The Secretary to the Planning Commission shall certify to the adoption of this Resolution.

ADOPTED AND APPROVED THIS 8TH DAY OF JULY, 2025.

FRANK PEREZ, CHAIR

I, Joseph M. Lambert, Secretary to the Planning Commission of the City of Placentia, do hereby certify that the foregoing Resolution was introduced at a regular meeting of the Planning Commission of the City of Placentia held on the 8th day of July, 2025, and was passed at this regular meeting of the Planning Commission of the City of Placentia held on the 8th day of July, 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

ATTEST:

JOSEPH M. LAMBERT,
SECRETARY TO THE PLANNING COMMISSION

APPROVED AS TO FORM:

CITY ATTORNEY

Exhibit A: Amendment to the City of Placentia General Plan Land Use Map establishing Chapman Corridor
Exhibit B: Amendment to the City of Placentia Zoning Map establishing Chapman Corridor
Exhibit C: Amendment to the City of Placentia General Plan Land Use Element
Exhibit D: Chapman Corridor Revitalization Plan/Chapman Corridor Specific Plan
Exhibit E: Chapman Corridor Streetscape Master Plan

EXHIBIT A

GENERAL PLAN AMENDMENT (GPA) 2025-01 TO AMEND THE GENERAL PLAN, AMENDING THE OFFICIAL LAND USE MAP OF THE CITY OF PLACENTIA TO CHANGE THE CURRENT LAND USE DESIGNATION FROM EXISTING VARIOUS DESIGNATIONS TO "SPECIFIC PLAN" FOR THE PROJECT AREA BOUNDARIES AS REPRESENTED

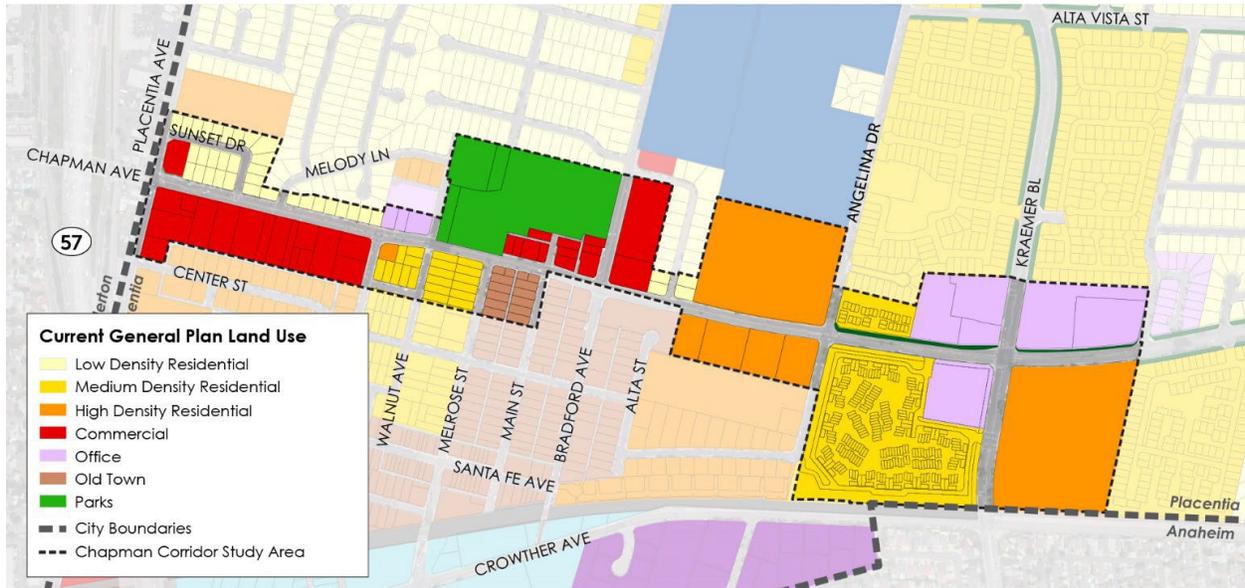


EXHIBIT B

APPROVE AN AMENDMENT TO THE CITY OF PLACENTIA MUNICIPAL CODE ZONE CHANGE (ZCA) 2025-03 AND SPECIFIC PLAN AMENDMENT (SPA) 2025-01, AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF PLACENTIA, MAINTAINED IN ACCORDANCE WITH THE PROVISIONS OF § 23.08.020 OF THE PLACENTIA MUNICIPAL CODE, FOR THE PROJECT AREA BOUNDARIES AS REPRESENTED

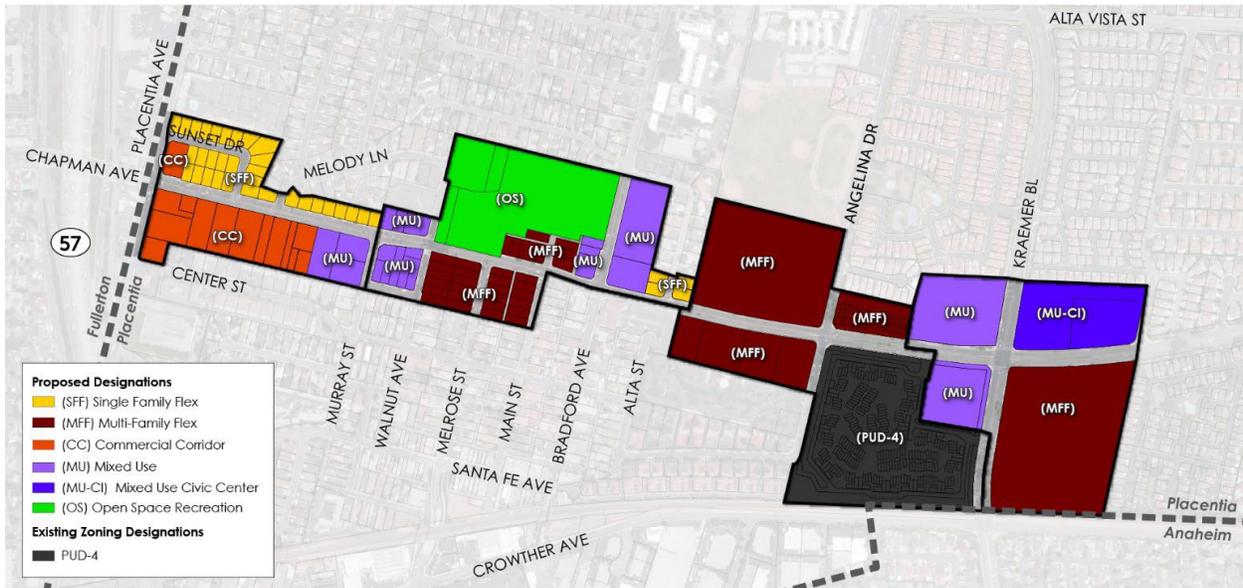


EXHIBIT C

AMENDMENT TO THE TEXT CITY OF PLACENTIA GENERAL PLAN LAND USE
ELEMENT, GENERAL PLAN AMENDMENT (GPA) 2025-01 TO AMEND THE
GENERAL PLAN, MAKING CONFORMING CHANGES TO THE LAND USE ELEMENT
RELATED TO THE CHAPMAN CORRIDOR REVITALIZATION PLAN AND SPECIFIC
PLAN

EXHIBIT D

ZONE CHANGE (ZCA) 2025-03 AND SPECIFIC PLAN AMENDMENT (SPA) 2025-01,
AMENDING CHAPTER 23 BY ADOPTING THE "CHAPMAN CORRIDOR
REVITALIZATION PLAN" AS SET FORTH IN EXHIBIT "D" AND ADOPTING AND
ADDING THE "CHAPMAN CORRIDOR SPECIFIC PLAN" AS SET FORTH IN EXHIBIT
"D" TO THE CITY OF PLACENTIA MUNICIPAL CODE CREATING DEVELOPMENT
STANDARDS FOR PROPERTIES WITHIN THE PROJECT AREA BOUNDARIES

EXHIBIT E

Chapman Corridor Streetscape Master Plan as set forth in Exhibit "E"

2 Land Use

Contents

2.1	Introduction	2-1
2.2	Authority for the Element	2-2
2.3	Summary of Existing Land Uses	2-2
2.4	Relationship to Other Plans and Programs	2-8
2.5	Land Use Plan	2-15
2.6	Land Use Intensity/Density	2-27
2.7	Goals and Policies	2-30

tables & exhibits

Table 2-1.	Existing Land Use Designation	2-3
Table 2-2.	Summary of Vacant Land by Land Use Designation	2-4
Exhibit 2-1	Existing General Plan Land Use Map	2-5
Exhibit 2-2	Proposed General Plan Land Use Map	2-6
Table 2-3.	General Plan/Zoning Relationships	2-9
Table 2-4.	Specific Plans	2-10
Exhibit 2-3	Specific Plan Parcels	2-13
Table 2-5.	General Plan/Zoning Relationship – Specific Plans	2-15
Table 2-6.	Proposed General Plan Land Use Designations	2-16
Exhibit 2-4	Vacant Parcels	2-17
Figure 2-1	Low-Density Residential	2-19
Figure 2-2	Medium-Density Residential	2-20
Figure 2-3	High-Density Residential	2-21
Figure 2-4	Commercial	2-22
Figure 2-5	Old Town	2-23
Figure 2-6	Manufacturing	2-24
Figure 2-7	Open Space	2-26

Table 2-7. General Plan Land Use Designation – Potential Development
Buildout 2-27

The majority of vacant residential parcels are located in low-density residential areas.

Table 2-1. Existing Land Use Designation

Land Use Designation	Existing Acreage	Percentage ¹	Number of Units
Low Density Residential	1266	30%	6,900
Medium Density Residential	400	9%	3,676 ²
High Density Residential	136	3%	2,503
Commercial	137	3%	--
Planned Community (Alta Vista Golf Course)	337	8%	1,614
Old Town	29	1%*	285
Transit Oriented Development (TOD)	22	1%*	11
Commercial-Manufacturing	47	1%	--
Office	32	1%*	--
Industrial	327	8%	--
Schools	212	5%	--
Park	94	2%	--
Specific Plan	309	7%	2,281
ROW- Railroad	25	1%*	--
ROW - Parkway Vista	18	1%*	--
ROW- Local streets	798	19%	--
ROW - Freeways, Flood Control, Highway	49	1%	--

Land Use Designation	Existing Acreage	Percentage ¹	Number of Units
TOTAL AREA OF	3,348		
TOTAL AREA OF	4,238	100%	17,270

¹Percentage ages based on 4,238 acres of total land area within City limits, which includes the right of way acreage. %age figures are rounded to closest whole numbers. The symbol * means that the %age is less than 1%.

² 569 mobile homes are principally located in the Medium-Density district.

Table 2-2. Summary of Vacant Land by Land Use Designation

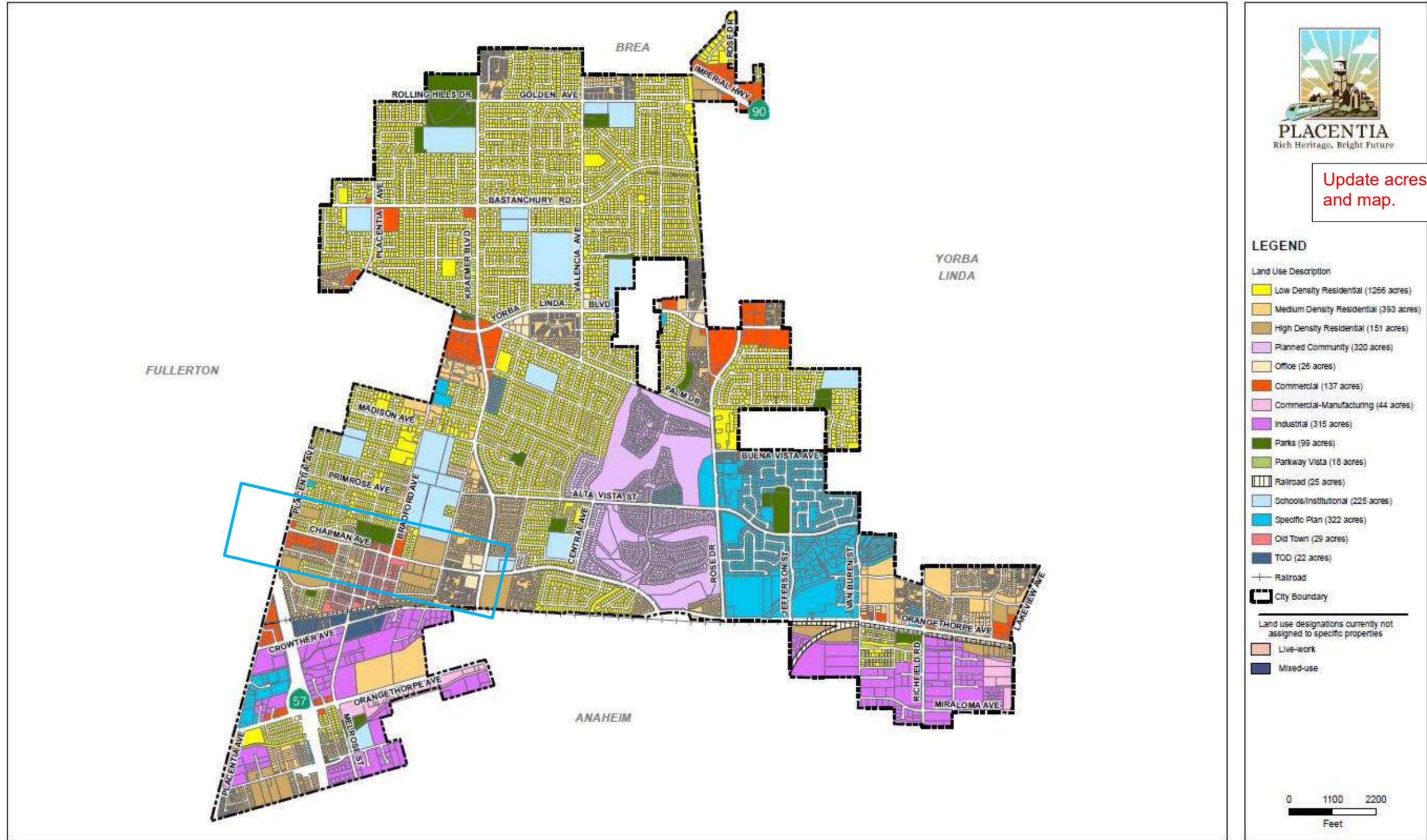
Land Use Designation	Vacant Areas	Vacant Parcels
Low Density Residential	3.6	24
Medium Density Residential	6.1	8
High Density Residential	5.2	3
Commercial	2.1	3
Old Town	0.2	3
Transit Oriented Development (TOD)	0.4	1
Office	1.0	2
Commercial-Manufacturing	8.4	5
Industrial	5.7	4
Specific Plan	21.8	65
Total	54.5	118

Source: City of Placentia, 2018, 2025

Note: 1.3% of total city is vacant



Exhibit 2-2



- The Safety Element identifies potential hazards that may occur within the land use planning areas and serves to influence the location of different types of land use to avoid hazardous areas.
- Noise contours identified in the Noise Element are used as a guide to establish the land use patterns to ensure that future development minimizes exposure of residents to excessive noise.

Relationship to Placentia’s Zoning Code

The City of Placentia Zoning Code is a regulatory document that provides a means to implement the policies contained in the City’s General Plan. While the General Plan provides long-range and broad categories of land use, the Zoning Code provides specific development requirements, such as density, height, setbacks, lot coverage, and development character. Similar to the General Plan, a Zoning Map accompanies the Zoning Code and defines the boundaries of each Zoning District.

The City of Placentia’s Zoning Code (Title 23 of the Placentia Municipal Code) establishes land use zoning districts that provide for uniform regulations to properties similarly situated within each zoning classification. State of California law requires the City’s Zoning Code be in conformance with the General Plan. Therefore, any land use designation amendments that will become inconsistent with Title 23 of the Placentia Municipal Code will have to be reconciled. This means that a series of Zoning Map Changes will need to occur to make the zoning of certain properties consistent with the amended land use designation.

The relationship between the General Plan land use designations and zoning districts is shown in Table 2-3, General Plan/Zoning Relationships. The table indicates how properties should be zoned to be consistent with the General Plan Land Use Map.

Table 2-3. General Plan/Zoning Relationships

General Plan Land Use Designation	Compatible Zoning District(s)																			
	R-A	R-1	R-2	R-G	R-3	RPC	SRO	T-C	P-V	C-O	C-1	C-2	OT	TOD	C-M	M	PMD	MHP	O, O-1	PUD
Low Density Residential	•	•				•												•		•
Medium Density Residential			•	•			•											•		•
High Density Residential					•		•													•
Commercial							•	•		•	•	•	•	•	•					

Name of Specific Plan	Description of Specific Plan
Specific Plan 2	Since the Lewis Lemke House located at 414 North Placentia Avenue is of local historical architectural significance and is representative of a significant period of local history, the purpose of this specific plan is to provide standards whereby it shall be renovated, restored, operated and maintained in a manner to preserve its historical architectural characteristics.
Specific Plan 3	The purpose of this specific plan is to provide an area for senior citizen board and care facilities and senior apartments which shall be compatible with the surrounding residential development and is designed specifically for the needs of the elderly.
Specific Plan 4	The purpose of this specific plan is to provide apartments in a medium density residential setting that will be affordable to lower-income families for a minimum of thirty (30) years. Special development standards are applied to further this purpose and to allow development of a parcel that is impacted by considerable physical constraints.
Specific Plan 5	The specific plan is intended to provide a site for retailers and businesses, which through the characteristics of their respective services offered, cater to the entire community. This specific plan will also provide sites for high-density, mixed-use residential and commercial development at Parcel 9.
Specific Plan 6	The purpose of this specific plan is to provide single-family detached housing of an alternative design while maintaining as many R-1 development standards as possible: to provide private and common recreation opportunities, mitigate impacts from noise and oil production and provide safe vehicle and pedestrian circulation.
Specific Plan 7	The purpose of this specific plan is to assure the consistent development of the East Placentia specific plan area in a manner which meets the growing housing needs of Placentia while adapting to the special characteristics of the land available for residential and commercial development

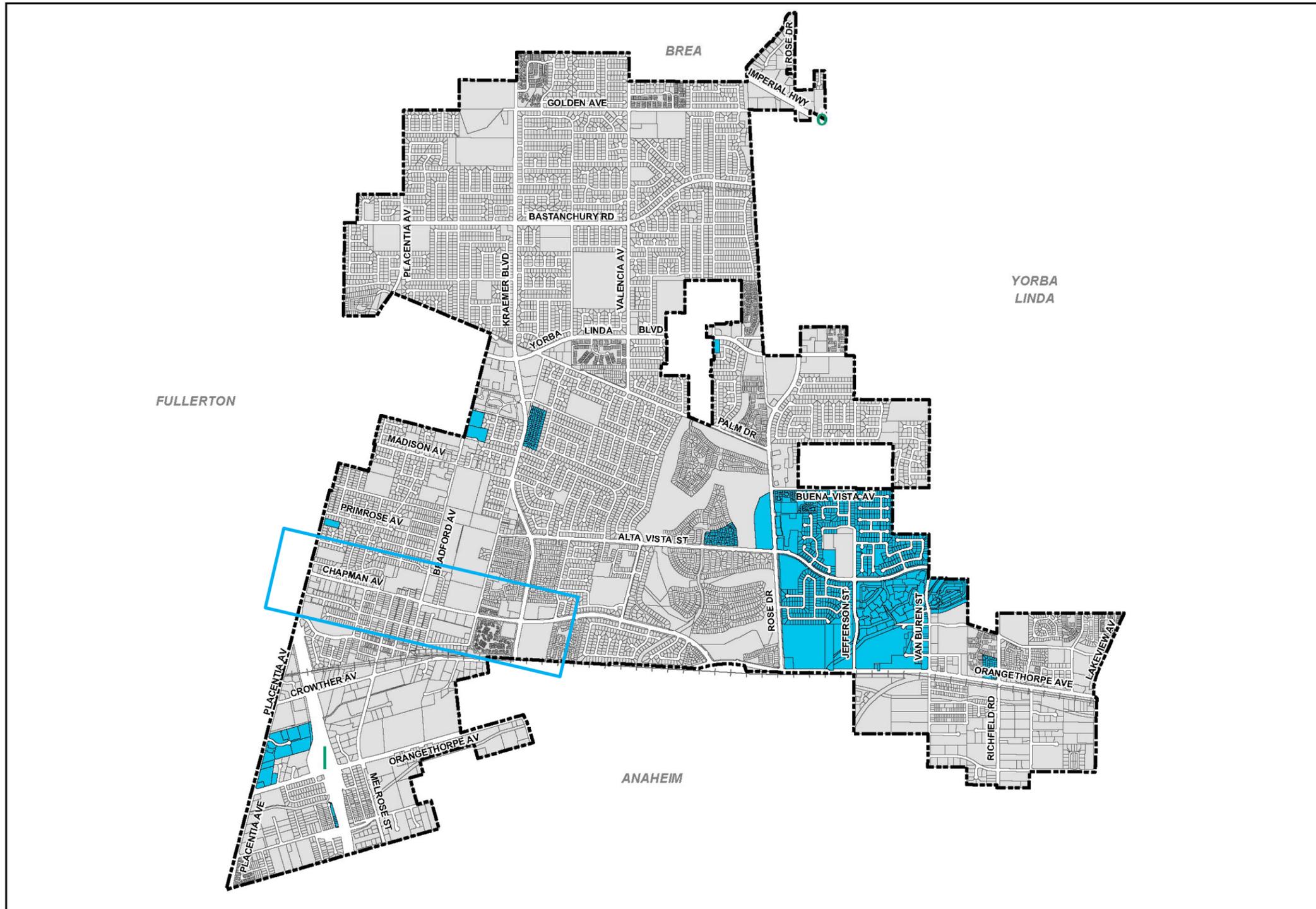
Name of Specific Plan	Description of Specific Plan
Specific Plan 8	The purpose of this specific plan is to provide for cluster single-family detached housing units. There is private fee ownership of the lots in Specific Plan 8, with the majority of the lots configured in a cluster arrangement, and with many of the remaining row lots offering a golf course view.
Specific Plan 9	The purpose of this specific plan is to provide an area for a senior apartment complex, which shall be compatible with the surrounding golf course and residential development and is designed specifically for the needs of senior citizens.
Specific Plan 10	The purpose of this specific plan is to provide for a single-family detached residential neighborhood plus common area open space and improvements. There is private fee ownership of the lots in Specific Plan 10 with common areas owned and maintained by a homeowner's association.

Chapman Corridor Revitalization Plan - Specific Plan (CCRP)

The purpose of this specific plan is to guide redevelopment along Chapman Avenue between Placentia Avenue and Kraemar Boulevard. This area is the western gateway into the city, providing connections to Old Town and access to the 57 freeway. The specific plan implements the mixed-use designation and expands housing and economic growth. Chapman Corridor Specific Plan builds on the City's existing General Plan providing zoning and development standards for the Chapman Corridor. The Chapman Corridor Specific Plan implements and addresses general provisions, permitted uses, development and design standards, mobility and infrastructure improvements, and design guidelines to revitalize this portion of the City consistent with the General Plan. Because the Chapman Corridor Specific Plan is consistent with the General Plan, it would not exceed the development proposed under General Plan buildout. The proposed project would refine the zoning regulations to further align with the General Plan.



Exhibit 2-3



Update acres and map.

LEGEND

- Specific Plan (322.21 acres)
- Other Land Use (3,049.87 acres)
- Railroad
- City Boundary

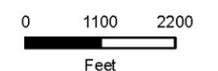


Table 2-5. General Plan/Zoning Relationship – Specific Plans

General Plan Land Use Designation	Compatible Zoning Districts										
	SP-1	SP-2	SP-3	SP-4	SP-5	SP-6	SP-7	SP-8	SP-9	SP-10	CCRP
Low Density Residential						•	•				• •
Medium Density Residential				•			•	•		•	• •
High Density Residential			•		• •		•		•		• •
Office	•	•			•						• •
Commercial					•		•				• •
Mixed-Use											• •
Day Care/Assisted Living									•		
Oil Extraction								•			
Open Space						•	•				
Flood Control							•				

Source: City of Placentia, May 2018

2.5 LAND USE PLAN

Land Use Designations

General Plan land use designations describe the type and intensity of development allowed in a specific area. While terms like “residential”, “commercial”, or “industrial” are generally understood, State General Plan law requires a clear and concise description of the land use categories that are depicted on the General Plan Land Use Map (refer to Exhibit 2-4, General Plan Land Use Map). The General Plan Land Use Map indicates the location of the land use designations within the City. The acreages of the various land uses on the General Plan Land Use Map are presented in Table 2-6, General Plan Land Use Designations.

Table 2-6. Proposed General Plan Land Use Designations

Land Use Designation	Approximate Acreage	Percentage ¹
Low Density Residential	1260	30%
Medium Density Residential	383	9%
High Density Residential	121	3%
Planned Community	320	8%
Commercial	122	3%
Old Town	27	1%*
Commercial-Manufacturing	44	1%
Mixed-Use	0	0%
Transit Oriented Development (TOD)	22	1%*
Live Work	0	0%
Office	12	1%*
Industrial	315	7%
Schools/Industrial	225	5%
Parks	88	2%
ROW - Freeways, Flood Control, Highway	49	1%
ROW - Parkway Vista	18	1%*
ROW- Local streets	798	19%
ROW- Railroad	25	1%*
Specific Plan	422	10%
TOTAL AREA OF CITY	4,238	100%

Source: City of Placentia, May 2018

¹ Percentages based on 4,238 acres of total land area within City limits, which includes the right of way acreage. %age figures are rounded to closest whole numbers. The symbol * means that the %age is less than 1%.

The General Plan Land Use Map indicates the location of General Plan land use designations within the City. Each designation is defined below. It is a State requirement that the land use designations and the City's zoning districts are to be consistent with each other. Therefore, within each land use designation definition are a list of consistent zoning districts.

The Parks land use designation is intended for recreational type areas such as City parks. Open space should be located in residential areas so that recreational opportunities can be in close proximity to residents. The Parks designation makes up approximately 99 acres, or 2% of the City's total acreage.

Zoning districts compatible with the Open Space designation include Combining Parkway Vista (P-V) and Combining Oil (O and O-1).

Figure 2-7



- Parkway (P-V). The Parkway Vista classification creates landscaped thoroughfares with common setback requirements for all districts that abut designated thoroughfares.
- Combining Oil (O and O-1). The Combining Oil “O” classification provides for the use of land or the surface thereof in connection with the removal of minerals. The Combining Oil “O-1” classification provides for the use of land or the surface thereof in connection with the removal of minerals, providing for the maintenance and operation of existing wells, but limited from any new surface location.

Specific Plans

Currently, the City has ten specific plan areas, covering approximately 322 acres. The specific plans are principally for residential development, although two allow for commercial. Two residential specific plans allow for home occupations on the same property as historic structures and two allow for day care or assisted living. Another permits residential in conjunction with oil extraction. The Specific Plan designation

2.6 LAND USE INTENSITY/DENSITY

State General Plan law requires that the Land Use Element indicate the maximum building intensities/densities allowed in the City. Each land use designation listed above contains corresponding intensity/density standards.

The term “intensity” refers to the degree of development based on a building’s characteristics such as, floor area ratio (FAR), building height and lot coverage. Intensity is most often used to describe non-residential development. The measure of intensity, known as floor area ratio (FAR), provides the most convenient method of describing levels of development. The floor area ratio is the relationship of total gross floor area of all buildings on a lot in square feet to the total land area of the lot in square feet expressed as a ratio. The FAR describes use intensity on a lot, but not the actual building height and lot coverage.

The term “density” is a measure of the population or residential development capacity of a designated land use. Residential density is described in terms of dwelling units per gross area (du/ac). A dwelling unit is a building, or a portion of a building used for human habitation and may vary considerably in size (square footage). For purposes of calculating population, an average number of persons per acre or dwelling unit for all types and sizes of dwelling units is assumed.

Table 2-7 includes the density or intensity standard for each land use designation and the corresponding future development potential. However, given the limited amount of vacant land (54 acres), the level of existing, stable development, and the historical development patterns over the last three decades, the buildout is not likely to be realized.

Table 2-7. General Plan Land Use Designation – Potential Development Buildout

Land Use Designation	Density Standard (du/ac) or Total Acres (acs)	Intensity Standard (FAR) ¹	Ultimate Buildout Dwelling Units ²	Ultimate Build Out Square Footage ²
Low Density Residential	6 du/ac		7,596	
Medium Density Residential	15 du/ac		5,895	
High Density Residential	25 du/ac		3,775	
Commercial	137 acs	1.0 FAR		5,967, 720
Old Town ³	30-65 du/ac		810	181,250

Land Use Designation	Density Standard (du/ac) or Total Acres (acs)	Intensity Standard (FAR) ¹	Ultimate Buildout Dwelling Units ²	Ultimate Build Out Square Footage ²
Transit Oriented				
Development (TOD)	65-95 du/ac		564	30,000
Commercial-Manufacturing	44 acs	1.0 FAR		1,910,640
Office	25 acs	1.0 FAR		1,089, 900
Industrial	315 acs	1.0 FAR		13,721,400
Specific Plans ⁵	422acs	Varies	<u>4,552</u>	534,300
Residential Planned Community	7.1 du/ac		2,272	
TOTAL			24,850 25,464	23,471,110 23,435,210

Land Use Designation	Density Standard (du/ac) or Total Acres (acs)	Intensity Standard (FAR) ¹	Ultimate Buildout Dwelling Units ²	Ultimate Build Out Square Footage ²
----------------------	---	---------------------------------------	---	--

Source: City of Placentia,

May 2018 Notes:

¹ Density standards represent the maximum gross density allowed. Net densities would be lower, dependent on zoning requirements and other regulatory considerations that limit the full development potential.

² Ultimate dwelling units and square footage estimates based upon existing acreage multiplied by gross density/intensity standards. The realistic buildout for the city is represented in the Environmental Impact Report for the General Plan update.

³ Based on the Negative Declaration, (ND 2017-02), July 2017 the Old Town area would consist of the addition of 525 residential units, 85,000 square feet of commercial use, 40,000 square feet of retail use, and a 50-room hotel to the existing area. The existing number of units is 285.

⁴ Based on Mitigated Negative Declaration, (MND 2017-01), April 2017, which assumed a 5,000 net vehicle trip cap. The cap of 5,000 vehicle trips (net) at buildout assumes that an estimated 752 dwelling units (DU) could be constructed under an all residential development scenario and stay within the 5,000-vehicle trip cap or, alternatively, a mix of 75% residential (564 DU) and 25% commercial (30,000 square feet of gross leasable area (GLA)) could also stay within the 5,000-vehicle trip cap. This table assumes the mix scenario. Any additional development above the 5,000-trip cap would require further environmental analysis and is not permitted until that is completed.

⁵ Specific Plan category represents both residential and commercial development and was calculated taking potential buildout of each specific plan area and then totaling, as below:

- SP 1- SFD=1 Unit
- SP 2- SFD =1 Unit
- SP 3- Assisted Living - 5.80 45du/ac for 261 units
- SP 4- 8 affordable units
- SP 5- 19 acres of retail, hotel, dealership 0.5 FAR assumption for 413,820 sf of commercial. 2.72 of the 19 acres also allows mixed-use, commercial/residential development.
- SP 6- 4.1 acres, 6 du/ac for 24 units
- SP 7- 300 acres residential and commercial:
 - Low Density—163.85 ac 6 du/ac = 983 units
 - Medium Density—11.40 ac at 15du/ac = 171 units
 - Medium-High Density—36.97ac at 20du/ac (assumption) =739 units
 - High Density—37.34ac at 25du/ac = 933 units
 - Commercial—7.18ac 0.5 FAR (assumption) =156,380sf
- SP 8- 7 acres at 10.3 du/ac = 72 units
- SP 9- 10.35 ac at 40.5 du/ac = 419 units
- SP 10- 7.82 ac at 10 du/ac = 78 units
- CCRP- 1,653 residential units and 241,900 sq. ft. of non-residential development
 - **Single-Family Flex (SFF): 34 units**
 - **Mixed-Use (MU): 339 units and 112,000 sq. ft.**

- *Commercial Corridor (CC): 120,000 sq. ft.*
- *Multifamily Flex (MFF): 754 units*
- *Mixed-Use Civic Center (MU-CI): 272 units*
- *Planned Unit Development (PUD-4): 254 units*
- *Open Space Recreation (OS-R): 9,990 sq. ft.*
-



CHAPMAN CORRIDOR REVITALIZATION PLAN

Public Draft: June 2025



City of Placentia
401 E. Chapman Avenue
Placentia, CA 92870

PREPARED BY:



Table of Contents

1	INTRODUCTION	1-1
1.1	Purpose	1-1
1.2	Background	1-2
1.3	Community Outreach	1-2
1.4	Setting and Boundary (Existing Conditions)	1-4
1.5	Relevant Plans and Projects	1-6
2	VISION & GUIDING PRINCIPLES	2-1
2.1	A Vision for the Future of Chapman Avenue	2-1
2.2	Guiding Principles	2-1
3	LAND USE	3-1
3.1	Introduction	3-1
3.2	Land Use Definitions	3-2
3.3	Opportunity Sites	3-5
3.4	Land Use and Permit Requirements	3-7
3.5	Land Use Table	3-8
4	DEVELOPMENT STANDARDS	4-1
4.1	Introduction	4-1
4.2	Residential Development Standards	4-2
4.3	Non-residential Development Standards	4-7
4.4	Mixed-Use Development Standards	4-8
4.5	Sign Regulations	4-11
5	DESIGN STANDARDS AND GUIDELINES	5-1
5.1	Introduction	5-1
5.2	Building Massing and Scale	5-1
5.3	Building Height	5-2
5.4	Stepbacks	5-2
5.5	Façade Articulation and Design	5-3
5.6	Prominent Corners	5-4
5.7	Frontages	5-5
5.8	Awnings, Canopies, and Marquees	5-8
5.9	Landscaping	5-8
5.10	Circulation and Access	5-8
5.11	Materials and Finishes	5-9
5.12	Windows, Doors, Balconies, and Walls	5-10
5.13	Architectural Lighting	5-10
5.14	Public Art	5-11

5.15 Outdoor Dining..... 5-11

6 MOBILITY & INFRASTRUCTURE.....6-1

6.1 Mobility 6-1

6.2 Street Sections..... 6-3

6.3 Infrastructure 6-7

7 ADMINISTRATION AND IMPLEMENTATION.....7-1

7.1 Introduction..... 7-1

7.2 Administration..... 7-1

7.3 Implementation..... 7-5

7.4 Funding..... 7-6

DRAFT

Figures

Figure 1-1: Plan Area Map.....	1-1
Figure 1-2: Area Context.....	1-2
Figure 1-3: Project Process.....	1-3
Figure 1-4: Existing Land Use Map, SCAG 2019.....	1-5
Figure 1-5: Land Use Distribution Chart, SCAG 2019.....	1-5
Figure 1-6: Current General Plan Land Use Map, City of Placentia 2024.....	1-6
Figure 1-7: Current Zoning Map (2023).....	1-7
Figure 1-8: Old Town Zoning District Planning Subareas.....	1-8
Figure 1-9: Transit Oriented Packing House District Project Area.....	1-9
Figure 3-1: Corridor Districts.....	3-1
Figure 3-2: Proposed Land Use Plan.....	3-2
Figure 3-3: Potential Multifamily Housing Illustrative.....	3-6
Figure 3-4: Potential Hotel Illustrative.....	3-6
Figure 5-1: Prominent Corners.....	5-5
Figure 6-1: Placentia Mobility Element, Existing Roadway Conditions (2019).....	6-1
Figure 6-2: Existing Transit Network.....	6-2
Figure 6-3: Existing and Proposed Bicycle Facilities.....	6-3
Figure 6-4a: Chapman Avenue: Placentia Avenue to Walnut Avenue, Bradford Avenue to Angelina Drive Key Map.....	6-4
Figure 6-4b: Existing Street Section, Chapman Avenue: Placentia Avenue to Walnut Avenue, Bradford Avenue to Angelina Drive.....	6-4
Figure 6-4c: Proposed Street Section, Chapman Avenue: Placentia Avenue to Walnut Avenue, Bradford Avenue to Angelina Drive.....	6-4
Figure 6-5a: Chapman Avenue East of Bradford Avenue Key Map.....	6-5
Figure 6-5b: Existing Street Section, Chapman Avenue East of Bradford Avenue.....	6-5
Figure 6-5c: Proposed Street Section, Chapman Avenue East of Bradford Avenue.....	6-5
Figure 6-6a: Chapman Avenue East of Bradford Avenue Key Map.....	6-6
Figure 6-6b: Existing Street Section, Chapman Avenue East of Bradford Avenue.....	6-6
Figure 6-7: Storm Drain Facilities.....	6-8
Figure 6-8: FEMA Flood Zones.....	6-9
Figure 6-9: Golden State Water Company Facilities, Water System.....	6-10
Figure 6-10: Sanitary Sewer Facilities.....	6-14

Tables

Table 3.1: Proposed Buildout Statistical Summary	3-4
Table 3.2: Land Use and Permit Requirements	3-8
Table 4.1: Single-Family Flex Development Standards.....	4-2
Table 4.2: Multi-Family Flex Development Standards	4-5
Table 4.3: Commercial Corridor Development Standards	4-7
Table 4.4: Mixed-Use Development Standards.....	4-9
Table 4.5: Sign Standards by Use: Multi-Family Residential Use	4-15
Table 4.6: Sign Standards by Use: Non-residential Use/ Mixed-Use.....	4-16
Table 4.7: Sign Standards by Use: Single-Family Flex.....	4-17
Table 6.1: Net Increase in Water Demand (Gallons Per Day).....	6-11
Table 6.2: Net Increase in Sewer Demand (Gallons per Day).....	6-12
Table 7.1: Review Authority	7-4
Table 7.2: Phasing.....	7-5

DRAFT

1 INTRODUCTION

Figure 1-1: Plan Area Map



1.1 Purpose

As a gateway to the City of Placentia, the Chapman Corridor Revitalization Plan aims to allow for a vibrant mix of uses and development standards to stimulate the economic and social environment of the Chapman Corridor. Revitalizing this corridor will create an inviting entry that welcomes residents and visitors while providing connections to the adjacent districts and the City's Civic Center. This Plan allows for integrated land use patterns that encourage multimodal travel, walkability, mixed-use development, increased opportunities for residential, public/private open space, and high-quality urban design that is in scale with its respective property and its surrounding area. The Plan encourages a network of cohesive developments that revitalizes the corridor, provides a path to the Old Town and Packing House Districts, and anchors the western city boundary with the City's Civic Center. Development standards and design guidelines (Chapters 4 & 5) are specially tailored for the Chapman Corridor.

As shown on Figure 1-1, *Plan Area Map*, the Plan boundary encompasses a one-mile stretch of Chapman Avenue between Placentia Avenue and the Civic Center and Cinnamon Tree Condos just beyond the intersection of Chapman and Kraemer.

1.2 Background

Placentia is a city with a rich heritage and bright future. The City has already accomplished a tremendous amount of work to build on, with Old Town Placentia and the Transit Oriented Development Packing House Districts both allowing for new mixed-use projects and capitalizing on the forthcoming Metrolink station. The Chapman Corridor is a western gateway to the city and these unique areas. Revitalizing this corridor will create an inviting entry that welcomes residents and visitors while providing a connection to the adjacent districts and the City's Civic Center, as shown on Figure 1-2.

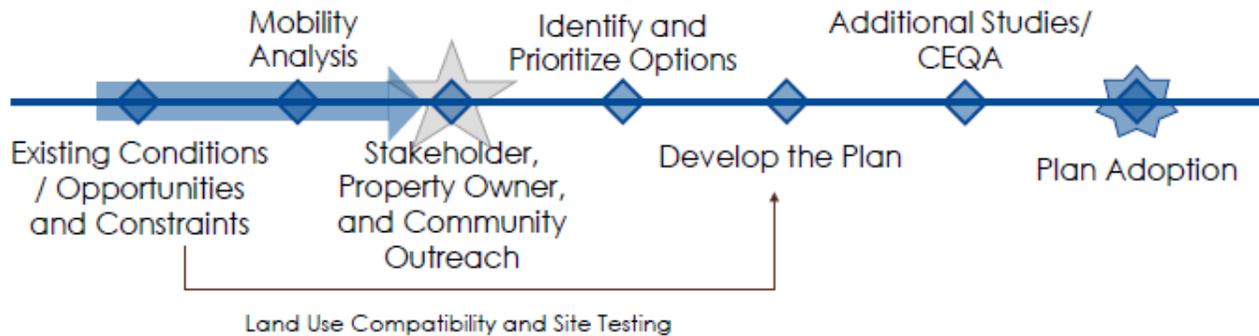
Figure 1-2: Area Context



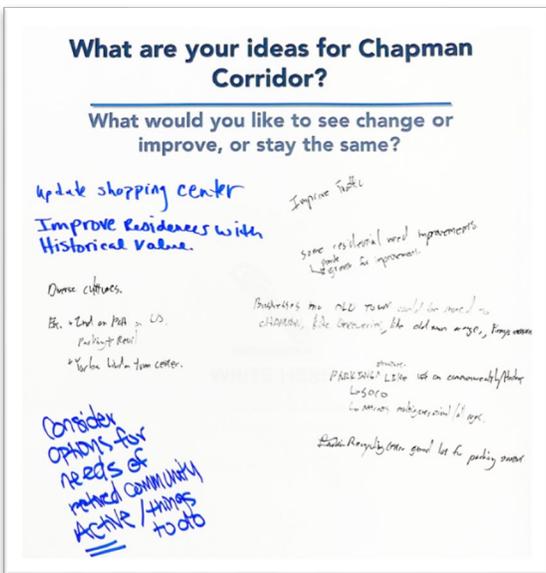
1.3 Community Outreach

During preparation of the Chapman Corridor Revitalization Plan, a series of community meetings and workshops were conducted to gather the community's input and insight (see Figure 1-3). Outreach for the Plan included a community workshop, an online survey, and two City Council study sessions. These community conversations solicited invaluable feedback and data to help inform the vision, values, policies, and design elements of the Plan.

Figure 1-3: Project Process

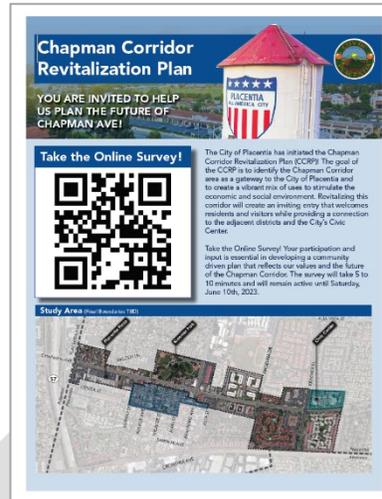


1.3.1 Community Workshop



The City of Placentia hosted a citywide workshop on March 30, 2023, to solicit input from the community on the Chapman Corridor Revitalization Plan. The workshop was held at the Powell Building and was attended by 15 to 20 community members. The workshop consisted of a PowerPoint presentation that included an overview of the project, followed by an open house format with interactive activities and stations. Question prompts for stations included: Where do you live and work? What should the Study Area include? What are your Ideas for Chapman Corridor? What types of uses and buildings would you like to see? and What potential mobility and streetscape improvements would you like to see? A summary of feedback received from the workshop is in Appendix A.





1.3.2 Survey

The Chapman Corridor Revitalization Plan Online Survey was available for three months between March 30, 2023, and July 10, 2023. This survey corresponded to activities that were available during the first Community Workshop held on March 30th. A total of 86 survey responses were received, 85 in English and 1 in Spanish. The survey was promoted on the Plan website, the City Facebook page, at the Placentia Palooza event, and at the City Development Services counter. The survey gathered community feedback on the study area boundaries and ideas for the future of Chapman Corridor and included a visual preference survey of potential land uses and building types on the corridor. A summary of the survey results is in Appendix A.

1.3.3 City Council Study Sessions

Two study sessions were held with City Council to give updates about the project and get input along the way. City staff and the consultant team provided details on community outreach, land plan, and circulation options. Study sessions were held on February 7 and October 3, 2023.

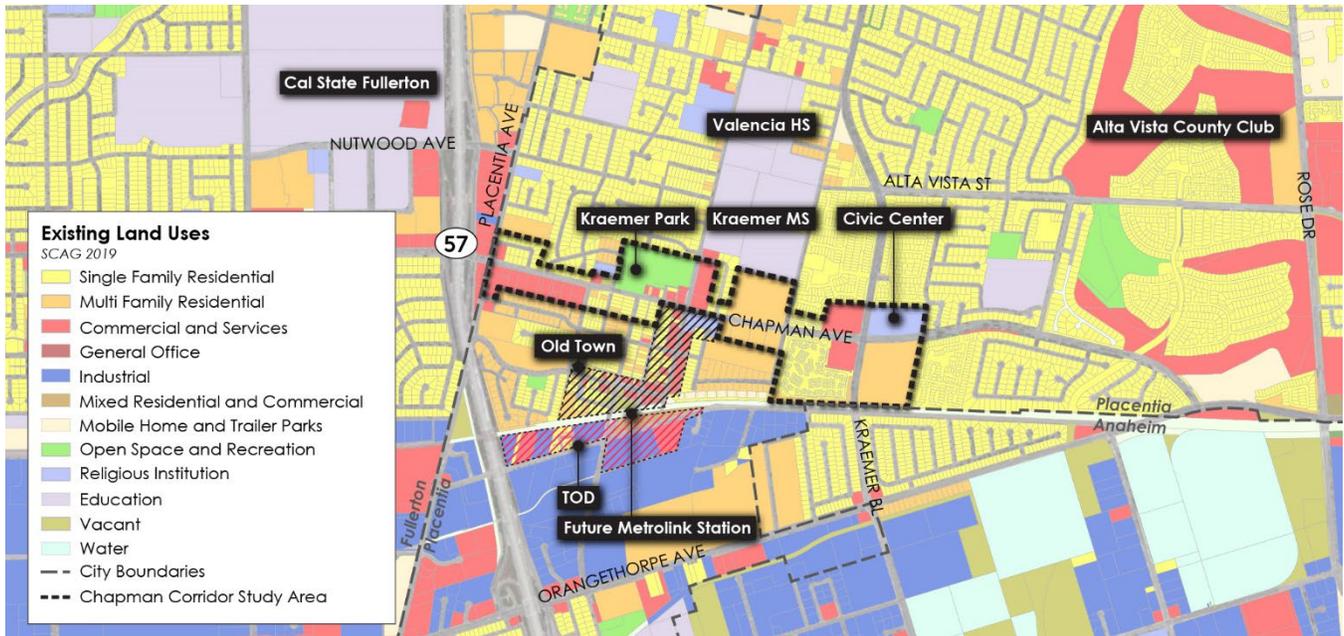
1.4 Setting and Boundary (Existing Conditions)

1.4.1 Existing Land Uses

Figure 1-4, *Existing Land Use Map*, shows existing land uses in the Plan area using data from the Southern California Association of Government (SCAG). The area primarily consists of multifamily residential, single-family residential, and commercial and services uses. Kraemer Park makes up 11 percent of the total area and is centrally located in the corridor (see Figure 1-5).

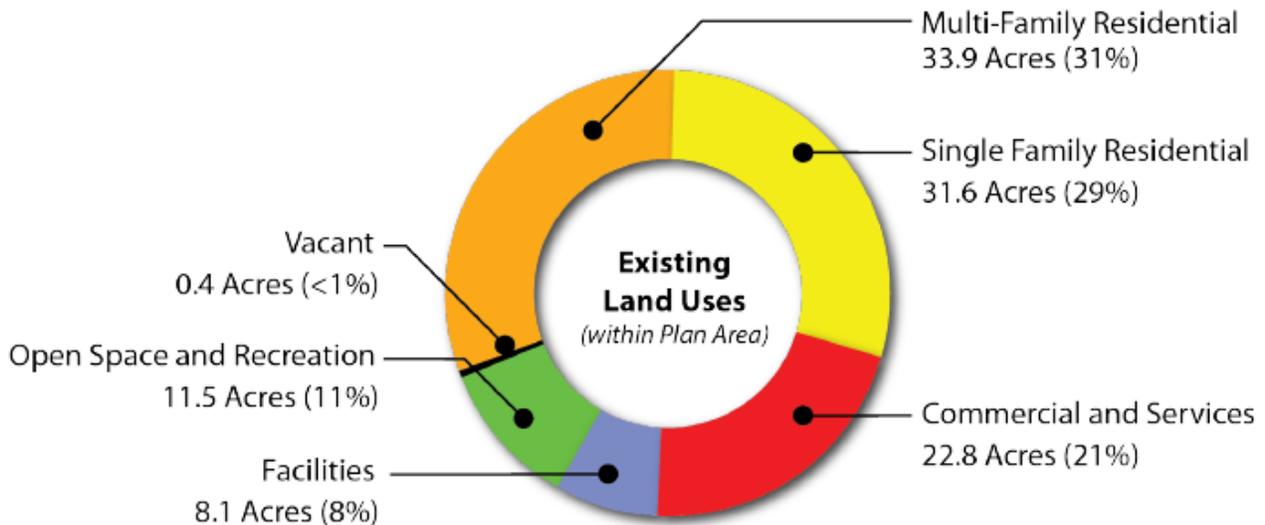
Key destinations in the Plan area include Northgate Market, In-N-Out Burger, Kraemer Park, and the Placentia Civic Center. Multifamily developments along Chapman Avenue include Villa Angelina, Chapman Woods, and Camino Pueblo and El Rancho apartments.

Figure 1-4: Existing Land Use Map, SCAG 2019



Note: Figure 1-4: Existing Land Use Data is provided by the Southern California Association of Governments at a regional level. Existing Land Use Map is intended to represent existing on the ground uses. For regulatory land use requirements, see Chapter 3 Land Use.

Figure 1-5: Land Use Distribution Chart, SCAG 2019

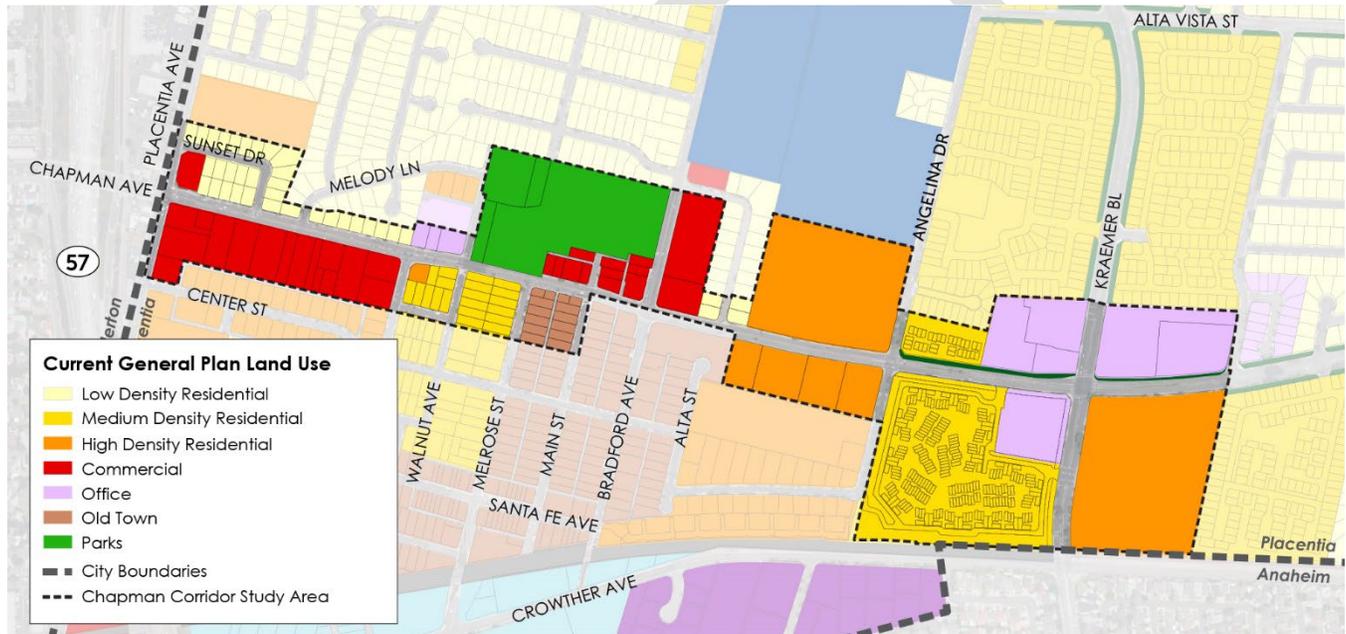


1.5 Relevant Plans and Projects

1.5.1 General Plan

On October 1, 2019, City Council adopted a comprehensive General Plan update. This update included all elements of the General Plan except the housing element, which was updated as part of the required 6th-cycle Regional Housing Needs Assessment. The land use element of the 2019 General Plan strongly encourages enhancements and improvements to the visual image, physical design characteristics, economic vitality, and infrastructure of the Chapman Corridor. This Plan is consistent with the General Plan land use designations and policies (see Figure 1-6).

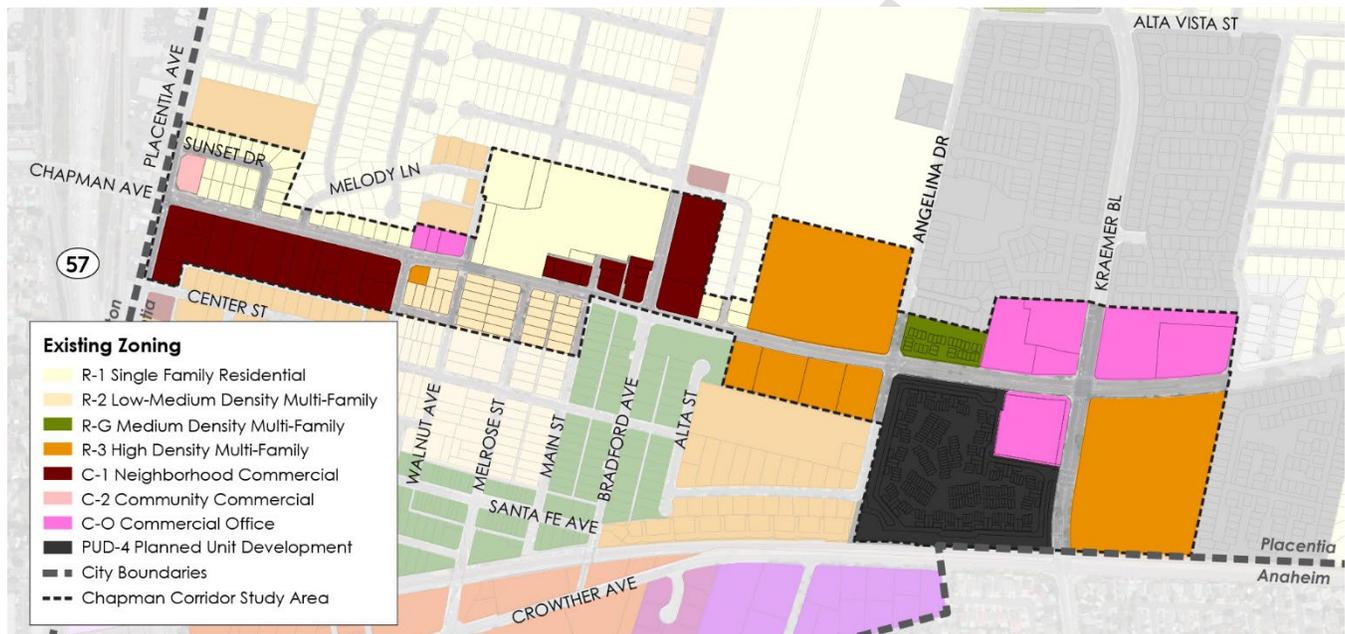
Figure 1-6: Current General Plan Land Use Map, City of Placentia 2024



1.5.2 Current Zoning

The City's current zoning on Figure 1-7 reflects existing land uses shown on Figure 1-4. This Plan creates new zoning designations for the Chapman Corridor that will replace the existing zoning.

Figure 1-7: Current Zoning Map (2023)



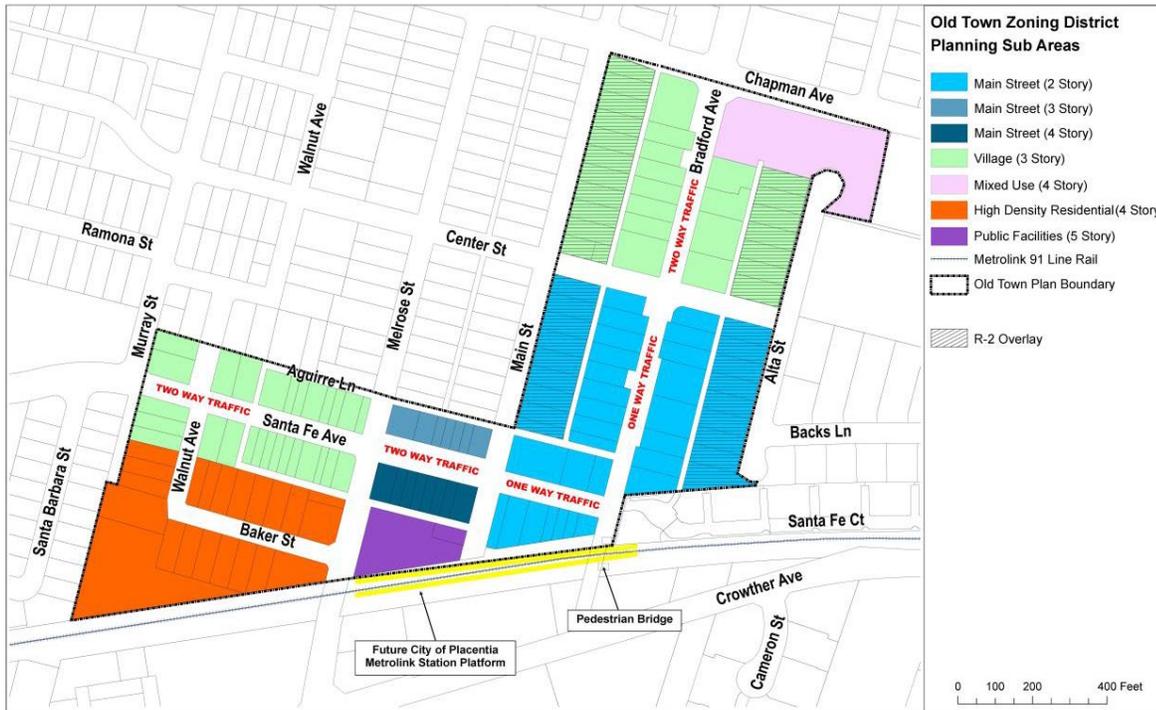
1.5.3 Old Town Revitalization Plan and Streetscape Master Plan

Old Town Revitalization Plan

The Old Town Revitalization Plan, adopted in 2017, is a comprehensive plan for the revitalization, activation, and growth of the City's original central business district, founded in 1910 near the site of the original Placentia train depot and citrus packing houses. The area sits at the southern edge of the Chapman Corridor Revitalization Plan between Main Street and Alta Street and extends to the future Metrolink Station at Santa Fe Avenue (see Figure 1-8).

Old Town has specific development standards and zoning districts within its boundaries. The area along Chapman Avenue and Bradford Avenue is identified as the Village Subarea. The Village Subarea allows for three stories with setbacks and new walkable retail and office uses. The area east of Bradford Avenue is identified as Mixed-Use Subarea. The Mixed-Use subarea allows for four stories and provides for a mix of concentrated urban housing types, with some commercial uses within convenient walking distance of the Main Street and Village subareas.

Figure 1-8: Old Town Zoning District Planning Subareas



Old Town Streetscape Master Plan

A Streetscape Master Plan for Old Town was prepared concurrently with the Old Town Revitalization Plan. The Old Town Streetscape Master Plan identifies public realm improvements throughout Old Town. Identified improvements include tree well grates, street furniture, pedestrian lights, gateway signage, public art, and decorative traffic signals. Bike lanes are identified on Santa Fe Avenue and Bradford Avenue. Alleyway and parking lot enhancements are also identified to enhance pedestrian connectivity and safety. If a Streetscape Master Plan is developed for Chapman Corridor it should consider consistency with the Old Town Streetscape Master Plan, but site amenities may be unique to the Chapman Corridor to establish a distinct identity.

1.5.4 Enhanced Infrastructure Financing District

The City of Placentia—in partnership with the County of Orange—has established an “enhanced infrastructure financing district” near the city’s future Metrolink station that includes the Old Town Placentia area and Transit Oriented Development Packing House District. The purpose of the financing district is to create a funding mechanism that can facilitate the construction of public infrastructure improvements in this area.

1.5.5 Transit Oriented Development Packing House District and Streetscape Master Plan

Transit Oriented Development (TOD) Packing House District and Expansion Project (TOD II)

In 2017, the City of Placentia adopted a TOD zoning code and general plan amendment for the Packing House District. In anticipation of the future Metrolink station, the amendment to the zoning code includes specific standards to allow a mixed-use, pedestrian-oriented retail and residential district, creating new development opportunities for a one-of-a-kind destination. This amendment supports retail and restaurant businesses while growing the city's local economy and encouraging mixed-use residential development.

As part of the 2021-2029 housing element update, the City identified the expansion of the original TOD area as a strategy for providing new housing opportunities. The proposed Packing House District TOD Expansion Project will expand the original TOD area to encompass an additional 14.5 acres (TOD expansion area) along Crowther Avenue and allow for the development of up to 1,378 new residential units in the TOD zoning district based on an allowable density of up to 95 units per acre. The City of Placentia is both the project proponent and the lead agency for review of the project under CEQA. The Initial Study/Mitigated Negative Declaration (IS/MND) for the TOD Expansion Project is currently underway.

TOD Packing House District Streetscape Master Plan

The City of Placentia adopted a Streetscape Master Plan concurrently with the TOD Packing House District. The Streetscape Plan identifies streetscape design concepts along Crowther Avenue in the district. Improvements include bike lanes, street furniture, tree grates, landscaping, pedestrian lighting, and gateway signage.

Figure 1-9: Transit Oriented Packing House District Project Area



2 VISION & GUIDING PRINCIPLES

2.1 A Vision for the Future of Chapman Avenue

The Chapman Corridor is a prominent gateway into the city, Old Town, and the Packing House District. The street is a vibrant area where the community comes for civic activities at Kraemer Park, the library, and City Hall. Pride of ownership shows throughout the corridor where property owners have upgraded and maintained their shop fronts, homes, and community entries. New mixed-use developments have increased the city’s housing stock and provided cafes and other businesses for residents and visitors. Chapman Avenue itself provides an efficient way to connect to the freeway, Old Town, and the Metrolink Station by driving, taking transit, cycling, or walking. A hotel along the corridor provides an additional lodging option for visitors to Placentia and nearby Cal State Fullerton. Residents who used to drive straight through the area now make a point to stop at their favorite local spot on their way to or from their next destination. This revitalized area anchors the western boundary of the City, signaling to all that they have entered Placentia—“a pleasant place.”

To implement the Plan vision, the proposed land use plan provides flexibility for commercial and residential opportunities to develop. The land use plan aligns with recommendations from the community and City Council and enhances the character of Placentia and Chapman Corridor. Existing uses are allowed to remain; however, new designations create flexibility for potential residences to convert to home businesses and for a variety of mixed-use opportunities throughout the corridor.



2.2 Guiding Principles

- Create subareas to tailor land use standards.
- Create new flexible land use districts allowing for new housing units and mixed-use development.
- Preserve the function of Chapman Avenue but add safe multimodal options.
- Revitalize frontage along Kraemer Park and continue to support civic uses along the corridor.
- Link to Old Town District and Packing House District (TOD).
- Allow for new and expanded retail and commercial opportunities.
- Streetscape beautification along Chapman Avenue.

3 LAND USE

3.1 Introduction

To implement the Plan vision, the proposed land use plan provides flexibility for commercial and residential opportunities to develop. The land use plan aligns with recommendations from the community and City Council and enhances the character of Placentia and Chapman Corridor. Existing uses are allowed to remain; however, new designations create flexibility for a variety of mixed-use opportunities throughout the corridor.

The Chapman Corridor Plan area is divided into four districts (Figure 3-1). These districts implement various land use designations that provide flexibility for property owners and developers as identified on Figure 3-2. Although a designation may apply within more than one district, the permitted uses and standards (Chapter 4) are further refined in response to adjacent neighborhoods. For example, the multifamily flex designation in the Gateway Core District has a maximum density requirement that is compatible with the surrounding single-family residential uses. Land use designations are defined in Section 3.2. Development standards for each designation by subarea are provided in Chapter 4.

Figure 3-1: Corridor Districts

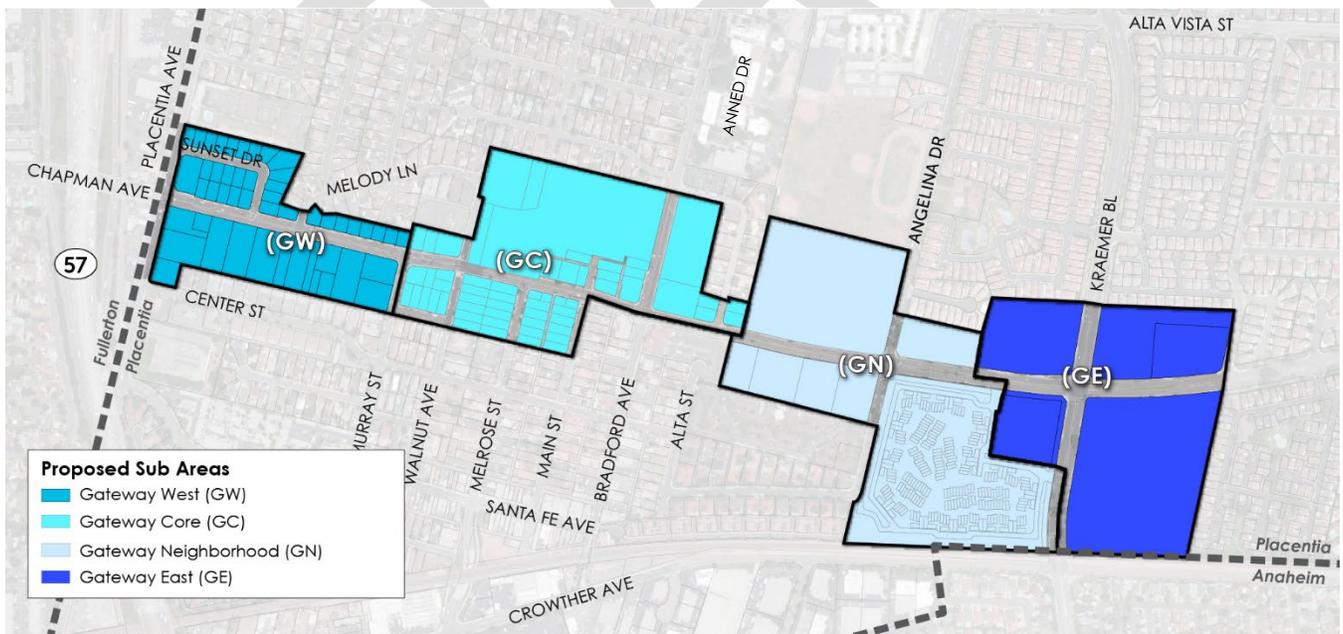
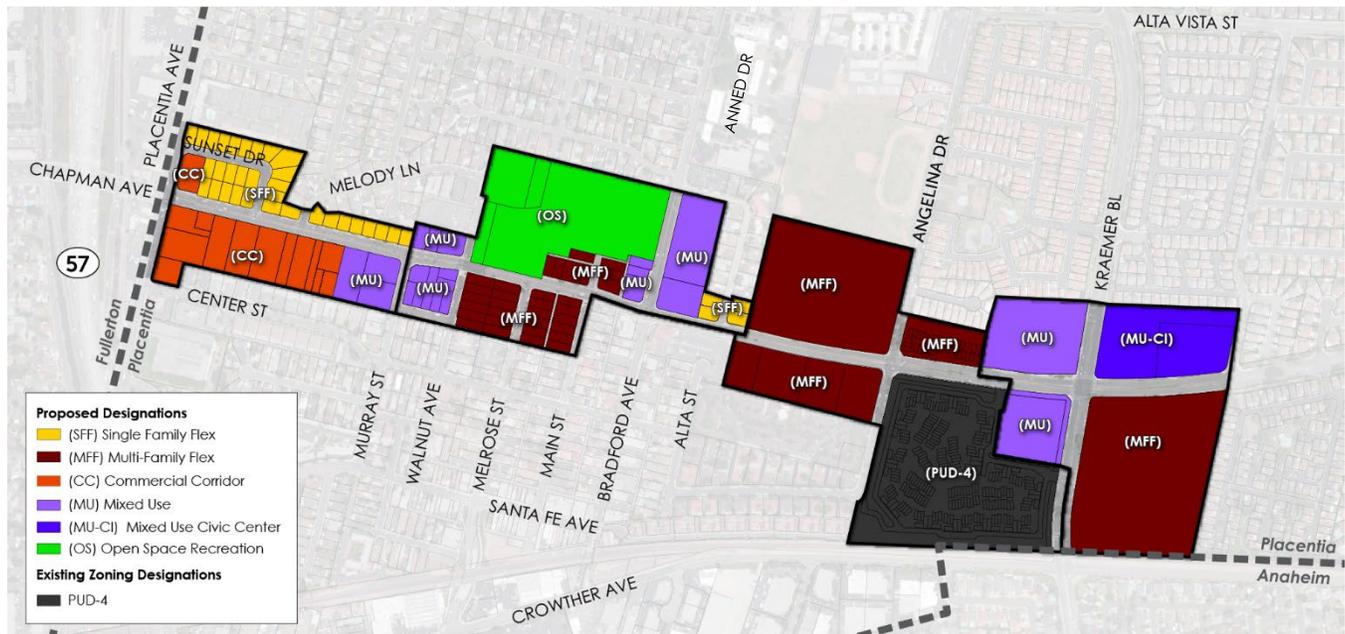


Figure 3-2: Proposed Land Use Plan



3.2 Land Use Definitions

The following land use definitions guide future uses for the corridor and implement the vision for this Plan. Table 3-1 provides the maximum density, intensity, and summary for buildout of the Chapman Corridor Revitalization Plan. The definitions should be used along with Section 3.4, *Land Use and Permit Requirements*.

3.2.1 Single Family Flex (SFF)

The Single Family Flex designation is on existing single-family parcels along Chapman Avenue and Sunset Drive in the Gateway West district and at Anned Drive in the Gateway Core District. The SFF designation would allow existing R-1 zoning and land uses to continue, and also allows adaptive reuse of structures for flexibility of commercial use. For example, residential buildings could be adapted to offices, such as those found on arterial streets in neighboring cities of Orange and Fullerton. The SFF designation would preserve single-family uses, allow flexibility for home business conversion to activate and diversify use types, and maintain the residential character of the neighborhood.

3.2.2 Commercial Corridor (CC)

The Commercial Corridor designation is at the existing In-N-Out, Placentia Plaza shopping center, and car wash at the intersection of Chapman Avenue and Placentia Avenue in the Gateway West District. This designation would allow current commercial uses to continue to operate. This designation preserves commercial uses but increases intensity to incentivize further redevelopment.

3.2.3 Mixed-Use (MU)

The Mixed-Use designation is at the intersections of Chapman Avenue at Murray Street, Walnut Avenue, Bradford Avenue, and Kraemer Boulevard. MU would encourage a diversity of use types along the corridor and accommodate the future catalyst site (Angelina Development) in the Gateway East District and a hotel in the Gateway West District. Depending on the subarea, this designation allows for 2- to 3-story, 3- to 4-story, and 5-story building heights if certain conditions are met. Mixed-use could be vertical or horizontal. There is no requirement for ground-floor commercial or incorporation of retail. Projects may be 100 percent residential or 100 percent commercial.

3.2.4 Multifamily Flex (MFF)

Multifamily Flex designation would allow for multifamily development between 32 and 45 dwelling units per acre, depending on the subarea. This designation will preserve existing residential areas in the Gateway Core, Gateway Neighborhood and Gateway East Districts, as well as encourage multifamily development adjacent to Kraemer Park along Chapman Avenue. Existing uses would be allowed to remain in these areas, and lot consolidation would be required to achieve higher density development.

3.2.5 Mixed-Use Civic Center (MU-CI)

The Mixed-Use Civic Center is at the existing City Hall and Library at the northeast corner of Kraemer Boulevard and Chapman Avenue. The Mixed-Use Civic Center designation would provide flexibility in uses and standards for future use of the Civic Center. This standard would allow for 3- to 4-story buildings, and 5 stories if certain conditions are met.

3.2.6 Open Space Recreation (OS-R)

The Open Space Recreation is at the existing Kraemer Memorial Park. This designation is intended to preserve the existing park and allow for passive and active recreational uses.

3.2.7 Planned Unit Development (PUD-4)

See the Placentia Municipal Code (PMC) Chapter 23.72, "PUD" Planned Unit Development District.

Table 3.1: Proposed Buildout Statistical Summary					
Designation	Acreage	Max Density (DU/AC)	Max FAR	Target Residential Dwelling Units	Target Non-residential Square Feet
Single Family Flex (SFF)	5.7	6		34	
Gateway West	5.0		--	30	--
Gateway Core	0.7			4	
Mixed-Use (MU)	15.7	35-45	-	339	112,000
Gateway West ¹	2.1	45	1.0	35	72,000
Gateway Core	6.1	35	0.5	65	26,140
Gateway East ²	7.5	35	0.5	239	13,860
Commercial Corridor (CC)					
Gateway West	7.3		1.0	--	120,000
Multifamily Flex (MFF)	36.6	30-45		754	
Gateway Core ²	5.0	30	--	80	--
Gateway Neighborhood	17.8	45		400	
Gateway East	13.8	35		274	
Mixed-Use Civic Center (MU-CI)					
Gateway East	6.0	45	0.35	272	--
Open Space Recreation (OS-R)					
Gateway Core	11.4	--	.02	--	9,990
Planned Unit Development (PUD-4)	17.1	15	--	254	--
ROW	20.5	--	--	--	--
Total	120.4	--	--	1,653	241,900

Source: Economic Demand Study, Kosmot, 2024.

NOTE: Buildout is estimated for properties that are most likely to change use or redevelop.

1. Building square feet includes a hotel, estimated to have approximately 120 rooms.
2. City Owned Property and Catalyst Site may develop at a higher density if the criteria in Section 3.3 are met.

3.3 Opportunity Sites

Several properties along the corridor are likely to be redeveloped in the near-term. These sites as well as possible reuse plans are discussed below.



Rendering of potential catalyst site project. Credit: Kraemer Land Company (2021)

3.3.1 Catalyst Site

As is the case in the City's TOD zone, a developer could take advantage of the benefits of a designated catalyst site. A catalyst site is defined as the first entitled project in the Plan area and meets the following criteria:

- a) It must be a minimum of one acre and shall contain no less than 65 dwelling units per acre.
- b) The catalyst site may exceed maximum allowed building height by one floor.
- c) If the first entitled project is withdrawn after entitlement, the next entitled project may be identified as a catalyst site under discretion of the Planning Director.

A catalyst project has been identified on a 2.96-acre parcel at the southwest corner of Chapman Avenue and Kraemer Boulevard. This mixed-use project proposes 239 new units at approximately 81 dwelling units per acre, a 2,310-square-foot café, and 5,240 square feet of retail office space. The proposed project is six stories high, and parking is in the first two stories. The City of Placentia has identified this project as a catalyst site.

3.3.2 Potential Multifamily Housing with Affordable Housing Incentive

Figure 3-3: Potential Multifamily Housing Illustrative



The City has identified parcels at the intersection of Chapman Avenue and Main Street, adjacent to Kraemer Park, as an opportunity site for potential multifamily affordable housing. The area includes single-story commercial office buildings, vacant land, the Placentia Chamber of Commerce, and Suzie’s Freeze. The appliance store at Bradford Avenue is expected to remain. Specific parcels are currently owned by the City.

The Plan designates this area as Multifamily Flex in the Gateway Core Subarea. Figure 3-3 illustrates one example of potential development at this opportunity site. This development assumed consolidation of all parcels. To further maximize density, the potential development also utilizes public right-of-way at Main Street north of Chapman Avenue. Potential future residents would benefit from the adjacency to the park, and the land use typology and density is compatible with the density of the existing neighborhood. These properties can benefit from an affordable housing incentive if a developer provides 25% of

the units as deed restricted affordable housing. This incentive is flexible and does not require a specific income level. If 25% of the units proposed for this site are set aside for Very Low, Low, and/or Moderate-income households as defined by the City’s Housing Element, then the project may develop up to 45 dwelling units an acre.

Figure 3-4: Potential Hotel Illustrative



3.3.3 Potential Hotel

At the southwest corner of Chapman Avenue and Murray Street is a strip-mall with retail and services and a Fantasy Burger restaurant. West of these uses is a recycling center and vacant office buildings. These combined sites are envisioned as a small boutique hotel that would accommodate guests for Chapman Corridor, Old Town, the Packing House District, and surrounding communities.

3.4 Land Use and Permit Requirements

New development, including additions to existing buildings, shall comply with the provisions of Ch. 23.75, and shall follow the entitlement procedures therein.

- 1) **Allowable Land Uses.** A parcel or building within Chapman Corridor shall be occupied by only the land uses allowed by Table 3-2, Land Use and Permit Requirements. Each land use in the table is defined in the glossary of the ordinance codified in PMC Chapter 23.04, Definitions.
- 2) **Multiple Uses.** Any one or more land use identified by Table 3-2 as being allowable within Chapman Corridor may be established on any parcel, subject to the planning permit requirement listed in the table, and in compliance with all applicable requirements of this code.
- 3) **Unlisted Uses.** The development services director or designee may determine an unlisted use is similar to another allowable permitted or conditionally permitted use if all of the following findings can be made:
 - a. The use is no greater in density or intensity than other uses allowed or conditionally allowed in the planning subarea.
 - b. The use is compatible with permitted or conditionally permitted uses in the planning subarea.
 - c. The use will meet the purpose of the planning subarea.
 - d. The use is consistent with the goals and policies of the general plan.
 - e. The use will not be detrimental to the public health, safety, or welfare.

Applicants may appeal this decision using the use conformity determination process, outlined in Section 23.39.035 of the PMC.

- 4) **Permit Requirements.** Table 3-2 provides for land uses that are:
 - a. **Permitted.** These uses are permitted subject to compliance with all applicable provisions of this chapter and may require a development plan review or site plan review in compliance with Chapter 7 of this Plan. These uses are shown as “P” uses in Table 3-2.
 - b. **Conditionally Permitted Uses.** These uses are allowed subject to the approval of a use permit and require a public hearing before the planning commission in compliance with Chapter 23.87 of the PMC. These uses are shown as “UP” in Table 3-2. All proposed projects with use permits in the Plan area must be reviewed by the City Council Housing, Community, and Economic Development Committee; see Chapter 7, *Administration and Implementation*.
 - c. **Not Permitted.** These uses are not permitted and are shown as “NP” in Table 3-2. A use that is not listed in Table 3-2 is not allowed in the district, except as otherwise provided in Section 3.4 (3) Unlisted Uses of this Plan. Uses that are expressly listed as not permitted are prohibited.

- d. Standards for Specific Land Uses. Where the last column in Table 3-2 (Specific Use Regulations) includes a section number, the regulations in the referenced section of this chapter and/or the PMC apply to the use. Provisions in other sections of this chapter may also apply.

5) In any case this Plan is silent, the applicable sections of the PMC shall apply.

3.5 Land Use Table

Table 3.2: Land Use and Permit Requirements							
Permit Requirement P: Permitted UP: Use Permit NP: Not Permitted	Land Use Designations						Notes and Special Use Regulations by Subarea
	SFF	MFF	CC	OS	MU	MU- CI	
Recreation, Education, Public Assembly Uses							
Commercial Recreation Facility, Indoor	NP	NP	UP	NP	NP	NP	
Community Recreation Facility	NP	NP	NP	P	NP	UP*	Recreation Facility allowed in MU-CI in Gateway East subarea only through a Use Permit.
Conference/Convention Facility	NP	NP	NP	NP	NP	NP	
Health/Fitness Facility, including stand-alone or roving fitness classes	UP	NP	P	NP	P	P	
Library, Museum	P	NP	NP	P	P	P	
Public Park, Playground or Plaza	P	NP	P	P	P	P	
School: specialized education, training	UP	NP	NP	NP	NP	NP	
Studio: art, dance, martial arts, music, photography, cooking, instructional, fitness (yoga, Pilates, spin, etc.)	UP	NP	P	UP	P	P	Not to exceed 1,500 SF
Theater (live performing arts, live music)	NP	NP	P	UP	UP	UP	

Table 3.2: Land Use and Permit Requirements							
Permit Requirement P: Permitted UP: Use Permit NP: Not Permitted	Land Use Designations						Notes and Special Use Regulations by Subarea
	SFF	MFF	CC	OS	MU	MU-CI	
City Center (City Hall and related civic uses)	NP	NP	NP	P	NP	P	
Residential Uses							
Emergency/Transitional Shelter	NP	NP	NP	NP	NP	NP	
Home Occupation	P	P	NP	NP	P	P	Must comply with home occupation provisions of PMC. 23.81.020
Live-Work	NP	NP	NP	NP	UP	UP	
Multifamily Residential	NP	P	NP	NP	P	P	Includes apartments, condominiums, courtyard housing, and townhomes.
Assisted Living Facility	NP	NP	NP	NP	NP	NP	
Single-Family (existing only)	P	NP	NP	NP	NP	NP	
Mixed-Use with Residential Development	NP	NP	NP	NP	P	P	
Retail/Commercial Uses							
Accessory Retail or Services	NP	NP	UP	NP	P	P	Only permitted when primary commercial use is established.
Adult Entertainment Facility or Business	NP	NP	NP	NP	NP	NP	Pursuant to PMC Ch 23.89.

Permit Requirement P: Permitted UP: Use Permit NP: Not Permitted	Land Use Designations						Notes and Special Use Regulations by Subarea
	SFF	MFF	CC	OS	MU	MU-CI	
Alcoholic Beverage Sales (not associated with bar, brewery, distillery, restaurant, or neighborhood market or grocery)	NP	NP	NP	NP	NP	NP	“Alcoholic beverages” means any spirituous, vinous, malt, or other alcoholic liquor.
Retail Sales of Fine Wine and Beer	NP	NP	UP	NP	UP	NP	“Fine Wine and Beer” means all types of wine and malt beverages for consumption off the premises in original, sealed containers. No on-site consumption allowed.
Antique or Collectible Store	P	NP	P	NP	P	P	
Artisan/Handcraft Shop	P	NP	P	NP	P	P	
Auto Repair, Auto Sales, or Auto Parts Sales	NP	NP	NP	NP	NP	NP	
Bar, Tavern, Brewery, Distillery, Tasting Rooms, Wine Cellar	NP	NP	P	NP	UP	UP	
Convenience Store (with alcohol sales)	NP	NP	UP	NP	UP	UP	No on-site consumption allowed.
Drive-Through (any uses)	NP/UP*	NP	UP	NP	NP	NP	Use Permit in Gateway West and Gateway Core Subareas Only. Minimum aggregated lot size 18,000 SF. Lot consolidation must be in combination with an existing commercial use.
Furniture, Furnishings, and Appliance Store	NP	NP	P	NP	P	P	
General Retail: less than 5,000 sf	P	NP	P	NP	P	P	
General Retail: 5,000 sf to 20,000 sf	UP	NP	P	NP	UP	UP	

Table 3.2: Land Use and Permit Requirements							
Permit Requirement P: Permitted UP: Use Permit NP: Not Permitted	Land Use Designations						Notes and Special Use Regulations by Subarea
	SFF	MFF	CC	OS	MU	MU-CI	
General Retail: more than 20,000 sf (max 60,000 sf)	NP	NP	P	NP	UP	UP	
Groceries, Specialty Foods: 10,000 sf or less	NP	NP	P	NP	P	P	With alcohol sales, a use permit is required.
Groceries, Specialty Foods: more than 10,000 sf	NP	NP	UP	NP	UP	UP	
Medical Marijuana Facilities	NP	NP	NP	NP	NP	NP	Pursuant to PMC Ch 23.46.
Neighborhood Market (without alcohol beverage sales): 10,000 sf or less	NP	NP	P	NP	P	P	With alcohol sales, a use permit is required.
Nightclub	NP	NP	NP	NP	NP	NP	
Outdoor Dining	UP	NP	P	NP	P	P	With alcohol sales, a use permit is required. Outdoor dining is allowed by approval of the director of development services and director of public works or their designees and may require Alcoholic Beverage Control Board (ABC) approval. Approval is pursuant to the outdoor dining permit and guidelines.
Outdoor Display and Sales	NP	NP	P	NP	NP	NP	May not encroach into public right-of-way.
Pet Store, Pet Boarding, Animal Shelter	NP	NP	P	NP	P	P	Sheltering and boarding shall require a use permit.

Table 3.2: Land Use and Permit Requirements							
Permit Requirement P: Permitted UP: Use Permit NP: Not Permitted	Land Use Designations						Notes and Special Use Regulations by Subarea
	SFF	MFF	CC	OS	MU	MU-CI	
Recreation Entertainment	NP	NP	UP	UP	UP	UP	20,000 SF max.
Restaurant	NP/UP*	NP	P	NP	P	P	*For SFF Use-Permit in Gateway West Subarea only with a minimum aggregate lot size 18,000 SF. Lot consolidation must be in combination with an existing commercial use.
Café	UP	NP	P	UP	P	P	
Restaurant with Alcohol Sales	UP	NP	P	NP	P	P	Pursuant to Alcoholic Beverage Control Board (ABC) approval.
Pawn Shop	N	N	N	N	N	N	
Service Station	NP	NP	UP	NP	UP*	NP	Mixed Use: Use-Permit in Gateway Core only. Must be on corner lot and 15,000 SF minimum.
Tobacco Sales, including Electronic Smoking Devices	NP	NP	P	NP	UP	UP	
Services: Business, Financial, Medical, Professional							
ATM	NP	NP	P	NP	P	P	Must be integrated into building façade. Stand-alone kiosks not permitted.
Bank (2,000 sf or less)	NP	NP	P	NP	NP	NP	Banks over 2,000 SF are not permitted.
Business Support Services (copying, printing, office supplies, etc.)	UP	NP	P	NP	P	P	
Hospital	NP	NP	NP	NP	NP	NP	
Medical Office	UP*	NP	P	NP	P	NP	Single Family Flex: No new construction allowed. Use must occupy existing building.

Table 3.2: Land Use and Permit Requirements							
Permit Requirement P: Permitted UP: Use Permit NP: Not Permitted	Land Use Designations						Notes and Special Use Regulations by Subarea
	SFF	MFF	CC	OS	MU	MU-CI	
Urgent Care	NP	NP	P	NP	P	NP	
Office	UP*	NP	P	NP	P	P	Single Family Flex: No new construction allowed. Use must occupy existing building.
Services – General							
Adult Daycare	P	NP	NP	NP	NP	NP	
Cigar or Hookah Lounge	NP	NP	UP	NP	NP	NP	
Commercial Daycare Center	UP	NP	P	NP	NP	NP	
Hostess Bars	NP	NP	NP	NP	NP	NP	
Laundromat and Laundry Services	NP	NP	UP	NP	UP	NP	
Lodging: B&B	NP	NP	NP	NP	NP	NP	
Lodging: Hotel	NP	NP	NP	NP	UP*	NP	Allowed in Gateway West Mixed-Use Only
Massage Establishments	NP	NP	UP	NP	UP	NP	
Meeting Halls, Banquet Centers	NP	NP	UP*	NP	UP/NP*	NP	Commercial Corridor: Must be associated with restaurant facilities; Gateway West Mixed-Use Only: Must be associated with Hotel use or restaurant facility; All other mixed-use not permitted.
Personal Services	NP	NP	P	NP	P	P	
Public Safety Facility	NP	NP	NP	P	NP	P	
Spa Services (with or without alcohol)	NP	NP	UP	NP	UP	UP	Pursuant to Alcoholic Beverage Control Board (ABC) approval
Tattoo Parlors/Body Modification	NP	NP	UP	NP	UP	UP	

Table 3.2: Land Use and Permit Requirements							
Permit Requirement P: Permitted UP: Use Permit NP: Not Permitted	Land Use Designations						Notes and Special Use Regulations by Subarea
	SFF	MFF	CC	OS	MU	MU-CI	
Transportation, Communications & Infrastructure							
Broadcasting or Recording Studio	UP*	NP	UP	NP	UP	UP	Single Family Flex: No new construction allowed. Use must occupy existing building. No roof- or ground-mounted antenna or broadcasting apparatus allowed that is visible from street, adjacent properties, or otherwise detracts from the existing residential character.
Parking Structure or Surface Parking Lot (standalone)	NP	NP	UP	UP	UP	UP	Pursuant to PMC 23.78
Transit Station or Terminal	NP	NP	NP	NP	NP	NP	
Telecommunication Cell Tower/Microcell and Small Cell Sites	UP	UP	UP	UP	UP	UP	Pursuant to PMC Ch 23.82; Must be on building rooftop. Macro telecommunication facilities are not permitted

For PUD-4, refer to PMC Chapter 23.72.

4 DEVELOPMENT STANDARDS

4.1 Introduction

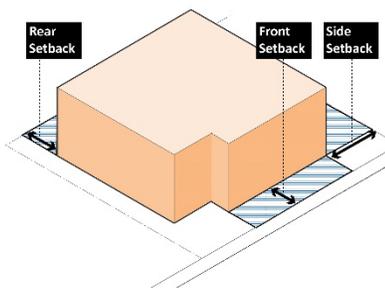
This chapter establishes land use and design requirements for the Chapman Corridor Revitalization Plan (CCRP) area. These regulations include building heights, setbacks, parking requirements, open space, and building form standards. The standards are consistent with and implement the applicable goals and policies of the City's General Plan pertaining to this area as well as the vision and guiding principles established in this Plan. This chapter should be used in conjunction with Chapter 5, *Design Guidelines*, when reviewing and processing development applications for properties in the CCRP area.

The following standards are organized by land use category and then broken down further by designation and subarea as follows:

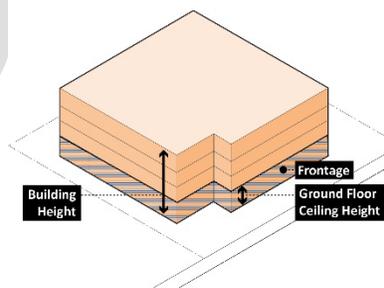
- Residential: Single Family Flex, Multi Family Flex
- Non-residential: Commercial Corridor
- Mixed-Use: Mixed-Use, Mixed-Use Civic Center

Definitions, permit requirements, and permitted uses for each land use category are provided in Chapter 3, *Land Use*. The development standards of this Specific Plan are intended to replace City zoning regulations except where noted. Where the Specific Plan is silent, the Placentia Municipal Code shall apply. The standards of the CCRP shall not apply to development for which approvals were granted prior to the adoption of these regulations and for which entitlements are still valid and for development that has current, valid building permits.

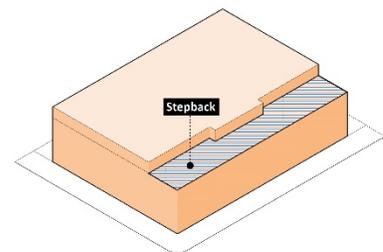
Throughout this chapter, standards are provided by land use designation and further refined by subarea. The standards address setbacks, heights, and in some cases stepbacks. The illustrations, below, are provided for reference for building height and setback standards. Additional standards that apply to all zones in the CCRP area are provided at the end of this chapter.



Setbacks



Height



Stepbacks

4.2 Residential Development Standards

4.2.1 Single Family Flex

The Single Family Flex designation occurs in two subareas.

Gateway West (GW). Properties in the Gateway West subarea are encouraged and anticipated to convert to non-residential uses in the current structure, as described in Chapter 3. Suitable adaptive reuse of these homes include uses such as coffee shops, salons, and small medical offices such as dental. Single-family homes that remain as residential use are a conforming use and may remain. The standards in Table 4.1 shall apply.

Gateway Core (GC). Properties in the Gateway Core subarea are encourage to maintain their single-family use, and the standards in Table 4.1 shall apply.

Subareas	GW	GC
Density (max du/ac)	6*	6
Building Height	Main building: 30 feet max.	
Setbacks (General)	All of the required setback area shall be landscaped and maintained unless otherwise allowed.	
Setbacks Front	20 feet min.	
Setbacks Side	6 feet min each side.	
Setbacks Rear	<ul style="list-style-type: none"> a) 20 feet minimum from rear property line. b) Room Additions, Accessory Structures and Enclosed Patios: 10 feet min from rear property line. c) Patio Covers: 5 feet min from rear property line, as measured from the overhang of the patio cover. 	
Allowable Setback Projections	<ul style="list-style-type: none"> a) Ground Floor. <ul style="list-style-type: none"> i. Awnings and canopies over windows: 60 inches maximum. ii. Shade structures: 15 feet maximum. iii. Bay windows: 3 feet maximum iv. Cornices, belt courses, and similar architectural features: 12 inches maximum. v. Eaves, roof overhangs: 30 inches maximum. vi. Uncovered porches, decks, and landings (may be covered by arbors or trellises): 10 feet maximum. b) Above Ground Floor. Awnings, galleries, balconies, bay windows: 48 inches maximum. c) Signs, see section 4.6. d) All projections must maintain a minimum of 8 feet vertical clearance from ground. 	
Public Right-of-Way Encroachments	<ul style="list-style-type: none"> a) Art, as determined by the approval of the public art component of the project. b) Signs, see section 4.6. c) NOTE: Requires approval of an encroachment permit. 	

Table 4.1: Single-Family Flex Development Standards		
Subareas	GW	GC
Lighting	All lighting, exterior and interior, shall be designed and located so as to confine direct rays to the premises.	
Building Orientation	Buildings shall be oriented to the public street.	Buildings in this subarea are not required to front Chapman Avenue.
Commercial Uses, General	Only allowed on parcels fronting Chapman Avenue. All development standards above shall apply to commercial uses in the GW zone.	Not allowed.
Commercial Uses, Commercial Conversion	For commercial conversion of former residential properties, additions required for the purpose of complying with building and/or fire safety codes are exempt from setback requirements (e.g., new area for ADA access or egress).	Not allowed.
Outdoor Dining	<ul style="list-style-type: none"> a) Outdoor dining allowed in conjunction with café or restaurant use only. b) Alcoholic beverages may be served in an outdoor eating area of an eating establishment provided the business operating the outdoor eating area has obtained an approval authorized by this Plan and the PMC to serve alcoholic beverages on-site and has obtained and maintains all approvals required by the ABC. c) Outdoor dining must be within the front setback area or rear yard and may not encroach into the public right-of-way. d) Background music and speakers, and live entertainment are prohibited in Outdoor Dining Areas, unless otherwise approved by the City. e) Outdoor dining areas shall not operate no later than 10:00 p.m. if abutting a residential zone, unless otherwise approved by the City. f) See Chapter 5 Section 5.15 Outdoor Dining of this Plan for design related standards. 	Not Allowed

Table 4.1: Single-Family Flex Development Standards

Subareas	GW	GC
<p>NOTES: Existing single-family homes in the Single Family Flex district may be converted to a non-residential use such as a medical, dental, or professional office if the site can support the parking requirements of PMC 23.78.</p> <p>If the standards of the zone are silent on a particular topic, the R-1 standards of the PMC shall apply.</p>		

4.2.2 Multi-Family Flex

The Multi-Family Flex designation occurs in three subareas.

Gateway Core (GC). Properties in the Gateway Neighborhood subarea are adjacent to Old Town and single-family neighborhoods where additional standards provide a transition between buildings that vary in size and height, preserving privacy for all residents. Lot consolidation within this subarea is encouraged to provide multi-family units at a size and scale that is feasible for new development. The standards under GC in Table 4.2 shall apply.

Gateway Neighborhood (GN). Properties in the Gateway Neighborhood subarea are existing condo and apartment communities that are already built out and not expected to change. These areas are adjacent to single-family neighborhoods, and if properties within this subarea were to redevelop, additional standards reinforce a transition between buildings that vary in size and height, preserving privacy for all residents. The standards under GN in Table 4.2 shall apply.

Gateway East (GE). The Gateway East subarea includes Cinnamon Tree Condominium Community. The standards under GE in Table 4-2 are intended to guide this property for redevelopment or future improvements.

Table 4.2: Multi-Family Flex Development Standards			
Subareas	GC	GN	GE
Density (max du/ac)	30	45	35
Building Height	35 feet max. / 3 stories. 30 feet max if adjacent to Single-Family homes; however, 35-foot maximum height shall be permitted when 2 feet of additional setback is provided for every foot of additional height.	40 feet max. 3 stories.	
Lot Size	10,000 square feet minimum		
Setbacks (General)	All of the required setback area shall be landscaped and maintained unless otherwise allowed.		
Setbacks Front	15 feet minimum.		
Setbacks Side	5 feet min from property line.	10 feet minimum from property line.	
Setback Rear	<ul style="list-style-type: none"> a) Initial Construction: 20 feet minimum from rear property line. b) Room Additions, Accessory Structures, and Enclosed Patios: Minimum setback shall be 10 feet from rear property line. c) Patio Covers: Minimum setback shall be 5 feet from the rear property line, as measured from the overhang of the patio cover. Interior lot line. d) Buildings containing living units and accessory structures not specified in subdivision (b) of this subsection: 15 feet. e) Garages and carports: zero setback may be approved if: <ul style="list-style-type: none"> i. The zero setback does not abut single family residential properties ii. Garages and carports match the color, materials, and roof slope of the main structures in the project 		
Allowable Setback Projections	<ul style="list-style-type: none"> a) Ground Floor. <ul style="list-style-type: none"> i. Awnings and canopies over windows: 60 inches maximum. ii. Barriers for defining outdoor dining areas such as fences, railings, planter boxes: as needed to encompass outdoor dining area. iii. Sun Shade Structures: 15 feet maximum. iv. Bay Windows: 3 feet maximum. v. Cornices, belt courses, and similar architectural features: 12 inches maximum. vi. Eaves, roof overhangs: 30 inches maximum. vii. Uncovered porches, decks, and landings (may be covered by arbors or trellises): 10 feet maximum. b) Above Ground Floor. Awnings, galleries, balconies, bay windows: 48 inches maximum. c) For Signs, see Section 4.5. <p>All projections must maintain a minimum of 8 feet vertical clearance from ground.</p>		
Public Right-of- Way Encroachments (all require	<ul style="list-style-type: none"> a) Art, as determined by the approval of the public art component of the project. b) For signs, see Signs – Advertising Structures, 23.90 of the PMC. 		

Table 4.2: Multi-Family Flex Development Standards			
Subareas	GC	GN	GE
approval of an encroachment permit)			
Building Separation	15 feet min.		
Building Orientation	Primary ground-floor common entries or individual exterior dwelling unit entries shall be oriented to Chapman Corridor.	Primary ground-floor common entries or individual exterior dwelling unit entries shall be oriented to Chapman Corridor. However, with multiple structures, may orient buildings so that only the primary driveway or private road into the project is accessed from Chapman Corridor. Then buildings should be oriented to front a common building (such as a club house) or open space amenity accessed by the entry driveway. The backside of any building shall not face Chapman Avenue. Entrances at building corners may be used to satisfy this requirement.	
Site Design	<ul style="list-style-type: none"> a) New development projects are required to provide convenient pedestrian access to and from public sidewalks from either individual units or a common pedestrian walkway. b) If adjacent to a single-family zone, the third floor shall be stepped back a minimum of 10 feet. c) Garages and parking areas shall not front onto Chapman Avenue. d) Street frontage devoted to driveways and vehicular access shall be minimized to the greatest extent possible. e) Consolidated driveways are encouraged along Chapman Avenue. 		
Open Space Common and Private Minimum Requirements	<ul style="list-style-type: none"> a) 200 square feet per dwelling unit (total common and private) b) Minimum Dimensions: <ul style="list-style-type: none"> i. Private areas: 7 feet in any direction ii. Common areas: 20 feet in any direction 		
Types of Common Open Space Permitted	<p>A minimum of one shared outdoor recreational facility shall be required per project.</p> <p>Qualifying shared common open spaces: Park, clubhouse, rooftop terrace, swimming pool, gymnasium, tennis court, pickleball court, basketball court (half or full), children’s play area, community garden, courtyard, fire pit, dog park, barbeque area.</p>		
<i>NOTE: If the Standards of the MFF zone are silent on a particular topic, the R-3 standards of the PMC shall apply.</i>			

4.3 Non-residential Development Standards

4.3.1 Commercial Corridor

The commercial corridor designation applies to properties at the far end of the Gateway West subarea. Properties in this designation shall comply with the standards in Table 4.3.

Table 4.3: Commercial Corridor Development Standards	
Land Use Designation	Commercial Corridor (CC)
Subarea	GW
Intensity (Floor Area Ratio)	1.0
Height	35 feet max.
Ground Floor Height	15 feet floor to ceiling height.
Setbacks (General)	All of the required setback area shall be landscaped and maintained unless otherwise allowed.
Setbacks Front	15 feet min.
Setbacks Side and Rear	Adjacent to residential: 10 feet min. Adjacent to public right-of-way: 15 feet min. Side and rear yards are required only along a property lines adjacent to a residential district or a public right-of-way.
Allowable Setback Projections	<ul style="list-style-type: none"> a) Ground Floor. <ul style="list-style-type: none"> i. Awnings and canopies over windows: 60 inches maximum. ii. Barriers for defining outdoor dining areas such as fences, railings, planter boxes: as needed to encompass outdoor dining area. iii. Sun Shade Structures: 15 feet maximum . iv. Bay Windows: 3 feet v. Cornices, belt courses, and similar architectural features: 12 inches maximum. vi. Eaves, roof overhangs: 30 inches. vii. Uncovered porches, decks and landings (may be covered by arbors or trellises): 10 feet maximum. b) Above Ground Floor. Awnings, galleries, balconies, bay windows: 48 inches maximum. c) For signs, see standards in Section 4.5. <p>All projections must maintain a minimum of 8 feet vertical clearance from ground.</p>
Public Right-of- Way Encroachments	<ul style="list-style-type: none"> a) Art, as determined by the approval of the public art component of the project. b) For signs, see standards in Section 4.5. c) Fences, only allowed in conjunction with a restaurant use. <p>NOTE: Requires approval of an encroachment permit.</p>
Frontage Requirements	<p>A section of blank wall shall not exceed 20 linear feet without being interrupted by a window or entry or other façade treatment.</p> <p>Developments over 1 acre in size shall choose a frontage type from the Frontage</p>

Table 4.3: Commercial Corridor Development Standards	
Land Use Designation	Commercial Corridor (CC)
Subarea	GW
	Section of Chapter 5, Design Standards and Guidelines.
Building Orientation	Buildings shall be oriented to Chapman Avenue. Pedestrian connections shall be provided to Chapman Avenue.
Outdoor Dining	<ul style="list-style-type: none"> a) All outdoor dining areas shall maintain a minimum sidewalk clearance of 4 feet between any outdoor eating area and light poles, signposts, utility poles, and similar sidewalk obstructions. b) Alcoholic beverages may be served in an outdoor eating area of an eating establishment provided the business operating the outdoor eating area has obtained an approval authorized by this Plan and the PMC to serve alcoholic beverages on-site and has obtained and maintains all approvals required by the ABC. c) Outdoor dining areas within the public right-of-way are subject to an Encroachment Permit. d) See Chapter 5 Section 5.15 Outdoor Dining of this Plan for design related standards.

4.4 Mixed-Use Development Standards

4.4.1 Mixed-Use and Mixed-Use Civic Center

The Mixed-Use and Mixed-Use Civic Center designations occur in three subareas described below. The mixed-use designations implement the City’s General Plan Mixed-Use designation and allow for vertical and horizontal mixed-use. The standards in Table 4.4 shall apply for the identified subareas.

Gateway West (GW). Mixed-use properties in the Gateway West subarea adjacent to the Commercial Corridor designation. Mixed-use options in this area include hotel and retail and/or residential land uses. The properties are ready for redevelopment with many underutilized parcels in this subarea.

Gateway Core (GC). Properties in the Gateway Core subarea are adjacent to both Old Town and single-family development. New development should provide a transition between buildings that vary in size and height, preserving privacy for all residents. Lot consolidation in this subarea is encouraged to provide projects at a size and scale that makes development feasible.

Gateway East (GE). Properties in the Gateway Neighborhood subarea include the properties at three of the four corners of the Chapman Avenue and Kraemer Avenue intersection, including the Civic Center. This subarea includes the Kraemer Land property that is expected to be a catalyst site for the CCRP area.

Table 4.4: Mixed-Use Development Standards

Land Use Designation	Mixed-Use			Mixed-Use Civic Center
Subareas	GW	GC	GE	GE
Density/ Intensity Max Residential (du/ac) Non-residential (Floor Area Ratio FAR)	DU/AC: 45 FAR: 1.0	DU/AC: 35 FAR: 0.5	DU/AC: 35 FAR: 0.5 The catalyst site shall be a minimum of one acre and shall contain no less than 65 dwelling units per acre.	DU/AC: 45 FAR: 0.35
Setbacks (General)	All of the required setback area shall be landscaped and maintained unless otherwise allowed.			
Setbacks Front	15 feet min.	10 feet min. For corner lots, a 15 foot minimum setback along both street frontages.		
Setbacks Side and Rear	Side and rear yards are required only along a property line adjacent to a residential district or a public right-of-way. The required yard shall be a minimum of 15 feet adjacent to a residential district and 10 feet adjacent to a public right-of-way. All of the required yard area shall be landscaped and maintained as a condition of the use.			
Allowable Setback Projections.	<ul style="list-style-type: none"> a) Ground Floor. <ul style="list-style-type: none"> i. Awnings and canopies over windows: 60 inches maximum. ii. Barriers for defining outdoor dining areas such as fences, railings, planter boxes: as needed to encompass outdoor dining area. iii. Sun Shade Structures: 15 feet maximum. iv. Arcade: 15 feet maximum. v. Cornices, belt courses, and similar architectural features: 12 inches maximum. vi. Eaves, roof overhangs: 30 inches maximum. vii. Uncovered porches, decks and landings (may be covered by arbors or trellises): 10 feet maximum. b) Above Ground Floor. Awnings, galleries, balconies, bay windows: 48 inches maximum. c) For signs, see Section 4.5. d) All projections must maintain a minimum of 8 feet vertical clearance from ground. 			
Public Right-of- Way Encroachments	<ul style="list-style-type: none"> a. Art, as determined by the approval of the public art component of the project. b. Signs, see Section 4.5 below. c. Outdoor Dining. d. Fences, only allowed in conjunction with a restaurant use. <p><i>NOTE: Require approval of an encroachment permit.</i></p>			
Building Height	3 to 4 stories—55 feet-65 feet max—depends on adjacency 30 feet max. If adjacent to SFF or R-1, 35-foot maximum height shall be permitted when 2 feet of additional setback is provided for every foot of additional height. Catalyst Site: 5 stories/ 60 feet max. The catalyst site may exceed maximum allowed building height by one floor.			40 feet max. Rear building with stepback; 30 feet max adjacent to single-family homes.

Table 4.4: Mixed-Use Development Standards

Land Use Designation	Mixed-Use			Mixed-Use Civic Center
	Subareas	GW	GC	GE
Ground Floor Height	Where commercial uses are on ground floors, those commercial uses shall have a minimum 15-foot height floor to ceiling.			
Frontage Requirements	A section of blank wall shall not exceed 20 linear feet without being interrupted by a window or entry or other façade treatment. Developments over 1 acre in size shall choose a frontage type from the Chapter 5 Design Guidelines, Section 5.7 Frontages, of this Plan.			
Building Orientation	Primary ground-floor common entries or individual exterior dwelling unit entries shall be oriented to Chapman Corridor. Development with multiple structures may orient buildings so that only the primary driveway or private road into the project is accessed from Chapman Corridor. Then buildings should be oriented to front a common building (such as a club house or building containing the hotel lobby) or open space amenity accessed by the entry driveway. The backside of any building shall not face Chapman Avenue. Entrances at building corners may be used to satisfy this requirement. Pedestrian connections shall be provided to Chapman Avenue.			
Open Space Common and Private Minimum Requirements	<ul style="list-style-type: none"> a) 200 square feet per dwelling unit (total common and private). b) Minimum Dimensions. <ul style="list-style-type: none"> i. Private areas: 7 feet in any direction. ii. Common areas: 20 feet in any direction. Open space and outdoor open space areas may be provided as private areas, common areas, or a combination. All common open space areas shall be conveniently located and readily accessible from all dwelling units on the building site and shall be contiguous to and integrated with other common areas on the building site. The common open space areas may be composed of active or passive facilities and may incorporate any required setback areas other than street setback areas and required landscape setbacks, but shall not include or incorporate any driveways or parking areas, trash pickup or storage areas, or utility areas. All residential common areas shall be improved as either active or passive facilities, with landscape or hardscape elements designed to serve the residents of the project.			
Types of Common Open Space Permitted	A minimum of one shared outdoor recreational facility shall be required per project. Qualifying shared common open spaces: Park, clubhouse, rooftop terrace, swimming pool, gymnasium, tennis court, pickleball court, basketball court (half or full), children’s play area, community garden, courtyard, fire pit, dog park, barbeque area.			
Outdoor Dining	<ul style="list-style-type: none"> a) All outdoor dining areas shall maintain a minimum sidewalk clearance of 4 feet between any outdoor eating area and light poles, signposts, utility poles, and similar sidewalk obstructions. b) Alcoholic beverages may be served in an outdoor eating area of an eating establishment provided the business operating the outdoor eating area has obtained an approval authorized by this Plan and the PMC to serve alcoholic beverages on-site and has obtained and maintains all approvals required by the ABC. c) Outdoor dining areas within the public right-of-way are subject to an Encroachment Permit. 			

Table 4.4: Mixed-Use Development Standards

Land Use Designation	Mixed-Use			Mixed-Use Civic Center
Subareas	GW	GC	GE	GE
	d) See Chapter 5 Section 5.15 Outdoor Dining of this Plan for design related standards.			

4.5 Sign Regulations

4.5.1 Purpose and Intent

The sign regulations for CCRP are intended to appropriately address the placement, type, size, and number of signs allowed in Chapman Corridor and to require the proper maintenance of signs.

The purpose of these requirements are to:

- 1) Avoid traffic safety hazards for motorists, bicyclists, and pedestrians caused by visual distractions and obstructions.
- 2) Promote the aesthetic and environmental values of the community by providing for signs that do not impair the attractiveness of the City as a place to live, work, and shop.
- 3) Provide for signs as an effective channel of communication while ensuring that signs are aesthetically proportioned in relation to adjacent structures and the structures to which they are attached.
- 4) Safeguard and protect the public health, safety, and general welfare.
- 5) Promote the pedestrian scale of the corridor.

4.5.2 Applicability

- 1) These sign regulations apply to all signs in the CCRP area except: directional/instructional signs and real estate signs shall instead comply with the requirements of the City’s Zoning Code (PMC 23.90); and specialty City identification/ gateway signage.
- 2) The provisions of this section do not regulate the message content of a sign (sign copy) regardless of whether the message content is commercial or noncommercial.
- 3) Sign installation in the CCRP shall require sign permit approval in compliance with the City’s Zoning Code (PMC 23.90), unless exempted from sign permit requirements.
- 4) Sign Variances: See the Zoning Code (PMC 23.90.220).
- 5) Definitions of the specialized terms and phrases used in this section are in the Zoning Code (PMC 23.90).

4.5.3 Prohibited Signs

- 1) Abandoned signs (includes signs on abandoned or closed businesses).
- 2) Animated and moving signs, including electronic message display signs; and variable intensity, blinking, or flashing signs; or signs that emit a varying intensity of light or color, except time and temperature displays (which are not considered signs).
- 3) Exposed cabinet/raceways behind channel letters.
- 4) Internally illuminated cabinet (can) signs.
- 5) Off-site signs (e.g., billboards, signs mounted on vehicles).
- 6) Obscene signs.
- 7) Pole signs and other freestanding signs over six feet in height.
- 8) Roof signs.
- 9) Signs that simulate, in color, size, or design, any traffic control sign or signal, or that make use of words, symbols, or characters in a manner that interferes with, misleads, or confuses pedestrian or vehicular traffic.
- 10) A sign burned, cut, or otherwise marked on or affixed to a rock, tree, or other natural feature.
- 11) A sign placed within a public right-of-way, except as provided by Tables 4.5 through 4.7.
- 12) A sign painted directly on a building, unless approved as a Creative Sign (See Section 4.5.9 Creative Sign Permit, of this Plan) .
- 13) Permanent signs that advertise continuous sales, special prices, or include phone numbers.
- 14) Temporary signs, including:
 - a. Balloons and other inflatable devices.
 - b. Flags, except official national, state, or local government, institutional, or corporate flags properly displayed.
 - c. Pennants and streamers, except in conjunction with an athletic event, carnival, circus, or fair.

4.5.4 General Requirements for All Signs

- 1) Sign Area and Height Measurement. The measurements of sign area and height shall comply with the City's Zoning Code (PMC 23.90).
- 2) Sign Location Requirements. Each sign shall be located according to the following requirements and all other applicable provisions of this chapter.
- 3) On-Premises Signs Required. Each sign shall be located on the same site as the subject of the sign, except as otherwise allowed by this chapter.

- a. Setback Requirements. Each sign shall comply with the setback requirements of the applicable zoning district, except for an approved projecting sign, and except for an approved freestanding sign, which shall be set back a minimum of 5 feet from the front and side street property lines.
 - b. Placement on a Building. No sign shall be placed so as to interfere with the operation of a door or window. Signs should not be located so that they cover prominent architectural features of the building.
 - c. Signs within a Public Right-of-Way. No sign shall be allowed in the public right-of-way except for the following:
 - i. A projecting sign in compliance with Tables 4.5 through 4.7.
 - ii. Public signs erected by or on behalf of a governmental agency to convey public information, identify public property, post legal notices, or direct or regulate pedestrian or vehicular traffic.
 - iii. Bus stop signs installed by a public transit company.
 - iv. Informational signs of a public utility regarding its lines, pipes, poles, or other facilities.
 - v. Emergency warning signs erected by a governmental agency, a public utility company, or a contractor doing authorized work within the public right-of-way.
 - d. Any sign installed or placed within the public right-of-way other than in compliance with this section shall be forfeited to the public and be subject to confiscation.
- 4) Sign Design. The following design criteria shall be used in reviewing the design of individual signs. Substantial conformance with each of the following design criteria shall be required before a sign permit or building permit can be approved.
- 5) Color. Colors on signs and structural members should be harmonious with one another and relate to the dominant colors of the buildings on the site. Contrasting colors may be utilized if the overall effect of the sign is still compatible with building colors.
- 6) Design and Construction.
- a. Except where otherwise permitted elsewhere in this section, each sign shall be constructed of permanent materials and shall be permanently attached to the ground, a building, or another structure by direct attachment to a rigid wall, frame, or structure.
 - b. Each permanent sign shall be designed by a professional (e.g., architect, building designer, landscape architect, interior designer, or others whose principal business is the design, manufacture, or sale of signs), or who is capable of producing professional results.
 - c. Each permanent sign shall be constructed by persons whose principal business is building construction or a related trade, including sign manufacturing and installation, or others capable of producing professional results. The intent is to ensure public safety, achieve signs of careful construction, neat and readable copy, and durability to reduce maintenance costs and prevent dilapidation.

- 7) Materials and Structure.
- a. Sign materials (including framing and supports) shall be representative of the type and scale of materials used on the site where the sign is located. Sign materials shall be complementary those used on the buildings on the site and any other signs on the site.
 - b. No sign shall include reflective material.
 - c. Materials for permanent signs shall be durable and capable of withstanding weathering over the life of the sign with reasonable maintenance.
 - d. The size of the structural members (e.g., columns, crossbeams, and braces) shall be proportional to the sign panel they are supporting.
 - e. The use of individual letters incorporated into the building design is encouraged, rather than a sign with background and framing other than the structure wall.
 - f. See Design Guidelines, Chapter 5, for additional guidelines for materials.
- 8) Street Address. The review authority may require that a sign include the street address of the site where it determines that public safety and emergency vehicle response would be more effectively served than if the street address were displayed on 1 or more buildings on the site.
- 9) Copy Design Guidelines. The city does not regulate the message content (copy) of signs; however, the following are principles of copy design and layout that can enhance the readability and attractiveness of signs. Copy design and layout consistent with these principles is encouraged but not required.
- a. Sign copy should relate only to the name and/or nature of the business or commercial center.
 - b. Permanent signs that advertise continuous sales, special prices, or include phone numbers are prohibited.
 - c. Information should be conveyed briefly or by logo, symbol, or other graphic manner. The intent should be to increase the readability of the sign and thereby enhance the identity of the business.
 - d. The area of letters or symbols should not exceed 40 percent of the sign area in commercial uses or 60 percent for residential uses.
 - e. Freestanding signs should contain the street address of the parcel or the range of addresses for a multi-tenant center.

4.5.5 Sign Lighting

Sign lighting shall be designed to minimize light and glare on surrounding rights-of-way and properties.

- 1) External light sources shall be directed and shielded so that they do not produce glare off the site, or on any object other than the sign.
- 2) Sign lighting shall not blink, flash, flutter, or change light intensity, brightness, or color.
- 3) Colored lights shall not be used at a location or in a manner so as to be confused with or construed as traffic control devices.
- 4) Neither the direct nor reflected light from primary light sources shall create hazards for pedestrians or operators of motor vehicles.

- 5) For energy conservation, light sources shall be hard-wired fluorescent or compact fluorescent lamps, or other lighting technology that is of equal or greater energy efficiency. Incandescent lamps are prohibited.

4.5.6 Sign Maintenance

- 1) Each sign and supporting hardware, including temporary signs and awning signs, shall be maintained in good repair and functioning properly at all times. Any damage to a sign or its illumination, including the failure of illumination, shall be repaired within a maximum of 14 days from the date of damage or failure.
- 2) A repair to a sign shall be of materials and design of equal or better quality as the original sign.
- 3) A sign that is not properly maintained and is dilapidated shall be deemed a public nuisance and may be abated in compliance with the City's Zoning Code.
- 4) When an existing sign is removed or replaced, all brackets, poles, and other supports that are no longer required shall be removed, and any/all damage to the exterior of the building shall be repaired/repainted to the satisfaction of the development services director or designee. When an existing sign is removed, the repairs must match surface type and color of building exactly. No disparity in color tone is permitted.

4.5.7 Sign Standards by Use

Each sign shall comply with the standards provided by this section and comply with the requirements in Tables 4.5 through 4.7, except as permitted by the approval of a creative sign permit, described below.

Allowed Sign	Maximum Sign Height	Maximum No. of Signs Allowed per Parcel	Maximum Sign Area Allowed per Parcel
Wall or Freestanding	Wall signs: below edge of roof. Placement shall only be located below the roof or over the primary entrance. Freestanding: 48 inches	1 wall sign or freestanding sign per primary vehicular entrance or street frontage	12 square feet per face area; 24 square feet maximum total square feet for all signs.

Allowed Sign	Placement Standards	Maximum Number and Sign Area
Awning	Shall be entirely on awning valence; lettering max 66% of valence height; valence height max: 18 inches.	50% of the area of the valence front. 1 sign max per separate awning valence.
Marquee	To be established during site plan review. Minimum clearance of 10' from sidewalk surface below. Allowed only for the entrance of a theatre or playhouse.	To be established during site plan review. 3 square feet per 1 linear foot of frontage width, up to 80 percent of frontage width. 1 sign max.
Monument	5 feet including base structure. Allowed only on a site with more than 100 feet of continuous street frontage.	36 square feet.
Projecting or Suspended	Up to 24 inches from face of building and bottom of sign shall be no closer than 8 feet above sidewalk surface below.	6 square feet. No dimension greater than 3 feet.
Wall	2 feet below parapet or eave. Individual letters 18 inches. Mounting 1-story: above 1st-floor windows. Mounting multi-story: between windows.	1 square foot per linear foot primary business. 1 sign allowed per business frontage with pedestrian entrance. Side street or rear entrance wall sign max 50% of the primary sign area.
Window Permanent	Within window area.	15% of total window area max.
Window Temporary	Within window area.	25% of total window area. Allowed for display a maximum of 15 days at 1 time, up to 3 times in a 12-month period.
A-Boards and Other Portable Sidewalk Signs	May not impede pedestrian flow.	1 per business. Signs are only be permitted while the business is open. Requires an encroachment permit if in the public right-of-way.
Directional Signage on Private Property	Cannot be freestanding and shall be minimized for basic directional functions. Sign may include minimized development logo and/or branding associated with development or tenant.	Included in sign permit application approval process.

Allowed Sign	Placement Standards	Maximum Number and Sign Area
Monument	5 feet max height, including base structure.	1 per site. 25 square feet sign area max.
Wall signs	Raised letter only, unlighted or dimly back-lighted	Not to exceed one-half square foot in area per foot of front of building, or 50 square feet total area per building, whichever is less.

Banners, pennants, and streamers are specifically prohibited.

4.5.8 Master Sign Program

All mixed-use projects shall require a master sign program, which is reviewed and approved by the decision-making body in each case. A “master sign plan” means a coordinated program of signage for new or existing commercial, office, or residential that has more than one business establishment or tenant. The master sign program can permit signs that meet the intent and standards of the Sign Code and ensure that all signs are integrated thoughtfully into the design of the structures, creating a unified architectural statement. The master sign program provides a means for defining common sign regulations for multi-tenant projects to encourage maximum incentive and latitude in the design and display of multiple signs, and to achieve, not circumvent, the intent of this chapter.

- 1) **Application Requirements and Revisions to Master Sign Programs.** A sign permit application for a master sign program shall include all information and materials required by the development services department and the filing fee set by the City’s fee resolution. Revisions to a master sign program may be approved by the director of development services with a standard sign permit if the intent of the original approval is not affected. Revisions that would substantially deviate from the original approval shall require the approval of a new master sign program.
- 2) **Standards.** A master sign program shall comply with the following standards:
 - a. The program shall comply with the purpose of this chapter.
 - b. The signs shall enhance the overall development, be in harmony with, and relate visually to other signs in the master sign program, to the structures or developments they identify, and to surrounding development;
 - c. The program shall accommodate future revisions that may be required because of changes in use or tenants; and
 - d. The program shall comply with the standards of this chapter, except that flexibility is allowed with regard to sign area, number, location, or height to the extent that the master sign program will enhance the overall development and will more fully accomplish the purposes of this chapter.
 - e. Sign permit application must include identification of size, height, and location of all signs.

4.5.9 Creative Sign Permit

- 1) **Definition of Creative Sign Permit.** Applicants may apply for a creative sign permit for signs that are not listed or that exceed the provisions of this chapter. The creative sign permit is intended for signs that meet the intent and standards of the sign code, but may not necessarily meet the standards shown in

Tables 4.5 through 4.7 of this chapter. An applicant may request approval of a creative sign permit to authorize on-site signs that use different standards from the other provisions of this chapter but comply with the intent of this chapter.

- 2) **Revisions** to a master sign program may be approved by the director with a standard sign permit if the intent of the original approval is not affected. Revisions that would substantially deviate from the original approval shall require the approval of a new master sign program.
- 3) **Purpose.** To encourage signs of unique design and that exhibit a high degree of thoughtfulness, branding, imagination, inventiveness, and spirit; and to provide a process for the application of sign regulations in ways that will allow creatively designed signs that make a positive visual contribution to the overall image of the city, while mitigating the impacts of large or unusually designed signs.
- 4) **Application and Procedure Requirements.** A sign permit application for a creative sign shall include all information and materials required by the department, and the filing fee set by the City's resolution fee. A sign permit application for a creative sign shall be subject to review and approval by the director of development services when the proposed sign is 50 square feet or less, and by the planning commission when the sign is larger than 50 square feet. Notification for a sign permit for a creative sign shall be given in the same manner specified by the zoning ordinance for director-approved development permits.
- 5) **Design Criteria.** In approving an application for a creative sign, the review authority shall ensure that a proposed sign meets the following design criteria:
 - a. Constitutes a substantial aesthetic improvement to the site and has a positive visual impact on the surrounding area.
 - b. Is of unique design and exhibits a high degree of thoughtfulness, imagination, inventiveness, and spirit.
 - c. Provides strong graphic character through the imaginative use of graphics, color, texture, quality materials, scale, and proportion.
- 6) **Contextual Criteria.** The sign shall contain at least one of the following elements:
 - a. Classic historic design style.
 - b. Creative image reflecting current or historic character of the city.
 - c. Symbols or imagery relating to the citrus packing industry.
 - d. Inventive representation of the use, name, or logo of the structure or business.
- 7) **Architectural Criteria.** The sign shall:
 - a. Utilize or enhance the architectural elements of the building.
 - b. Be placed in a logical location in relation to the overall composition of the building's façade and not cover any key architectural features and details of the façade.
- 8) **Neighborhood Impacts.** The sign shall be located and designed not to cause light and glare impacts on neighboring residential uses.

4.5.10 Legal Nonconforming Signs

A legal nonconforming sign is any permanent or temporary sign that was legally established and maintained in compliance with the provisions of all applicable laws in effect at the time of original installation but that does not now comply with the provisions of this specific plan.

- 1) **General Requirements.** A legal nonconforming sign shall not be:
 - a. Changed to another nonconforming sign.
 - b. Structurally altered to extend its useful life.
 - c. Enlarged.
 - d. Re-established after a business is discontinued for 60 days or more, subject to the amortization clause in Section 4.5.6.
 - e. Re-established after damage or destruction to 50 percent or more of the value of the sign or its components, as determined by the building official and subject to the amortization clause below.
- 2) **Maintenance and Changes.** Sign copy and face changes, nonstructural modifications, and nonstructural maintenance (e.g., painting, rust removal) are allowed without a sign permit up to a maximum of 25 percent of the existing total area of the sign. Face changes not including copy, and any nonstructural modifications exceeding 25 percent of the existing total area of the sign, and any structural changes shall comply with all applicable standards of this chapter.

4.5.11 Amortization and existing uses.

- 1) In order to preserve private property rights, all legal uses, buildings or structures in existence immediately preceding the effective date of the ordinance codified in this chapter, may be continued to operate as a legal nonconforming use, building or structure pursuant to PMC Ch. 23.84.

4.5.12 Fences and Walls

Must comply with Chapter 23.81 of the Placentia Municipal Code.

4.5.13 Trash and Recycling Enclosures

Must comply with Chapter 23.41 of the Placentia Municipal Code.

4.5.14 Parking

Parking for all uses must comply with Chapter 23.78 of the Placentia Municipal Code. Additionally, mixed-use projects shall provide a parking management plan or shared parking agreement for approval by the Development Services Director or designee. The documentation shall detail joint, or reciprocal parking between uses or buildings.

DRAFT

5 DESIGN STANDARDS AND GUIDELINES

5.1 Introduction

The design standards and guidelines are intended to promote quality design, consistent with overall vision, while providing a level of flexibility to encourage creative design. This chapter provides additional standards and guidelines that address the physical design of buildings and various site design elements within the Chapman Corridor Revitalization Plan (CCRP) area in addition to those found in Chapter 4. These standards apply to all subareas of the corridor.

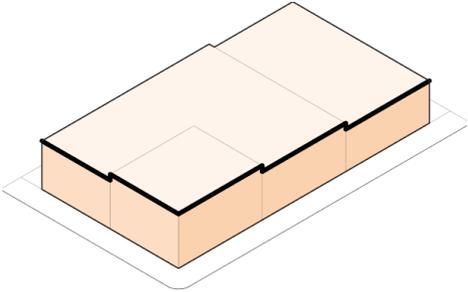
5.1.1 Interpretation

This chapter is intended to provide guidance and expectations for quality building and site design for development along Chapman Corridor. Design standards are provided with specific requirements and are written as “shall” or “must.” A design guideline written as a “should” requires compliance unless a legitimate reason or acceptable design substitute is deemed acceptable through the Development Plan Review process, as described in Chapter 7 of this Plan. A design guideline written with an action verb (e.g., provide, use, locate, create, establish, employ) is highly recommended. Finally, statements written as “prohibited” or “not allowed” is not appropriate for the CCRP area.

5.2 Building Massing and Scale

- 1) Projects containing several buildings should be designed as a collection of suitably scaled buildings instead of a singular mass.
- 2) Buildings greater than three stories should provide variation by using balconies, fenestration, and sunshades to create an interesting pattern of projections and recesses.
- 3) Building mass should be articulated to reflect a human scale, both horizontally and vertically. Examples of such building elements include articulated façades, corner elements, inset windows, highlighted entry features, and prominent cornices and rooflines. See sections below for additional requirements and guidelines for these elements.

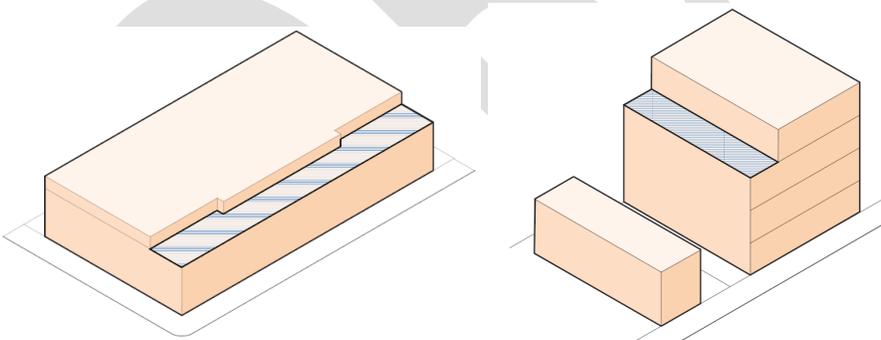
5.3 Building Height



Modulation of rooflines can add visual interest to the skyline, while reducing the scale of large building masses. Modulation can also minimize the “canyon” effect along a corridor while creating visual reference points and the appearance of distinct and separate buildings.

- 1) Development shall not exceed the height limits set in Chapter 4.
- 2) Buildings over three stories in height that do not use stepbacks (sec. 5.2.4) or prominent corners (sec. 5.2.6) shall vary the roof height by at least 5 feet for every 75 linear feet.
- 3) Rooftop equipment shall be concealed from visibility from the public right-of-way. The point of view for determining visibility shall be 6 feet above grade at a distance of 200 feet. If the roof structure does not provide this screening, an equipment screen shall be included in the design.
- 4) Exception(s): Projecting features such as appurtenances, chimneys, and vents may exceed the height limit.

5.4 Stepbacks

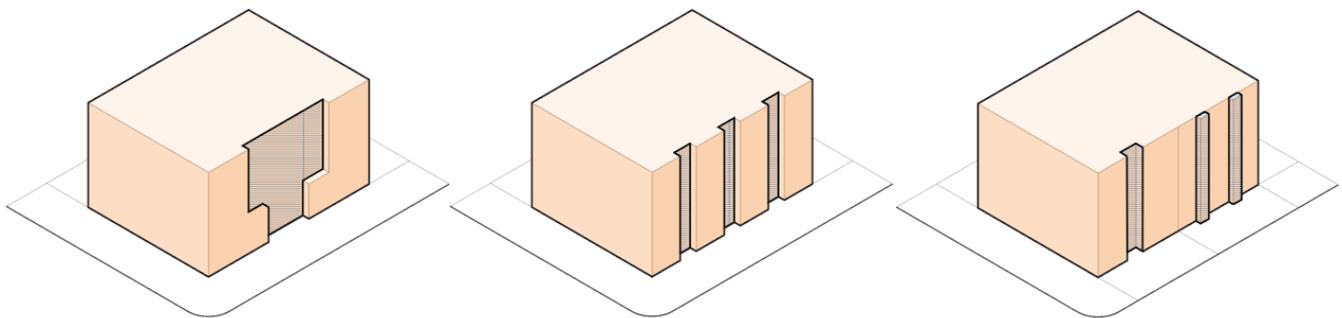


Stepbacks are upper levels of a building set back from the façade before the total height of the building is achieved. Building stepbacks at upper levels allow for multiple roofline profiles, lessening the imposing appearance of building massing, providing privacy, and creating space for open space amenities.

- 1) Chapter 4 establishes when and where (which building façade) stepbacks are required.
- 2) Stepbacks are measured from the primary façade plane. The primary façade plane is defined as the vertical plane with the greatest surface area above the ground floor.

- 3) Allowable Uses. Uses allowed within the stepback include:
 - Private and outdoor common open spaces
 - Shade structures, such as trellises, or fabric canopies
 - Green roofs and photovoltaic panels
- 4) Exception(s): Architectural features used to meet prominent corners are allowed to interrupt required stepbacks.

5.5 Façade Articulation and Design

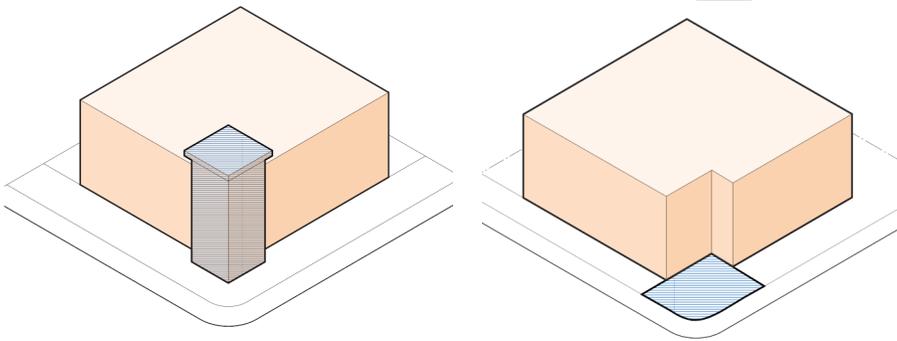


Façade articulation encourages proportions that reduce the apparent massing of buildings and create visual interest. Recesses and projections of a building facade, in combination with detailing, articulation, and fenestration pattern, create diversity and visual interest in the horizontal, particularly in its relationship to the pedestrian realm.

- 1) Façade Articulation. Any street-facing façade exceeding 50 feet in length shall modulate a minimum of 25 percent of the area above the first story. This modulation shall be between 2 feet and 12 feet in depth from the primary façade plane. Buildings 2 stories or less are exempt.
- 2) Modulation is not required to be continuous or open to the sky, and may be recessed or projected.
- 3) Building façades should include three-dimensional detailing such as cornices, belt courses, window moldings, bay windows, and reveals to create shadows and façade relief.
- 4) Balconies that are recessed a minimum of 2 feet shall qualify. Projected balconies shall not qualify.
- 5) Façade Articulation, Large Buildings. Any street-facing façade exceeding 150 feet shall additionally include a minimum break of 10 percent of the façade length or 20 feet, whichever is greater. This break shall be a minimum of 8 feet deep and open to the sky.
- 6) Materials, texture, patterns, colors, and details on building façades should vary to diminish the perceived mass of large buildings and to create the impression of smaller-scale buildings.
- 7) Building façades should be articulated with a building base, body, and roof or parapet edge.

- 8) The highest level of details should be on the ground floor's front façade and façades visible from public streets. However, similar and complementary massing, materials, and details should be incorporated into side and rear façades.
- 9) No more than 40 percent of balconies on a project shall extend beyond the façade of the building, and the maximum projection shall be 25 percent of the balcony's full depth. All other balconies shall be recessed into the building façade.
- 10) No balconies shall overhang into the public right-of-way or cross a property line.

5.6 Prominent Corners

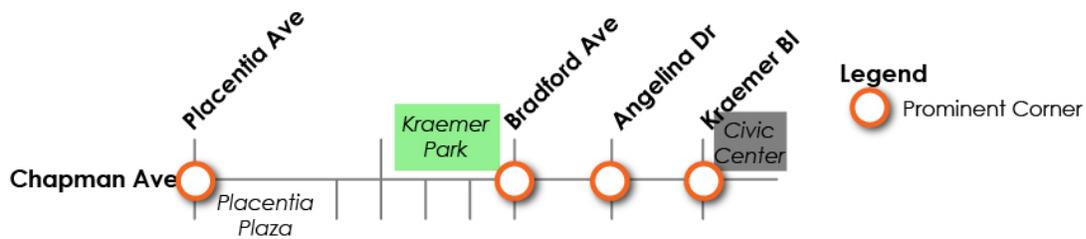


Sites at prominent street intersections present unique opportunities to enhance the aesthetic quality of gateways into Chapman Corridor by creating signature buildings, architectural features, or open spaces. In addition to creating variation in building massing, an enhanced corner can create a sense of place in the public realm by incorporating key design features.

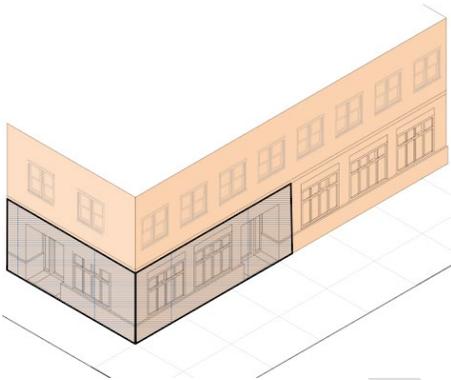
- 1) Location. Chapman Avenue at Placentia Avenue, Bradford Avenue, Angelina Drive, and Kraemer Boulevard, see Figure 5-1, *Prominent Corners*.
- 2) Design. Corner features shall have a distinct but complementary design to the overall mass of the building.
- 3) Minimum Height. If expressed as architectural form, corner features shall be greater in height than the overall building mass by a minimum of 10 feet, and may exceed the maximum allowable height established in Chapter 4 by 10 feet.
- 4) Canopies / Marquees. Enhanced canopies or marquees shall be provided to help create a sense of enclosure in the public realm.
- 5) Open Space. Open space in the form of plazas or entry courts may be used as an alternative to architectural form to meet prominent corner requirements.
- 6) Stepback Exemptions. Sites designated “prominent corners” (see Figure 5-1, *Prominent Corners*) are exempt from any stepback requirements for up to 30 percent of the street-facing building facade at the corner.

- 7) Exception(s): Prominent corner requirements shall not apply to projects with assembled parcels under 0.5 acre in size.

Figure 5-1: Prominent Corners

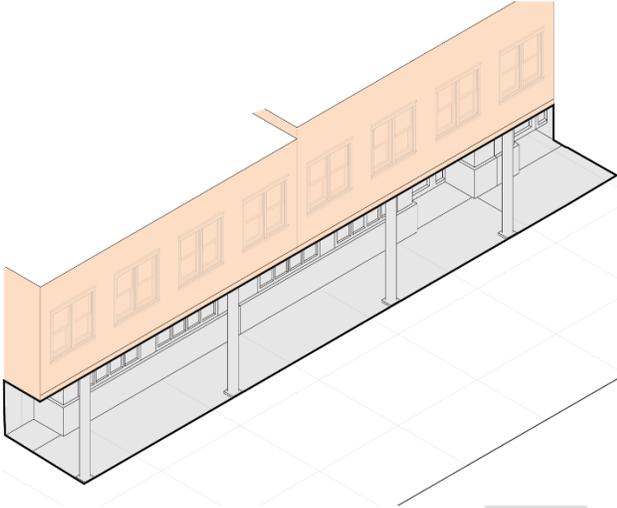


5.7 Frontages

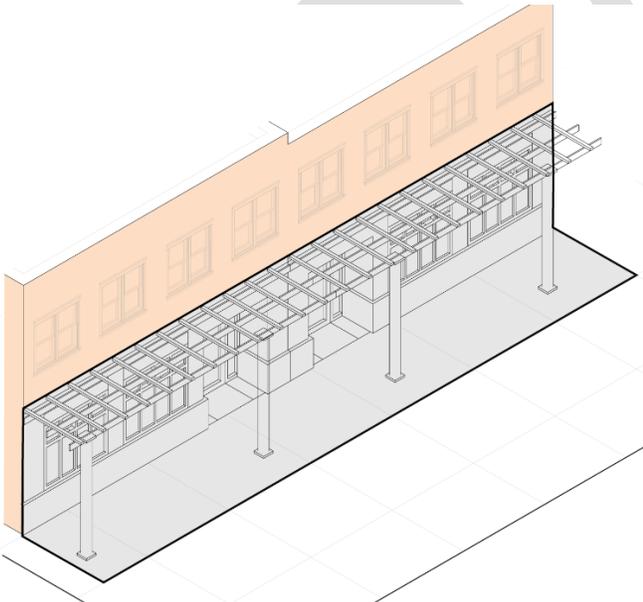


A building frontage is the portion of the building facing the primary street. Frontages are often categorized into various types to address specific design elements. The arrangement and design are important considerations because it is the interface for how a building engages the public realm. The following building frontage types have been selected for the Chapman Corridor area:

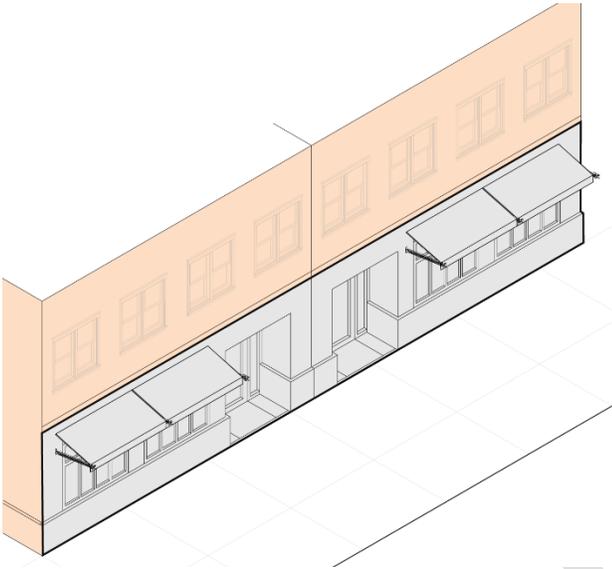
Arcade. Arcades are facades with a ground-floor colonnade that supports the upper stories of the building or, for one-story buildings, the roof. Arcades contain ground-floor shopfronts, making them ideal for retail or restaurant use, because the arcade shelters pedestrians from the sun and rain. Arcades function as an extension of the public sidewalk.



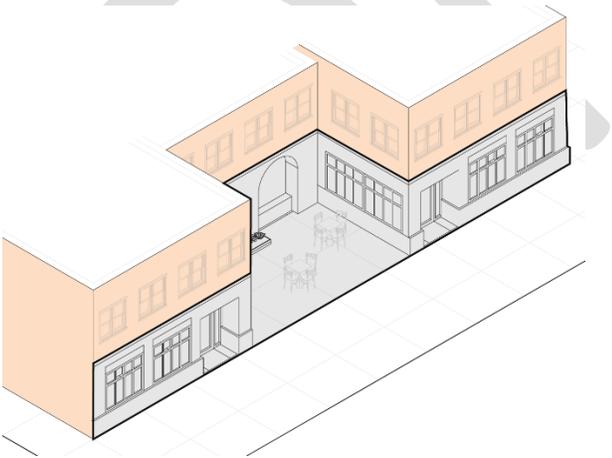
Gallery. The main facade of the building is set back at or near the front lot line, and an at-grade, covered structure, typically articulated with colonnade or arches, covers an area in the right-of-way. This type may be one or multiple stories and is intended for restaurants and outdoor dining uses.



Shopfront. A shopfront is a frontage wherein the building façade and entrance are at sidewalk grade and close to the pedestrian zone. Shopfronts include large areas of transparent openings and doors and are commonly equipped with cantilevered roofs or awnings. Shopfronts typically provide access directly from sidewalks and are oriented to display ground-level commercial uses. This frontage type is typically used for commercial use. This frontage type can be used in conjunction with a terrace and/or forecourt to create a more engaging street.



Forecourt. A forecourt is a frontage wherein a portion of the building façade is recessed from the primary building façade. The forecourt may be used as an entry court and open space for residential uses, or as additional shopping or seating areas for commercial uses. This frontage type is appropriate for either residential and/or commercial uses. A mixed-use building could use a forecourt as a residential entrance while commercial uses occupy street-adjacent building space. This type can be used in conjunction with shopfronts and stoops as a transition into residential frontage.



The following also guide the design of building frontages for the CCRP area:

- 1) Active uses should be focused at the sidewalk level, with the greatest concentration at the intersection of two streets.
- 2) Entries to stores and ground-floor commercial uses should be visually distinct from the rest of the store façade, with inventive use of scale, materials, glazing, projecting or recessed forms, architectural details, color, and/or awnings. These entries should have direct at-grade access from the sidewalk.
- 3) Individual storefronts should be clearly defined by architectural elements, such as piers or changes in plane and/or materials.
- 4) For non-residential uses, a minimum of 60 percent of the façade between 3 and 12 feet above the sidewalk should contain windows of clear or lightly tinted vision glass that allows views of indoor space. Heavier tinted or mirrored glass is not permitted.
- 5) Residential units must be designed to ensure the security of residents. Secured entrances and exits that are separate from the non-residential uses and are directly accessible to resident parking areas are required.

5.8 Awnings, Canopies, and Marquees

- 1) Awnings, canopies, and marquees enhance the pedestrian environment by providing visual interest and a human scale. Their use is encouraged, but care must be taken so they do not negatively impact the pedestrian zone.
- 2) Ground supports for encroachments are prohibited.
- 3) A continuous series of awnings, canopies, or other coverings is encouraged along retail frontages. Awnings and canopies should be designed to correspond to individual storefront structural bays and should convey the outline and proportion of storefront window openings.

5.9 Landscaping

- 1) Plant materials should utilize plants and trees identified in the City's Parkway Design Guide.
- 2) Provide a variety of landscaped spaces that accommodate different activities and needs, including buffering from sidewalks, at the perimeter of parking areas and seating and dining areas.
- 3) The palette of plant materials in landscape buffers should create an aesthetically pleasing space through a mix of colors, heights, and types of plants.

5.10 Circulation and Access

- 1) All buildings should be connected to the public sidewalk by a clearly delineated path or walkway.

- 2) Primary routes for pedestrian circulation should provide universal access for people of all ages, sizes, abilities, or disabilities wherever possible by minimizing the number of steps and elevation changes and providing ADA access to building entries.
- 3) Design cues should be provided along pedestrian connections to help demarcate the transition between public and private spaces. Where there is a pedestrian connection between public and private space, at least one of the following design cues shall be used:
 - Change in paving color
 - Change in paving materials
 - Landscaping on one or both sides of a walkway

5.11 Materials and Finishes

- 1) Buildings shall use durable, high quality materials to develop long-lasting buildings that can be adaptively reused over time.
 - Brick, natural stone, precast concrete, and factory-finished metal panels (heavy gauge only, in corrugated or flat sections) are preferred.
 - Alternatives to stucco are preferred. When stucco is used it should be applied with a smooth finish. Stucco seams should be used to create visual interest for the building's façade and form.
 - The finish, texture, and color of materials should be compatible with the overall architectural theme.
- 2) Greater attention to detail and quality should be used at the lower levels of a building to contribute to an enhanced streetscape.
- 3) Encourage buildings to express a variety of architectural styles, but with full awareness of and respect for the height, mass, articulation, and materials of the high quality (desirable) older buildings that surround them.
- 4) 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 the residential and commercial portions of the project.
- 5) Construction details should be authentic and applied with consistency. Faux architecture that mimics a past era is strongly discouraged.
- 6) Materials and colors should be used to imply form changes, particularly for entrance lobbies, massing changes, and different uses or tenants.
- 7) Entrance canopies, scuppers, downspouts, and metal railings should follow the aesthetic of the building theme.
- 8) The use of concrete is allowed as long as it is part of an overall architectural composition, and it should have a finished architectural expression.

- 9) Façade elements constructed of foam or foam molding are prohibited on the ground floor of buildings and should be avoided overall. If used, they should be well proportioned and constructed to avoid appearing glued to the building.
- 10) Concrete masonry units should only be used if they are fundamental to the building design and have a suitable appearance at the ground floor.
- 11) Signs should be constructed with high quality materials such as metal and architecturally designed.

5.12 Windows, Doors, Balconies, and Walls

- 1) The rhythm of windows and entrances should provide interest and engage pedestrians.
- 2) Clear glass should be used on the ground floor of non-residential façades with marginal obstruction from window signs, permanent shades, or interior displays.
- 3) Balconies and bay windows in upper stories are encouraged to enhance activity and provide “eyes on the street.”
- 4) The design, size, type, and location of windows should enhance interior daylight and potentially decrease the size/type of required heating/cooling systems.
- 5) For non-residential storefronts, curtain wall, metal panel, frameless glass porch wall systems, and high quality glass storefront wall systems should be used.
- 6) Installation using a vertical cavity system and reinforced fiber cement panels is acceptable.
- 7) Windows and glass curtain wall systems should be transparent. Highly reflective or very dark glass is not allowed.
- 8) For residential buildings, windows should be of high quality and afford a shadow line and depth. This may be achieved through inset windows with an integral frame or inseting the window into the exterior wall.

5.13 Architectural Lighting

- 1) Lighting should enhance the building’s architecture and augment the street and sidewalk experience at night.
- 2) Direct lamp glare from unshielded floodlights is not permitted.
- 3) Lighting that aims light directly into the night sky is prohibited.
- 4) Internal and external storefront lighting should be designed for ground-floor retail and restaurant spaces to augment the pedestrian space and encourage window shopping even when stores are closed.
- 5) Special illumination should be used to highlight main building entrances and add interest to the building façade. Subtle lighting to accent the architecture and special architectural elements (such as distinctive building rooftops) is encouraged.

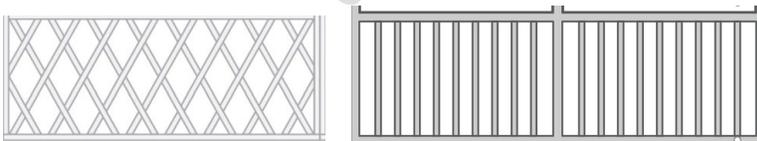
- 6) Secondary building entrances and parking/loading/service access points should have lighting compatible with the project's lighting to maintain a safe environment around the entire project, especially where pedestrians and other building tenants circulate.
- 7) Warm white light is encouraged. Blinking, flashing, and oscillating lights are prohibited. Colored lights are not encouraged unless they contribute to the theming of commercial areas or establishments. Overly bright or glaring lights should be avoided.
- 8) Automatic timers should be programmed to maximize personal safety at night while conserving energy. They should be reset seasonally to match the flux of dusk/dawn.
- 9) Exterior lighting should be designed and located so that light does not project off-site or onto adjacent uses. This is especially critical with neighboring residential uses.

5.14 Public Art

- 1) Public art shall be developed in the most accessible and visible places and considered in relation to other visual elements and cues (signage and other elements that may impede or heighten its enjoyment).
- 2) Public art shall reflect Chapman Corridor's visual and cultural setting. New installations shall provide a contextual understanding of and be clearly related to the City's overall network of public art.
- 3) Artists shall create sustainable, maintainable works of art that aspire to the highest standards of innovation and aesthetic quality.
- 4) Public art shall be integrated into the project's design at an early stage of development to ensure cohesiveness of site design, architecture, art, landscape, and public space.
- 5) Public art shall be made a condition of approval for all new development at the discretion of the appropriate approval body, including approvals made at the staff level.

5.15 Outdoor Dining

- 1) Outdoor dining facilities such as chairs, tables, fences, planters, and such related furnishings and equipment shall not exceed 60 inches in height and, if permanently installed, must have a transparency of at least 80 percent. Such furnishings under 48 inches in height are not subject to transparency restrictions. Umbrellas, awnings, or other shade covering, plant material, temporary partition, or other movable items used in conjunction with aforementioned chairs, tables, fences, planters, and such related furnishings and equipment may exceed 60 inches in height and are not subject to transparency restrictions.



80 percent transparency examples

- 2) There is no minimum or maximum number of tables or chairs that are permitted pursuant to this section.

DRAFT

6 MOBILITY & INFRASTRUCTURE

6.1 Mobility

Chapman Avenue is an approximately one-mile stretch that runs from the 57 freeway to Placentia Civic Center. The corridor serves as an east-west, auto-oriented thoroughfare that connects the southwestern area of the Placentia to the 57 freeway, Cal State Fullerton, and the City of Fullerton.

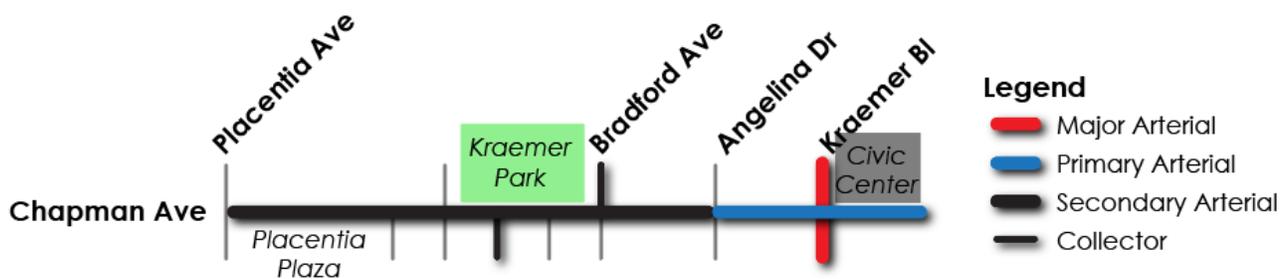
This chapter provides circulation and mobility improvements for Chapman Avenue within the Chapman Avenue Revitalization Plan (CCRP) area. While land use changes and design and development standards focus on the private realm, mobility addresses the public realm to improve accessibility and safety and accommodate users of all ages, including pedestrians, transit passengers, cyclists, and motorists.

6.1.1 Roadway Network

The Orange County Master Plan of Arterial Highways (MPAH, 2017) establishes a countywide surface roadway network intended to provide a guideline for the development of an inter-community arterial highway system. Roadways identified in the City of Placentia’s General Plan Mobility Element (2019) are required to be consistent with roadways in the MPAH.

The MPAH classifies the length of Chapman Avenue as a primary arterial road. The City’s Mobility Element identifies Chapman Avenue as several variations of an arterial. From Placentia Avenue to Angelina Drive it is classified as an existing functional secondary arterial. East of Angelina Drive to Orangethorpe, Chapman Avenue is classified as a primary arterial. Primary and secondary arterial streets are designed for through-vehicular traffic. The roadway network classifications are identified on Figure 6-1.

Figure 6-1: Placentia Mobility Element, Existing Roadway Conditions (2019)

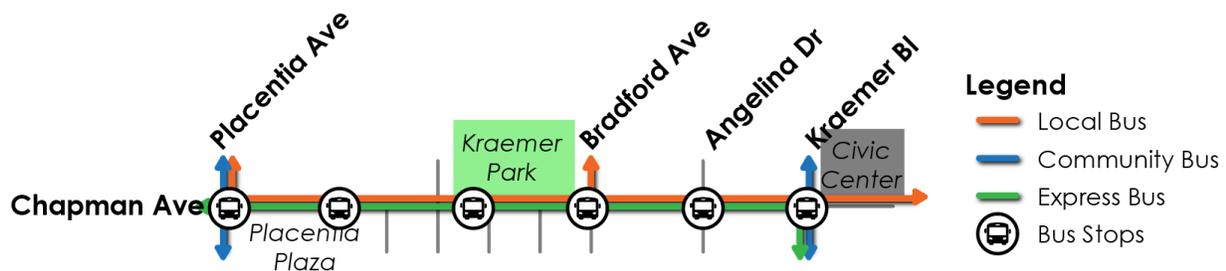


Due to traffic demand and the corridor’s function as a vehicular thoroughfare, implementation of this Plan does not require the addition or removal of vehicular travel lanes. However, the proposed roadway sections have been designed to accommodate bicycle lanes that connect with the City’s existing bicycle network (see Figure 6-3) and keep traffic moving. Existing and proposed street sections are provided later in this chapter on Figures 6-4 to 6-12.

6.1.2 Transit Network

Local, community, and express bus routes run east-west along Chapman Avenue, and north-south along Placentia Avenue, Bradford Avenue, and Kraemer Boulevard (see Figure 6-2). The bus routes are serviced by Orange County Transportation Authority. Bus stops along the corridor typically include signage affixed to a freestanding pole or street light post. Bus-stop enhancements such as seating, bus shelters, pedestrian-scaled lighting, and real-time bus arrival info would greatly enhance the experience for transit users going to and from Chapman Corridor. There are no known planned changes to the transit routes serving the Corridor at this time.

Figure 6-2: Existing Transit Network



Existing Bus Stop



Example Bus Shelter

6.1.3 Pedestrian Infrastructure

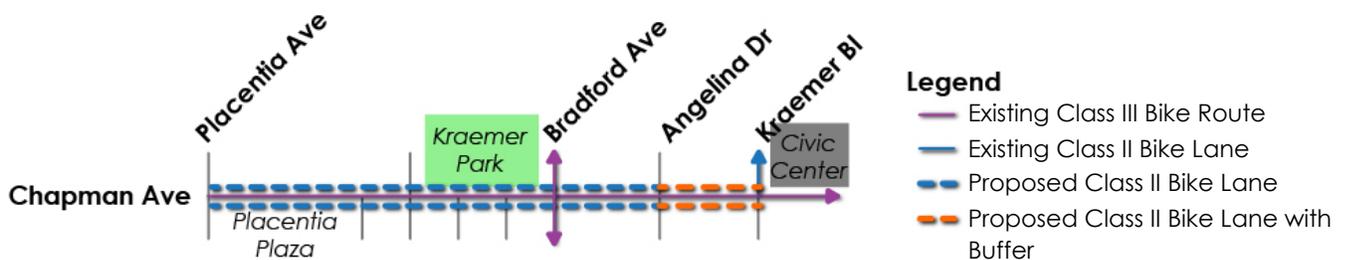
Chapman Avenue typically includes six- to eight-foot-wide sidewalks on both sides of the corridor. The existing sidewalk widths are adequate for two pedestrians to walk side by side comfortably. Where possible, street trees

can provide shade and enhance the pedestrian experience and comfort along the corridor. High-visibility crosswalks would also improve safety at all pedestrian crossings. The Chapman Corridor Streetscape Master Plan (Appendix B) identifies enhancements to the landscaping, street trees and other public realm improvements that will improve the pedestrian experience along Chapman Avenue. Implementation of that Plan is also discussed in Chapter 7, Administration and Implementation.

6.1.4 Bicycle Network

Chapman Avenue is currently a designated bike route without markings. The auto-oriented nature of the road and high traffic speeds provide an uncomfortable experience for bicyclists. Additionally, the presence of residential driveways and commercial surface parking lots present challenges and unsafe conditions for bicyclists. To improve bicyclists' safety, this Plan includes a continuous eastbound and westbound bike facility from Placentia Avenue to Kraemer Boulevard. A class II bike lane is proposed from Placentia Avenue to Angelina Drive. Additional curb to curb right-of-way allows for a buffered bike lane from Angelina Drive to Kraemer Boulevard. To accommodate the bike facility, on-street parking is removed on Chapman Avenue across from Kraemer Park. The street reconfiguration does not add or remove travel lanes. Street sections that showcase existing and proposed roadway configurations are shown below in Section 6.2 and also provided in the *Chapman Corridor Streetscape Master Plan*.

Figure 6-3: Existing and Proposed Bicycle Facilities



6.2 Street Sections

To guide implementation of this mobility plan, the following section provides existing and proposed street sections for various segments of Chapman Avenue in the plan area. All proposed street sections fit within the existing right-of-way.

6.2.1 Chapman Avenue: Placentia Avenue to Walnut Avenue, Bradford Avenue to Angelina Drive

Chapman Avenue at Placentia Avenue to Walnut Avenue and Bradford Avenue to Angelina Drive feature wide travel lanes and a center median, exemplifying the autocentric nature of the corridor. Lane widths are reduced to accommodate dedicated bike lanes in each direction as shown on Figures 6-4b and 6-4c.

Figure 6-4a: Chapman Avenue: Placentia Avenue to Walnut Avenue, Bradford Avenue to Angelina Drive Key Map

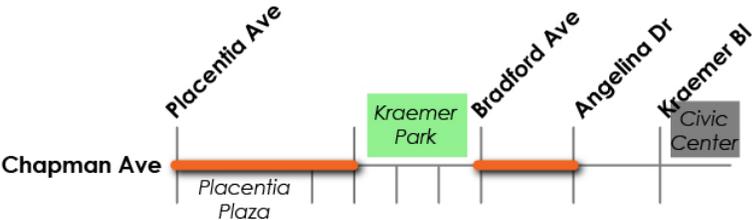


Figure 6-4b: Existing Street Section, Chapman Avenue: Placentia Avenue to Walnut Avenue, Bradford Avenue to Angelina Drive

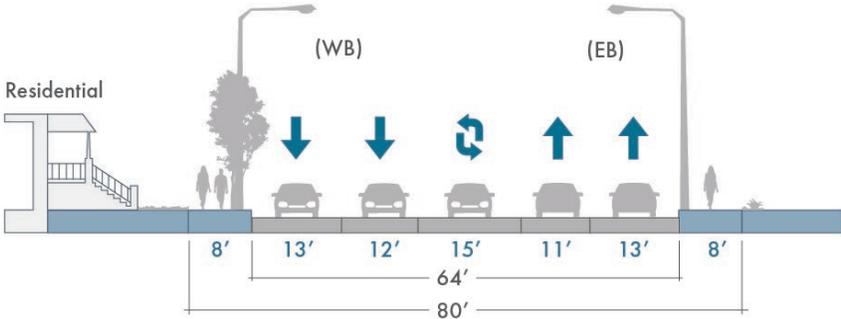
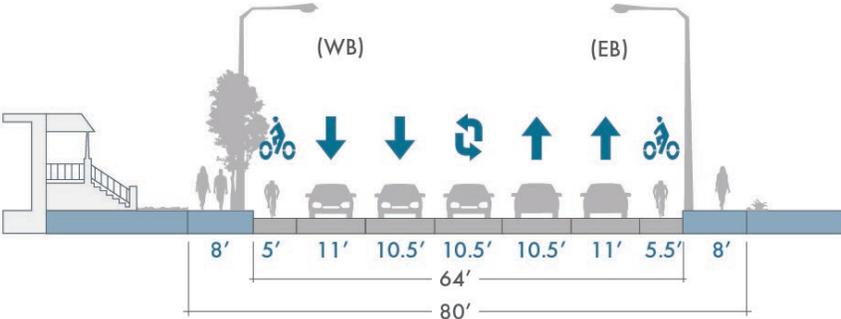


Figure 6-4c: Proposed Street Section, Chapman Avenue: Placentia Avenue to Walnut Avenue, Bradford Avenue to Angelina Drive



6.2.2 Chapman Ave: Walnut Avenue to Bradford Avenue (Kraemer Park)

Proposed improvements to Chapman Avenue between North Walnut Avenue and Bradford Avenue include reconfiguring the lanes to improve bicycle safety and connections to Kraemer Park and the citywide bicycle network. To accommodate bike lanes, on street parking is removed on the south side of Chapman. Figures 6-5b and 6-5c show the existing and proposed improvements for this stretch of the corridor.

Figure 6-5a: Chapman Avenue East of Bradford Avenue Key Map

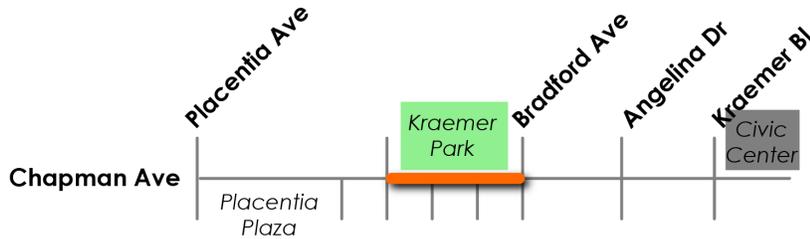


Figure 6-5b: Existing Street Section, Chapman Avenue East of Bradford Avenue

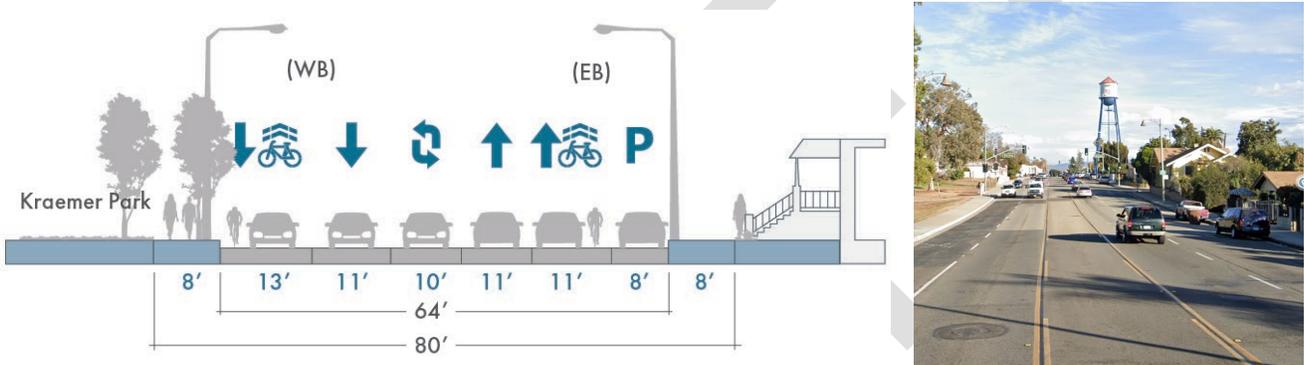
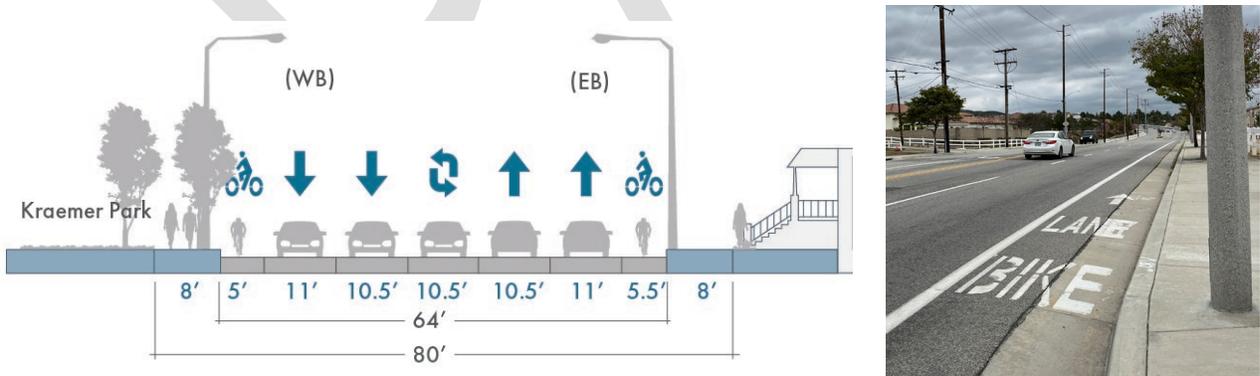


Figure 6-5c: Proposed Street Section, Chapman Avenue East of Bradford Avenue



6.2.3 Chapman Avenue: Angelina Drive to Kraemer Boulevard

Chapman Avenue between Angelina Drive and Kraemer Boulevard features a wider right-of-way that can accommodate safer bike facilities. In this section, travel lanes are reduced to accommodate buffered bike lanes. Figures 6-6b and 6-6c provide existing and proposed lane configuration for this segment of Chapman Avenue.

Figure 6-6a: Chapman Avenue East of Bradford Avenue Key Map

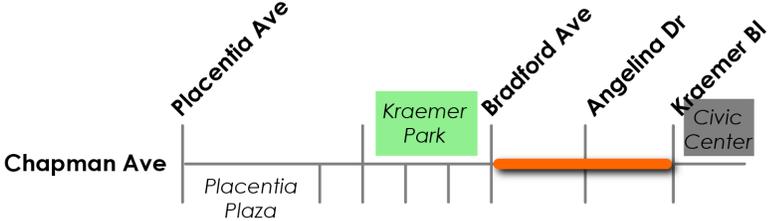


Figure 6-6b: Existing Street Section, Chapman Avenue East of Bradford Avenue

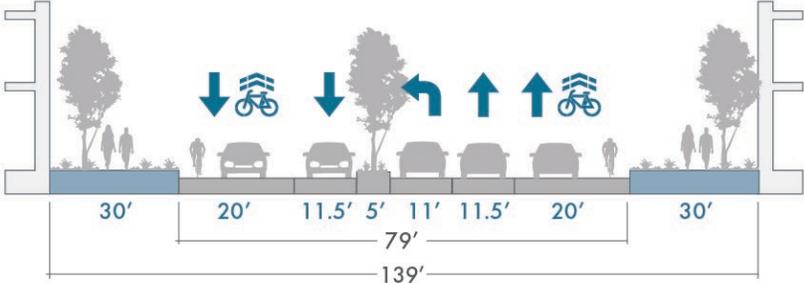
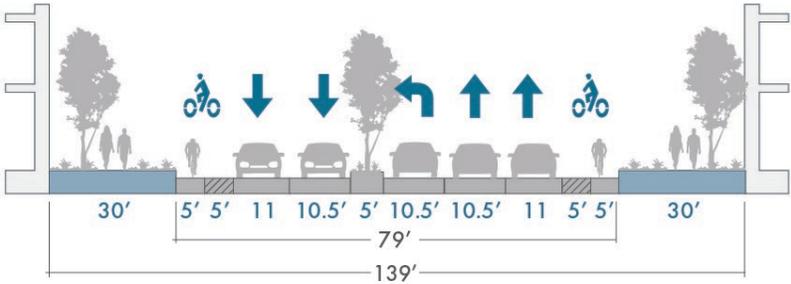


Figure 6-6c: Proposed Street Section, Chapman Avenue East of Bradford Avenue



6.3 Infrastructure

The plan area oriented around Chapman Ave is supported by three primary infrastructure systems including storm drain (drainage and flood control), the water system (domestic) and the sewer (sanitary) system. The following sections describe each of these systems and their ability to serve the proposed land use changes identified in Chapter 3, *Land Use*.

6.3.1 Storm Drain System

The plan area spans two of the City's six watersheds as defined in the 2023 Storm Drain Master Plan. Chapman Avenue to the west of Angelina Drive denotes Watershed A, while Chapman Avenue to the east of Angelina Drive designates Watershed B in the 2023 Storm Drain Master Plan Update. Drainage patterns within the City of Placentia flow from northeast to southwest, following the general topography. Storm drain pipes within from the plan area range from 12" to 72" reinforced concrete pipe (RCP).

The largest stormwater collection pipe is a 72" RCP that flows north to south along Kraemer Blvd. in the Gateway East subarea (within Watershed B). This conveyance begins approximately 1 mile north of the Gateway East subarea. Further downstream near Placentia City Hall, the 72" RCP marks the border between the Gateway Neighborhood and Gateway East subareas. Flows confluence downstream into a larger 78" RCP just outside the plan area on Kraemer Blvd and Crowther Avenue prior to emptying into Carbon Creek Channel, an OCFCD-owned regional facility.

The next largest storm drain pipe is a 54" RCP that flows east to west along Chapman Avenue within the Gateway West subarea. This storm drain pipe directs flows within Watershed A in a westerly direction and terminates at the intersection of the boundary between Placentia and the City of Fullerton.

Within the Gateway Core subarea, a 30" RCP directs flows from the neighborhoods north of the subarea prior to emptying as surface flow into the northeast corner of Kraemer Memorial Park. As stated in the "City of Placentia Master Plan of Drainage Update (November 2023)," the park is designed to flood during storm events. Excess surface runoff within the park flows into a 42" RCP in the southwest corner of the park and continues south beyond the plan area.

In Gateway East, a 51" RCP receives flows from neighborhoods to the east of the subarea, directing flows west. Flows confluence downstream in the 72" RCP north-south storm drain pipe on Kraemer Blvd. All storm drains within the plan area discharge to larger regional drainage facilities. Specifically, storm water runoff collected in the storm drain pipes described above within the SP area ultimately drain into the Carbon Canyon channel.

The 2023 Storm Drain Master Plan Update, completed by Michael Baker in 2023, inventories existing stormwater convenances, catalogs storm drain pipes under current conditions and future build-out, identifies deficiencies, and provides a list of improvements and priorities for future planning.

The 2023 Storm Drain Master Plan Update identifies 3 areas of localized flooding within or near the plan area. The intersection of Walnut Avenue at Center Street is located one block south of the plan area and experiences flooding due to an insufficient number of inlets in the area. The recommended improvements included installation of four additional inlets in the vicinity, along with 111 feet of new 24" RCP storm drain. Based on correspondence with the City of Placentia, these improvements have been completed.

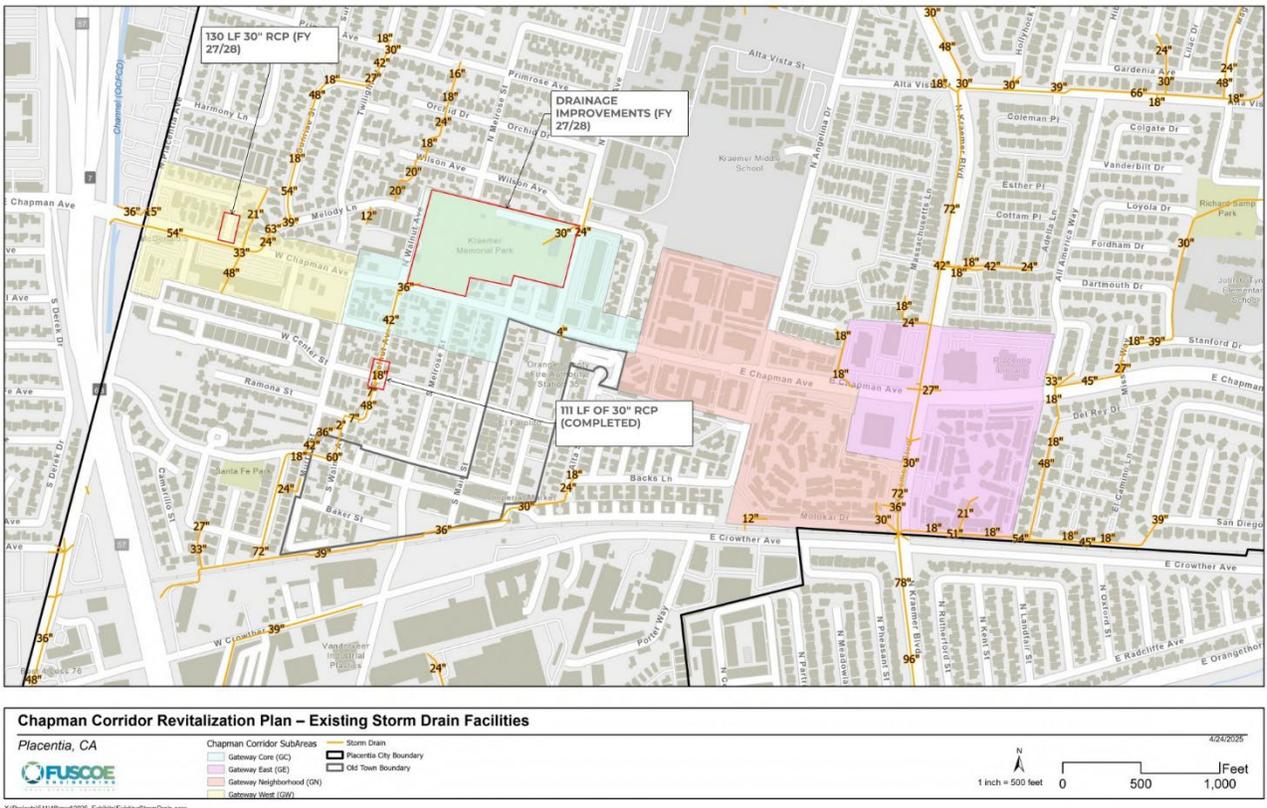
The second localized flooding area occurs at the intersection of Sunset Drive and Placentia Avenue, at the westerly boundary of the plan area, just north of Chapman Avenue. This intersection experiences flooding during rain events, as the stormwater along Placentia Avenue is conveyed southerly toward the Sunset Drive intersection. Although there is a cross-gutter which is intended to direct the drainage to continue southerly in Placentia Avenue, the amount of water overwhelms the gutter, and the drainage is conveyed easterly in Sunset Drive, resulting in shallow flooding in the Sunset Drive/Chapman Avenue intersection. The recommended improvements include three catch basins (inlets) in Placentia Avenue at the Sunset Drive intersection, along with

130 lineal feet of 30” RCP in Placentia Avenue from Sunset Drive to Chapman Avenue. These improvements are planned in FY 27/28 based on the 2024-2025 CIP.

The third area identified with localized flooding is Kraemer Park. There are no major storm drain improvements recommended for this area, as the park was intended to function as a detention/retention system during rain events. However, there are drainage improvements scheduled for the overall system to operate more efficiently and these are programmed for FY 27/28.

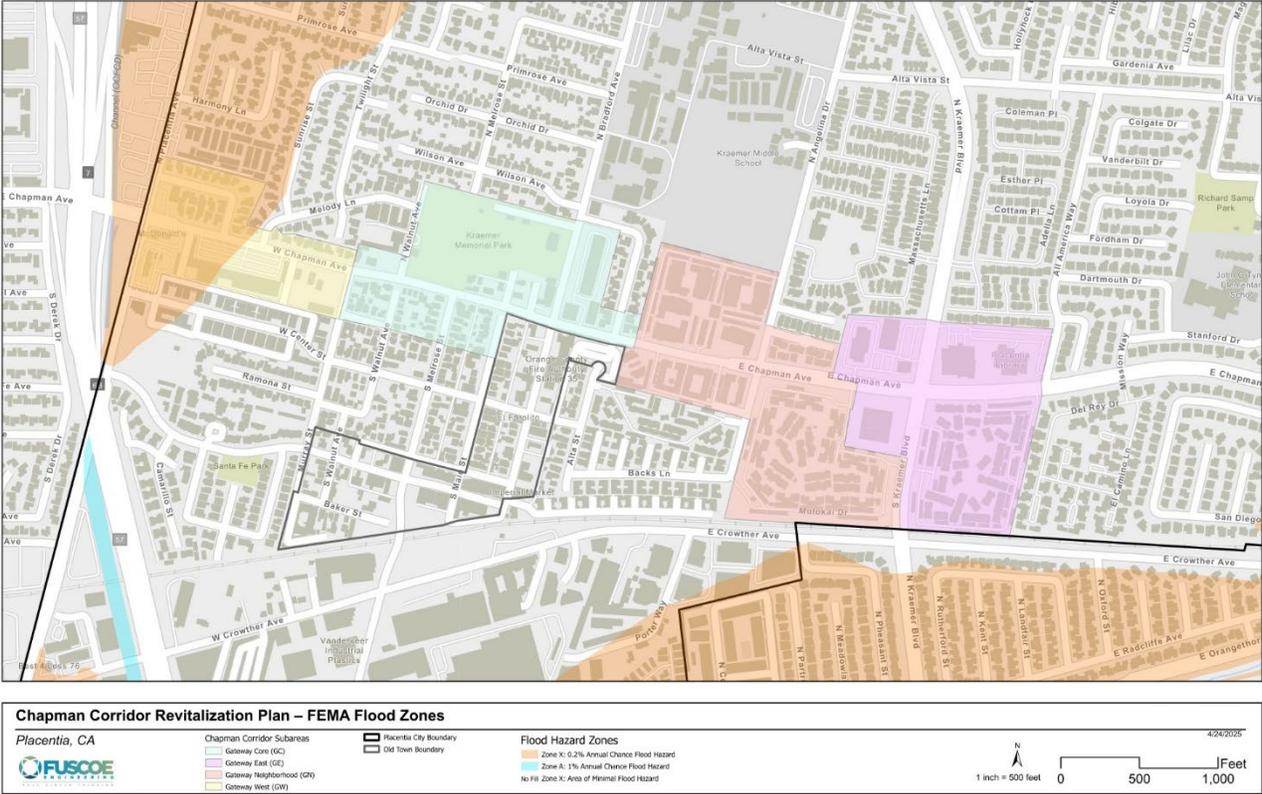
Figure 6-7 shows the storm drain system and highlights the three localized flooding areas.

Figure 6-7: Storm Drain Facilities



The Gateway West portion of the plan area resides within a FEMA Flood Zone designated as “Shaded X”. This indicated a moderate flood hazard area, typically located between the 100-year (1% annual chance) and 500-year (0.2% annual chance) flood levels. It is not considered high risk and does not require mandatory flood insurance. The remaining areas of the plan area do not fall within any FEMA flood zone. Figure 6-8 shows the FEMA flood zones associated with the plan area.

Figure 6-8: FEMA Flood Zones

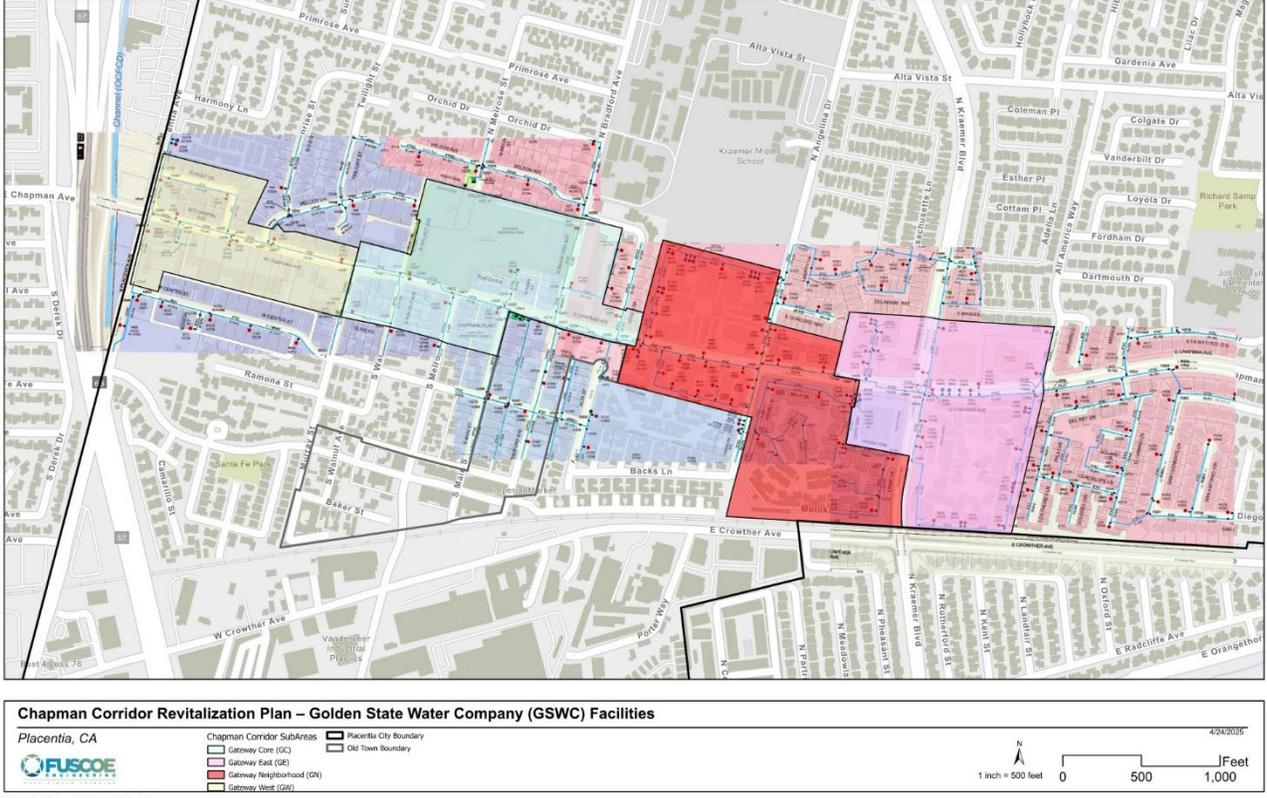


The plan area is currently built out and supported by an existing storm drain. Based on the recommendations of the SDMPU, as well as the capital improvements budgeted for in the CIP, the storm drain system is being adequately managed and is sufficient to support the proposed land uses. As redevelopment occurs within the SP area, the existing storm drain system will be evaluated at the project-specific level to ensure any changes in runoff peak flows are adequately mitigated for on a project-by-project basis. In addition, the 2023 SDMPU identifies the recommended drainage improvements for the region and the City will continue to prioritize and implement these improvements through the CIP process. Therefore, there are no impacts anticipated with the full build and redevelopment of the proposed plan area land uses.

6.3.2 Water System

Golden State Water Company (GSWC) owns and operates the existing water system in the plan area and provides domestic and fire suppression water to the City’s residents and businesses. There are no recycled water systems within the plan area or the GSWC service area. There is an existing 12”-diameter water pipeline in Chapman Avenue that serves as the primary backbone for the plan area, with connections to water systems along the intersections within the plan area. Figure 6-9 shows the water system associated with the plan area.

Figure 6-9: Golden State Water Company Facilities, Water System



Water sources identified in the Urban Water Management Plan (UWMP) for the Placentia Service Area that service the plan area include local groundwater pumped from the Central Plain of Orange County Groundwater Basin as well as purchased supplies from the Municipal Water District of Orange County, a Metropolitan Water District (MWD) member agency.¹ GSWC maintains its own comprehensive program for evaluating integrity, conveyance capacity, water pressure, etc. for proper water delivery. GSWC also has a comprehensive capital improvements program based on fees collected from its users.

Table 6.1 below summarizes the projected increase in net water demand based on the proposed land uses within the plan area. Using water demand factors for multi-family residential from the 2020 UWMP and commercial land use sewer demands from the Sewer Master Plan (multiplied by 20% to account for water usage), the projected net increase in water demand within the SP area is demonstrated below.

¹ UWMP Placentia-Yorba Linda

Table 6.1: Net Increase in Water Demand (Gallons Per Day)

Proposed Residential			
Net Increase of Units	Water Demand Factor* (GPD/DU)	Water Demand (GPD)	Water Demand (AFY)
614	165	101,310	113
* Per GSWC 2020 UWMP, Water Demand calculated using 55 gpcd x 3 persons per dwelling unit = 165 gpd/du			
Proposed Commercial			
Proposed Commercial (SF)	Water Demand Factor** (GPD/AC)	Water Demand (GPD)	Water Demand (AFY)
-35,900	1,500	-1,236	-1.4
** Water Demand calculated per City of Placentia Sewer Master Plan (2018), and applying a 20% increase to account for consumption and landscape irrigation.			
		Net Increase (GPD)	100,074
		Net Increase (AFY)	112

Implementation of full build out of the proposed land uses within the Chapman plan area will have the potential for water demands to increase in the range of 100,074 gpd or 112 AFY over existing conditions. The projected increase in water demands falls within the overall increase in projected water demand and water supply identified in the 2020 UWMP out to 2045. In addition, the 2025 UWMP are required to be certified by June 30, 2026. It is recommended the 2025 UWMP incorporate the most current general plan land uses and maximum build out conditions for developing projected water demands and water supply out to 2050.

Implementation of projects consistent with the proposed the proposed land uses may require the construction of new water infrastructure where existing water lines are not sufficient to accommodate the increased demands. These determinations will be made on a project-by-project basis and include site specific fire flow tests and hydraulic pressure analyses. The proposed improvements may include upsizing water lines on-site and off-site and additions of boosters in low pressure areas. In those conditions, where hydraulic issues or capacity impacts are identified, as new development comes in for the Chapman Corridor plan area each project will be responsible for paying for the impacts through their connection fees.

The construction of the on-site and off-site water infrastructure and associated improvements will primarily include trenching for the pipelines, along with water quality testing following pipeline installation. All construction will be performed in accordance with the Construction General Permit and all associated requirements. Any work that may affect services to the existing water lines will be coordinated with the City and GSWC. When considering impacts resulting from the installation of any required water infrastructure, all construction-related impacts are of a relatively short-term duration and would cease to occur once the installation is complete. Therefore, project impacts on water associated with construction activities would be less than significant.

6.3.3 Sewer System

The City of Placentia owns and maintains its sewer system within the City. The sewer system in the plan area typically gravity drains from northeast to southwest including several tributary systems along the Chapman

corridor. Sewer system sizes range from 6” to 12” within the plan area and ultimately discharge into larger lines (15”) further south in N Placentia Ave. There are no Orange County Sanitation District trunk lines in the plan area and the closest line exists in State College Blvd to the west of the plan area.

The City of Placentia’s 2018 Sanitary Sewer Master Plan and Condition Assessment (SMP), prepared by Dudek, was utilized to perform the evaluation of the City’s sanitary sewer system and included the plan area. The SMP identifies capacity deficiencies, along with recommended sewer rehabilitation projects. The recommended improvements are incorporated into capital improvement projects (CIPs), based on the priorities provided in the SMP.

The Sewer Master Plan identified capacity deficiencies under existing dry and wet weather flow conditions (Section 3.8.1, 2018 Sewer Master Plan). While the City of Placentia does not maintain wastewater design criteria, those from neighboring wastewater service providers were utilized. Within the plan area, there are areas exhibiting a moderate to high potential for upsizing during Existing Peak Dry Demands under the existing condition. Upsize potential was determined by ratio of depth of flow to the diameter of the pipe. Moderate potential is classified as a ratio of 0.5-0.75, while a high potential is classified with a ratio greater than 0.9. The highest potential need for upsizing for existing peak dry demands was found in the southwestern portion of the plan area, specifically along Placentia Avenue south of Chapman Avenue. For Existing Peak Wet Demands for the existing system infrastructure, the greatest potential for upsizing was found along a northeast to southwest corridor north of Chapman Avenue, along Chapman Avenue, and south of Chapman Avenue within the plan area.

Table 6.2 below summarizes the anticipated net increase in sewer demand associated with the full buildout of the proposed land uses.

Table 6.2: Net Increase in Sewer Demand (Gallons per Day)

Proposed Residential		
Net Increase of Units	Sewer Demand Factor* (GPD/DU)	Sewer Demand (GPD)
614	120	+73,680
* Generation Factors Per City of Placentia Sewer Master Plan (2018) based on 120 GPD/DU		
Proposed Commercial		
Proposed Commercial (SF)	Sewer Demand Factor** (GPD/AC)	Sewer Demand (GPD)
-35,900	1,250	-1,030
* Generation Factors Per City of Placentia Sewer Master Plan (2018)		
Net Increase (GPD)		72,650

Implementation of full build out of the proposed land uses within the Chapman plan area will have the potential for sewer flow generation to increase in the range of 0.073 MGD (72,650 gpd) over existing conditions.

The SMP designates proposed CIPs into areas (A1-A7), and rehabilitation projects (B1 – B3), based on capacity and condition of sewer pipeline. The sanitary sewer pipelines associated with the SP areas are described below.

Gateway West (CIP A3) Expected in FY 28/29:

This area includes a 10" sanitary sewer pipeline (SS) at Placentia Avenue within the Gateway West portion of the plan area including a sewer siphon at OCFCD's Placentia Storm Channel and State Route (SR) 57. The SMP identifies upsizing of pipes in this area. The "A3 Sewer Capacity Project - 2018 Sewer Master Plan" plans to upsize this line with pipe sizes ranging from 12" to 15," covering a total of 3,277 linear feet. These improvements within the subarea are found Melody Lane, Chapman Avenue, and Placentia Avenue.

Gateway Core (CIP A2) Expected in FY 27/28 with A1 constructed:

The Gateway Core area sewer system include the 8" line on Murray Street sewer, marking the western border of the Gateway Core. This line discharges in a southerly direction as an 8" pipe within the subarea into a 12" pipe past Santa Fe Avenue, located outside the subarea. This sewer line continues southerly and westerly at the AT&SF Railroad, becoming a 15" at Placentia Avenue.

A 10" sewer line exists within an easement between Walnut Avenue and Melrose Street. This line receives flows from an 8" line on Walnut Avenue west of Kraemer Park as well a 6" line within Kraemer Park.

An additional sewer line includes a 6" line in the alley between Melrose Street and Main Street in the southern portion of the subarea as well. Another 6" line is present along the eastern border of the subarea that discharges into an 8" line in Chapman Avenue.

The "A2 Sewer Capacity Project - 2018 Sewer Master Plan" plans to upsize this line with pipe sizes ranging from 12" to 24," covering a total of 11,755 linear feet. These improvements begin outside the subarea on Bradford Avenue and within the subarea along Walnut Avenue.

Gateway Neighborhood (CIP A5) Expected in FY 30/31:

The Gateway Neighborhood subarea includes two primary sewer systems. There is an 8" sewer in E. Chapman Avenue, that discharges at the westerly boundary of this area, and connects with the 8" sewer in Gateway Core. The other sewer facility is an 8" line that discharges from the southerly boundary of the subarea, and goes under the RR and Crowther Avenue, and continues southerly within an easement to Partridge Street. The "A5 Sewer Capacity Project - 2018 Sewer Master Plan" plans to upsize this line with pipe sizes ranging from 12" to 15," covering a total of 6,873 linear feet. These improvements begin along the southern border of the subarea on Molokai Street and continue downstream outside the subarea.

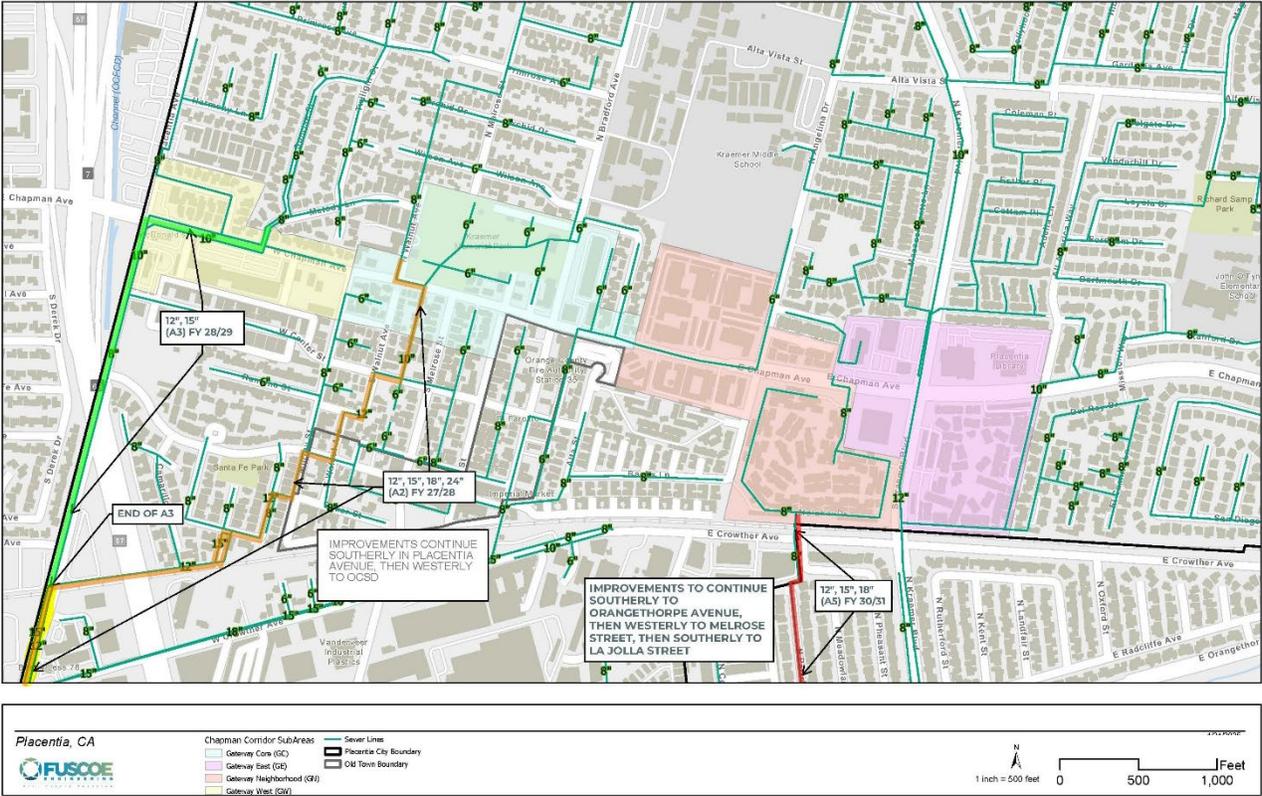
Gateway East (No CIP recommendations):

This area has one discharge location, at the southerly boundary. The sewer exits the plan area as a 12" diameter line in Kramer Boulevard at the railroad, and continues southerly to the OCSD outfall at the City boundary, as a 21" diameter sewer south of Orangethorpe Avenue. There is a siphon just before the OCSD outfall to accommodate the OCFCD Carbon Creek Flood Control Channel. There are no proposed recommendations for this area based on the 2018 Sewer Master Plan.

In addition to the sewer capacity recommendations, a number of sewer reaches within or downstream of the SP area have been designated for CIP rehabilitation projects, denoted as B1 and B3 in the 2018 SMP. Portions of these recommended repairs are scheduled for this year (FY 24/25), while other sewer repairs are expected to be performed during FY 26/27.

Figure 6-10 shows the sewer system and highlights the future sewer CIP projects related to the plan area.

Figure 6-10: Sanitary Sewer Facilities



Based on detailed evaluation of the sewer system and the proposed recommendations to improve the system now and in the future through the CIP process, the sewer system is being well managed and maintained. With the maximum increase in sewer flows at approximately 0.073 MGD, the sewer system has adequate capacity to accommodate the projected flows over time with the proposed improvements.

7 ADMINISTRATION AND IMPLEMENTATION

7.1 Introduction

This chapter describes the steps and actions to implement and administer the Chapman Corridor Revitalization Plan (CCRP).

7.2 Administration

7.2.1 Applicability

The CCRP was prepared in conformity with the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Section 65450 et seq.; the City of Placentia's General Plan; and the City of Placentia Municipal Code (PMC) and adopted by ordinance.

The CCRP serves as the implementation tool—the zoning— for the Plan area. This Plan addresses general provisions, permitted uses, development and design standards, mobility and infrastructure improvements, and design guidelines. Proposed development plans, tentative tract or parcel maps, and any other development approval pertaining to land or property governed by this Plan must be consistent with this Plan. The CCRP supersedes the City of Placentia Municipal Code. Where the CCRP is silent, the PMC shall apply, using the context and objectives of the CCRP as a guide.

7.2.2 Responsibility and Enforcement

The Developmental Services Department is responsible for the overall administration and enforcement of this Plan. The Development Services Director or his/her designee shall be the individual responsible for coordination of review and decision-making and the provision of information regarding the status of all applications and permits for developments.

7.2.3 Severability

If any portion of this CCRP and its regulations are declared invalid or ineffective in whole or in part by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Plan.

7.2.4 Interpretation and Use Conformity Determination

In the event of ambiguity concerning the content or application of the Corridor Plan, the ambiguity shall be resolved by the development services director or his/her designee. The development services director or his/her designee may review and determine whether a proposed use that is not otherwise specified in Table 3.2 conforms to the intent of the CCRP. The following shall guide an interpretation:

- The interpretation is consistent with the purposes and intent of the CCRP.
- The interpretation does not alter the intent of the CCRP as defined by the vision, development standards, and design guidelines.

7.2.5 Minor Alterations

The Chapman Corridor Revitalization Plan includes a process to grant minor relief from development standards. The development services director or his/her designee shall have the authority to approve minor alterations to a development application as defined herein. Minor alterations may also be negotiated as part of a development agreement, which may require a developer to provide or finance any public projects deemed agreeable to both the developer and the City Council.

Minor alterations may include:

- Adjustments to development standards by no more than 10 percent (including parking).
- Adjustments to allowable projections and encroachments if consistent with PMC Title 20 Building Codes and Regulations.
- Modifications necessary to comply with final Conditions of Approval or mitigation measures when adopted under subsequent action.
- Addition of information to the CCRP (text or map changes) for purposes of clarification, provided that the additions do not change the intent of the Plan or regulations.
- Adjustments to the alignment, location, and sizing of utilities and facilities, or a change in utility and/or service provider, as approved by the public works department.

Findings:

- In approving a minor alteration, the development services director or his/her designee must make at least one of the following findings:
 - The minor alteration is consistent with the purposes and intent of the CCRP.
 - The minor alteration is consistent with the purposes and intent of the General Plan.
 - The minor alteration will not be detrimental to the public health, safety, and welfare of the existing or future development in the surrounding area.

7.2.6 Amendments to the Specific Plan

Any deviation or relief from the requirements of the CCRP that cannot be accommodated by an Interpretation or Minor Alteration, according to Sections 7.2.4 and 7.2.5, shall require a Plan Amendment. An amendment shall be required if the following is proposed:

- Change in the CCRP boundary.
- An increase or decrease of more than 10 percent in the quantitative development standards.
- An increase in the maximum buildout of residential units and nonresidential square footage (not including any applicable density bonus units).
- A change in use not allowed in the CCRP that was determined (through Section 7.2.4) not to be consistent with the Permitted Use or Conditional Use (Chapter 3 Land Use, Table 3.2, Land Use and Permit Requirements).

An amendment to the CCRP shall be processed as specified in PMC 23.96 and require approval of City Council.

Changes or amendments to Appendices are not considered Amendments to the Specific Plan.

7.2.7 Development Plan Review

Construction of new buildings and exterior additions within the CCRP area shall require that the development services director first makes a finding that the proposed new building or exterior addition is in conformity with both the intent and provisions of this Plan.

The development services director or designee shall have the authority to approve the application for site development approval only if all the following conditions are met:

1. The proposed development is consistent with the permitted uses in Table 3.2, Land Use and Permit Requirements, of this Plan.
2. The proposed development meets or exceeds the criteria established in PMC Section 23.75.020 and Chapter 4, Development Standards, of this Plan.
3. There have been attached any other conditions necessary to prevent: (A) detriment to the health, safety or general welfare of the persons residing or working within the neighborhood of the proposed development or within the city, or (B) injurious to the property or improvements within the neighborhood or within the city.
4. The proposed development will be consistent with the latest adopted general plan.
5. Conditions necessary to secure the purposes of this section, including guarantees and evidence of compliance with conditions, are made part of the development approval.

7.2.8 Conditionally Permitted Uses

Conditionally permitted uses established in Table 3.2, Land Use and Permit Requirements, of the CCRP are subject to the approval of a use permit and require a public hearing before the planning commission in compliance with Chapter 23.87 of the PMC. The planning commission or the City Council Housing, Community, and Economic Development Committee may approve the use permit only if these three conditions are met.

1. The proposed use will not be: (A) detrimental to the general health, safety or general welfare of the persons residing or working within the neighborhood of the proposed development or within the city, or (B) injurious to the property or improvements within the neighborhood or within the city.
2. The proposed use will be consistent with the latest adopted general plan.
3. Conditions necessary to secure the purposes of this section, including guarantees and evidence of compliance with conditions, are made part of the use permit approval

7.2.9 Appeals

Appeals shall be pursuant to PMC 23.75, Development Plan Review, and PMC 23.87, Use Permits. The decision of the development services director shall be final unless appealed to the planning commission. The decision of the planning commission shall be final unless appealed to the city council. The city council or planning commission shall make its own determination as to whether the proposed development conforms to land use regulations and meets the developments standards in the CCRP, and may approve, modify, or disapprove the decision of the planning commission or development services director.

7.2.10 Review Authority

Table 7.1 summarizes the review authority for each type of approval that will or might be required after the CCRP is approved.

Reviewing Body Designation	Approval Type
Development Services Director or his/her Designee	<ul style="list-style-type: none"> • Site Plan Review • Interpretations and Use Conformity • Minor Alterations • Shared Parking Agreements and Parking Management Plans (also reviewed by the Public Works Department)
Planning Commission or City Council Housing, Community and Economic Development Committee	<ul style="list-style-type: none"> • Development Plan Review • Tentative Tract Map(s) Recommendation/Tentative Parcel Map(s) Recommendation • Appeal of Development Services Director action • Variance • Conditional Use Permits

City Council	<ul style="list-style-type: none"> • Corridor Plan Adoption/Amendment • Tentative Tract Map(s) Approval/Tentative Parcel Map(s) Approval • Environmental Certification • Appeal of Planning Commission Action • Development Agreement Adoption/Amendment
--------------	---

7.3 Implementation

The CCRP area is expected to undergo shifts in growth in housing, employment, commercial/retail, and other supporting uses. There are a number of implementation and financing strategies that could or will be applied—both public and private—to realize the vision and potential of the CCRP area. These resources and action items are described below.

7.3.1 CEQA Exemption

The CCRP will be adopted in compliance with the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code, §§ 21000 et seq.). The City of Placentia finds that the adoption of the plan is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3), also known as the “common sense” or “general rule” exemption. This exemption applies to activities where it can be seen with certainty that there is no possibility the activity may have a significant effect on the environment. “Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA” (CEQA Guidelines § 15061(b)(3)).”

7.3.2 Phasing

The phasing of new development and revitalization of existing buildings on private properties will occur incrementally, over time as landowners and developers respond to new market opportunities. Redevelopment of opportunity sites, noted in Chapter 3 of this Plan, is expected to occur in the short term (1 to 5 years).

To attract and spur mixed-use residential development in the CCRP area, development incentives for a catalytic project are included in this Plan. The intent of the catalytic project, once approved, is to attract interest and investment in other parts of the corridor. Following the catalytic project, new development or adaptive reuse of existing buildings, such as those in the Single Family Flex zone, will ensue over time in response to market demand and the availability of financing. Improvements along the corridor are identified in Table 7.2, along with a general time frame for when they are expected based on funding.

Corridor Plan Revitalization Action Items	Time Frame	Primary Responsibility	Potential Funding Sources
Establish and Adopt CCRP Development Fees	Short (1–5 years)	City	City General Fund
Prepare Nexus Study, Create and Adopt Development Impact Fees	Short (1–5 years)	City	City General Fund
Approval of Catalyst Project	Short (1–5 years)	Developer, City	Private Funding

Corridor Plan Revitalization Action Items	Time Frame	Primary Responsibility	Potential Funding Sources
Redevelopment of Vacant and Underutilized Lots	Short (1–5 years)	Developer	Private Funding
Chapman Avenue Streetscape Improvement Plan	Concurrent with this Plan	City	City, general fund or grant
Streetscape Improvements (Street trees, landscaping, lighting)	Medium (5–10 years)	City	Community Facilities District, City, Grant funding
Gateway Signage	Medium (5–10 years)	City	Community Facilities District, City, Grant funding
Roadway Restriping	Medium (5–10 years)	City	Community Facilities District, City, Grant funding

*Timing of and funding for infrastructure related improvements (water, sewer, and storm drain) are described in Chapter 6, *Mobility and Infrastructure*.

7.4 Funding

Several potential funding sources are identified in Table 7.2, these sources are further described below. In general options include grants, private loans, and value capture funding mechanisms. Depending on the project type funding may come from multiple sources.

7.4.1 Community Facilities District

The City intends to require the catalyst site developer and/or the first entitled new development to initiate a Chapman Corridor Community Facilities District (CFD). A Community Facilities District is a special tax district provided by State Law that funds public improvements and ongoing services within an identified area. Generally, these districts fund a wide variety of services, such as parks and open space maintenance, and finance public infrastructure projects. The City currently administers two CFDs in Placentia—CFD 2014-04 (Public Safety Services) and CFD 2018-01 (Transit Oriented Development Maintenance Services).

In addition to City baseline impact fees, Chapman Corridor will require additional public realm improvements, and projects are subject to a Chapman Corridor community facilities district fee that ensures all public sector infrastructure improvements can be provided. In addition to the Chapman Corridor CFD fee, all projects will be required to install public infrastructure and streetscape elements up to the curb face of the public street immediately adjacent to the project, in accordance with the City’s Parkway Design Guide, an adopted Chapman Corridor streetscape plan, and implementation of area gateway signage.

7.4.2 Development Impact Fees

A future Chapman Corridor specific development impact fee program may be initiated in addition to a citywide development impact fee. Development impact fees are a potential funding source for affordable housing, parks, recreational open space, and infrastructure upgrades. These fees, paid by new residential and commercial

development projects, may only be used to pay for improvements necessitated by the new development and only in an amount proportionate to the new development’s share of the benefit. The fees can be combined with other funding sources to pay for an improvement that serves both new and existing residents or businesses. A nexus study—which calculates the new increment of development, estimates the portion of an improvement project attributable to that increment of growth, and allocates the fee among the new development projects by land use—is required by state law for implementation. Cities can, and usually do, have more than one impact fee, with each fee dedicated to an individual category of improvements, such as roads, water, sewer, parks, affordable housing, etc.

7.4.3 Enhanced Infrastructure Financing District

The enhanced infrastructure financing district (EIFD) is a funding mechanism designed to finance a wide array of infrastructure projects with “communitywide significance,” such as parks, transit improvements, and affordable housing.

An EIFD can be created by a city, county, or joint powers authority to fund specific infrastructure and economic development projects as outlined in a financing plan. An EIFD is established with a set boundary, which may include the Plan area or a portion thereof, a larger part of the city, or more than one separate area in the city. If approved by the voters, an EIFD’s financing plan may include tax increment financing, in which the EIFD can collect the property tax revenue from increases in property values associated with new development. An EIFD can collect the tax revenue that would otherwise have gone to the city’s general fund and revenue from any other taxing entity (such as the county general fund, flood control, etc.) except school districts. The tax increment revenue can be used to secure bond funding for EIFD improvements, which may facilitate the new development. EIFDs can also leverage other funding streams, such as assessment revenues, fees, and state and federal grants.

The City of Placentia in partnership with the County of Orange has already established an EIFD near the city’s future Metrolink Station that includes the Old Town Placentia area and Transit Oriented Development Packing House District. The purpose of this district is to create a funding mechanism that can facilitate the construction of public infrastructure improvements in the area. In 2020, the city council established a public financing authority to oversee the creation and adoption of an infrastructure financing plan.

7.4.4 Private Sector Financing

New development in the corridor will largely be financed by private-sector developers. This will include the extension of water, sewer, and stormwater infrastructure; building construction; grading; and other site improvements and amenities. Improvements and adaptive reuse of existing buildings that are privately owned will also be largely financed by the building owners or developers.

The private sector has the widest access to capital to fund new investment in Chapman Corridor, provided that potential investors see opportunities for reasonable returns on investment without undue risk and uncertainty. Other sources of funding, including grants by the state or federal government, can leverage and supplement private investment by supporting reasonable returns on investment and reducing uncertainty and risk. In addition, a local jurisdiction can pursue public financing mechanisms to assist with the costs of certain kinds of public infrastructure improvements to help incentivize economic development within an area. These sources of public financing mechanisms are described further.

7.4.5 Regional and State Grant Funding

Several regional and state agencies may provide grant opportunities that could be utilized to support the revitalization of Chapman Corridor. Some examples include: CalTrans Active Transportation Program; Golden State Acquisition Fund, administered by the California Housing and Community Development Department; Southern California Association of Governments; and the Infrastructure State Revolving Loan Fund (ISRF), administered by the California Infrastructure and Economic Development Bank.

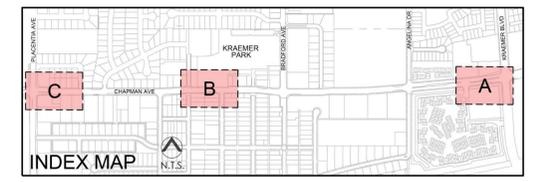
DRAFT



MASTER PLAN LEGEND

-  EXISTING BUS STOP
-  PROPOSED ACCENT TREE
-  PROPOSED EVERGREEN TREE
-  PROPOSED PALM TREE
-  EXISTING LIGHT POST
-  PROPOSED BIKE LANE
-  BIKE/VEHICULAR LANE MARKING
-  BIKE LANE BUFFER

-  PLACENTIA AVE. ENLARGEMENT
-  KRAEMER PARK ENLARGEMENT
-  KRAEMER BLVD. AND CHAPMAN AVE. ENLARGEMENT

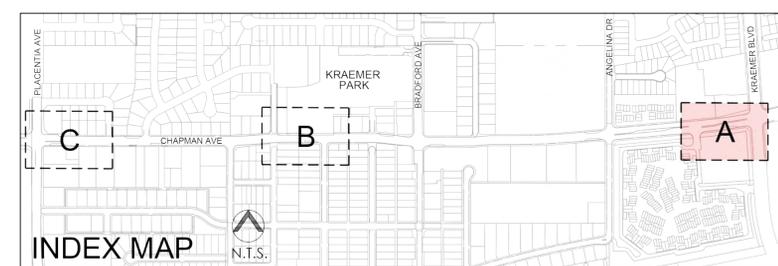


Chapman Corridor Streetscape Master Plan



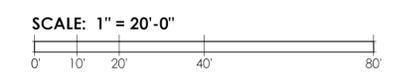
MASTER PLAN LEGEND

-  EXISTING BUS STOP
-  PROPOSED ACCENT TREE
-  PROPOSED EVERGREEN TREE
-  PROPOSED PALM TREE
-  EXISTING LIGHT POST
-  PROPOSED BIKE LANE
-  BIKE/VEHICULAR LANE MARKING
-  BIKE LANE BUFFER



Streetscape Enhancement
 Kraemer Blvd and Chapman Ave: A

Chapman Corridor Streetscape Master Plan



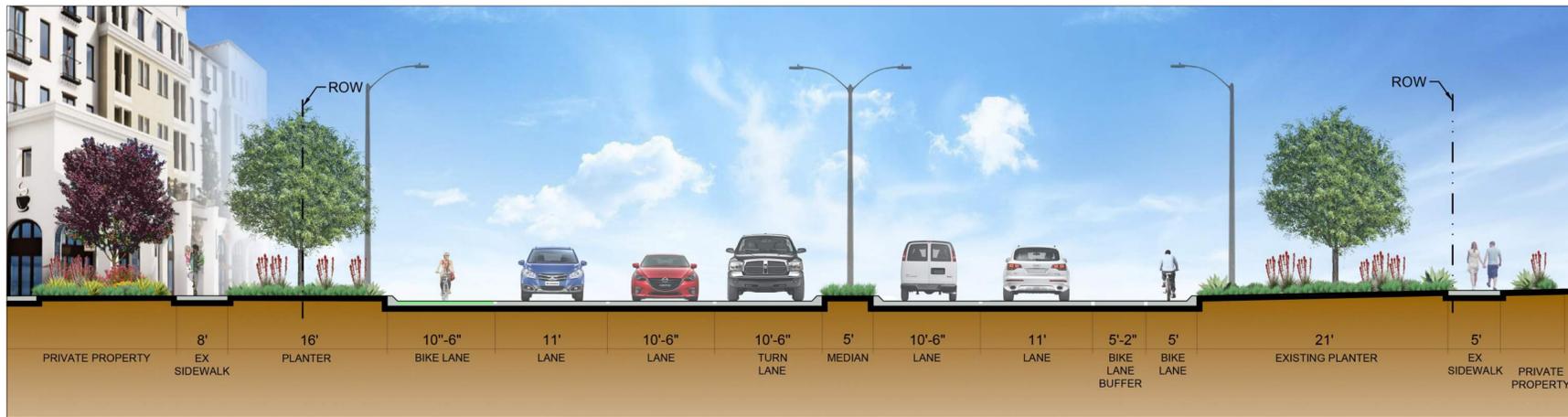
nuvis
 LANDSCAPE ARCHITECTURE
 714-754-7311
 CA 3943, NV 1097, AZ 75045 | SBE, DBE
 24-177.01 03-18-2025
 SHEET 2 OF 7



PERSPECTIVE A1: BEFORE

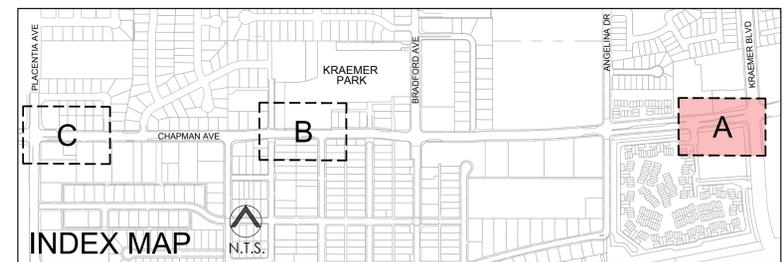


PERSPECTIVE A1: AFTER



SECTION A2: KRAEMER BLVD AND CHAPMAN

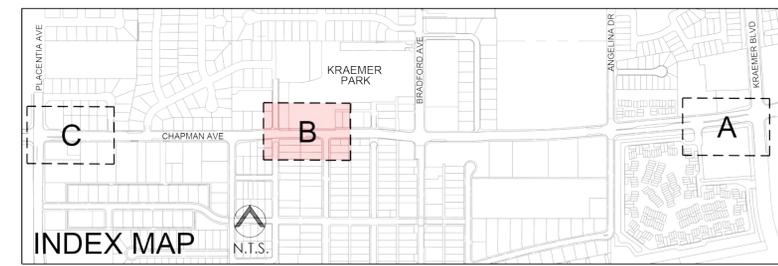
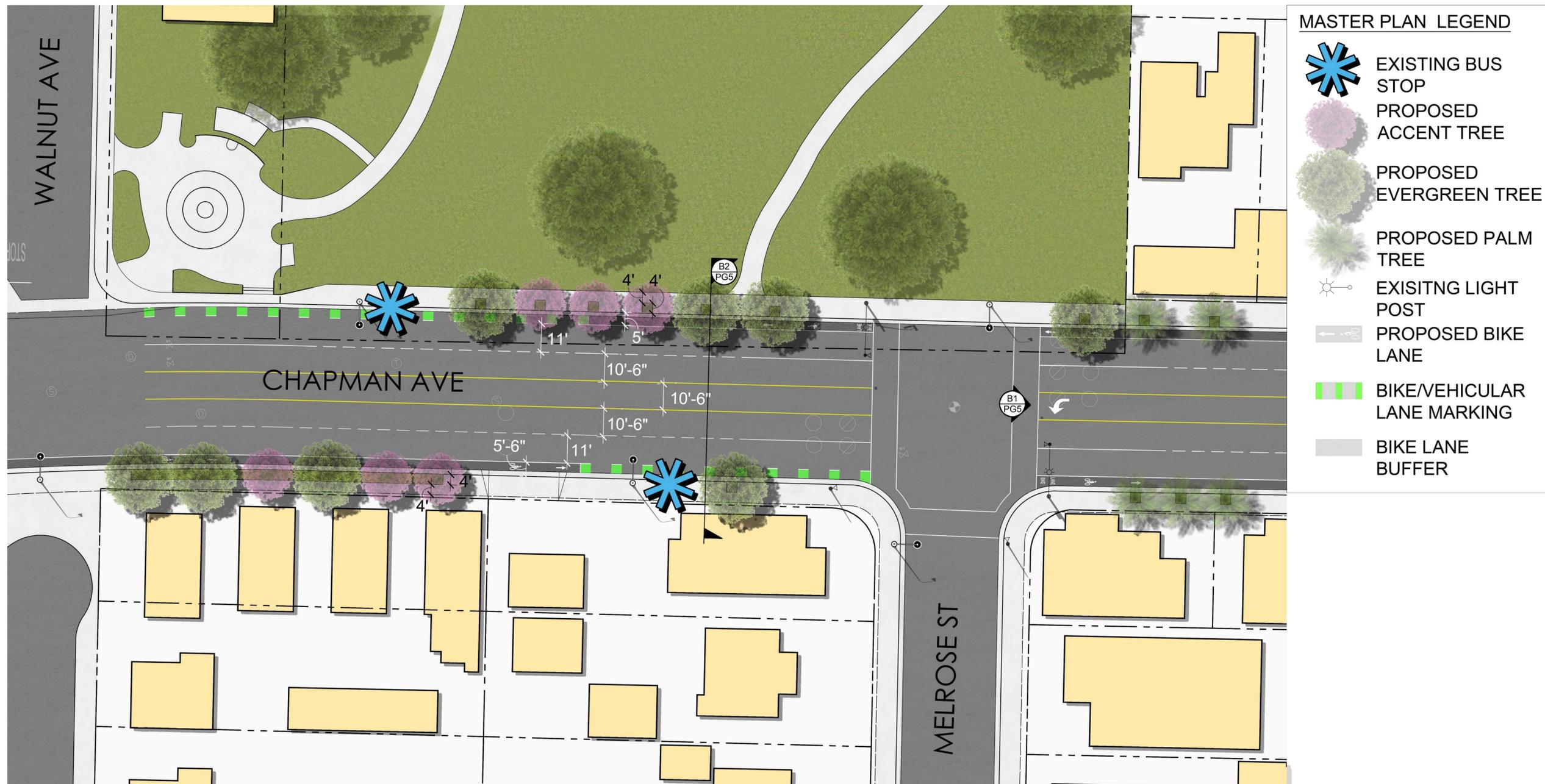
SCALE: 1/8" = 1'-0"
 0' 4' 8' 12' 32'



Streetscape Enhancement

Kraemer Blvd and Chapman Ave: A

Chapman Corridor Streetscape Master Plan



Streetscape Enhancement

Melrose St. and Chapman Ave: B

Chapman Corridor Streetscape Master Plan

SCALE: 1"= 20'-0"

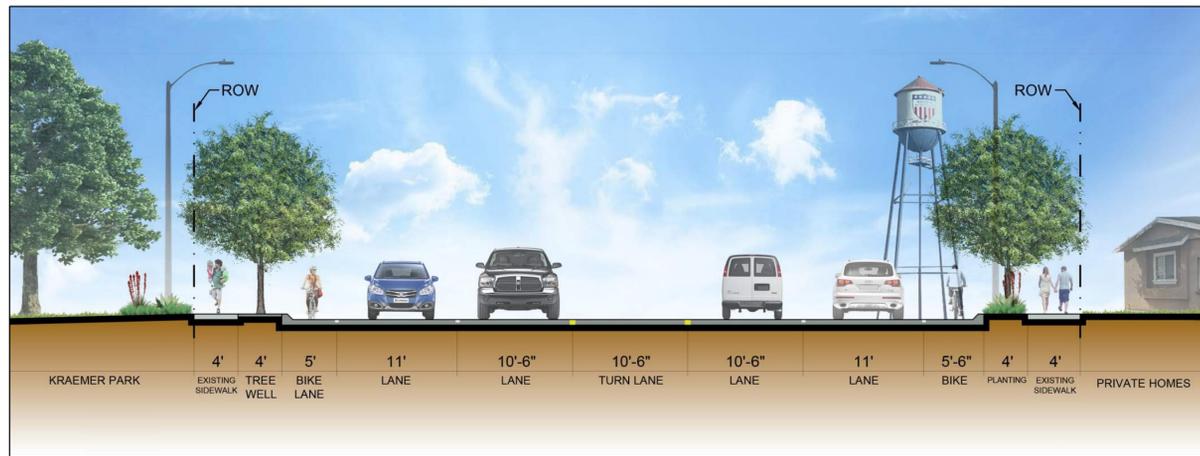




PERSPECTIVE B1: BEFORE



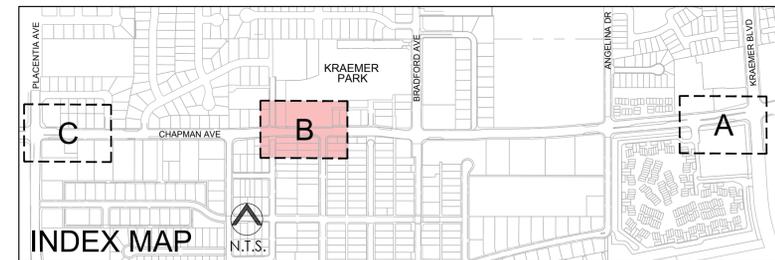
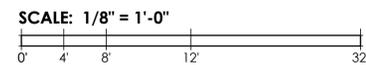
PERSPECTIVE B1: AFTER



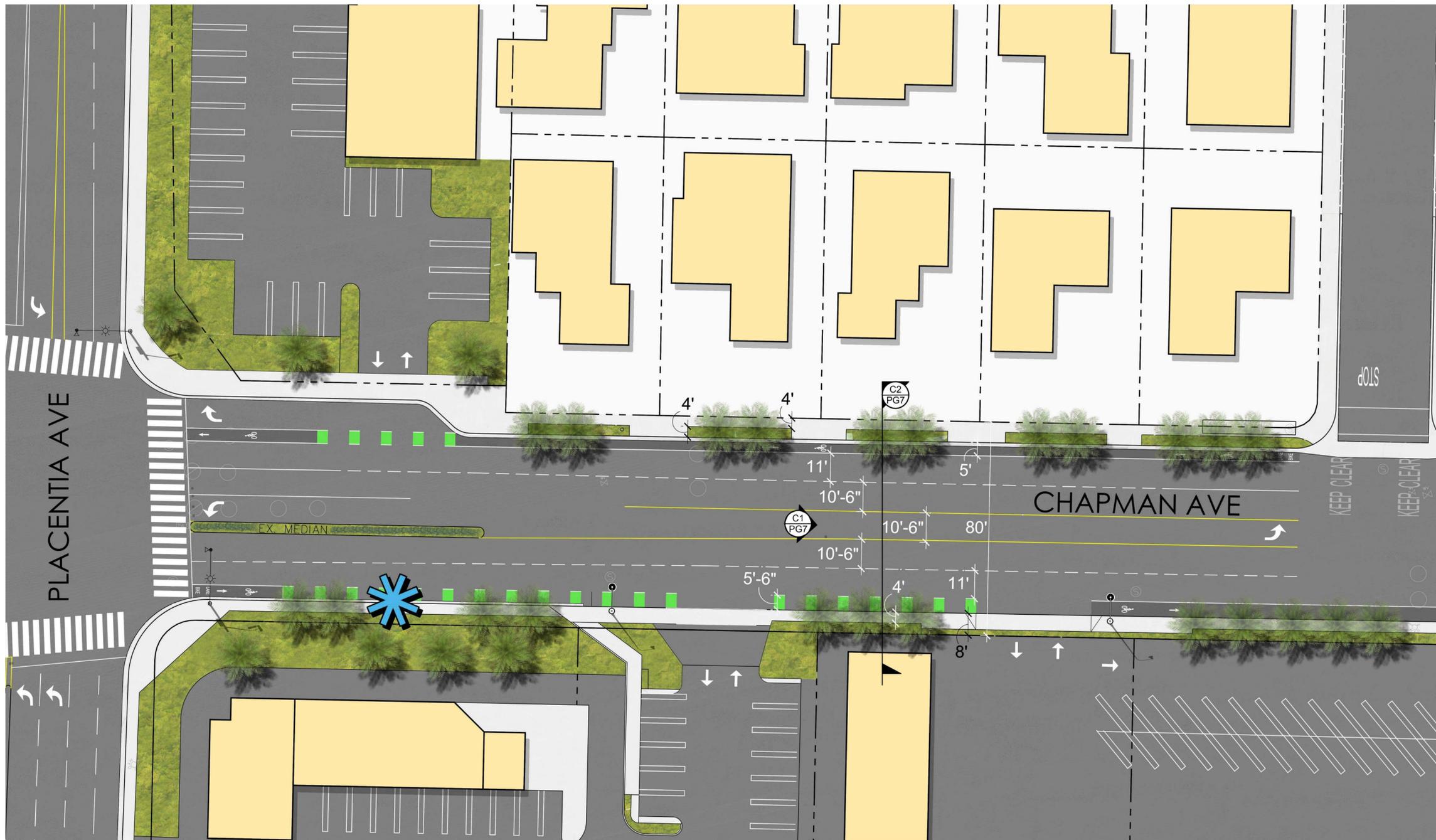
SECTION B2: MELROSE AND CHAPMAN

Streetscape Enhancement

Melrose St. and Chapman Ave: B

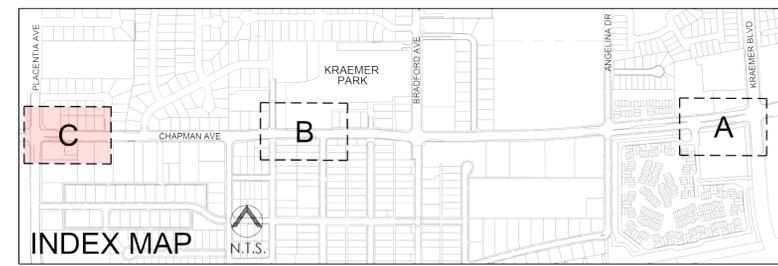


Chapman Corridor Streetscape Master Plan



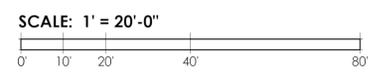
MASTER PLAN LEGEND

-  EXISTING BUS STOP
-  PROPOSED ACCENT TREE
-  PROPOSED EVERGREEN TREE
-  PROPOSED PALM TREE
-  EXISTING LIGHT POST
-  PROPOSED BIKE LANE
-  BIKE/VEHICULAR LANE MARKING
-  BIKE LANE BUFFER



Streetscape Enhancement
 Placentia Ave and Chapman Ave: C

Chapman Corridor Streetscape Master Plan

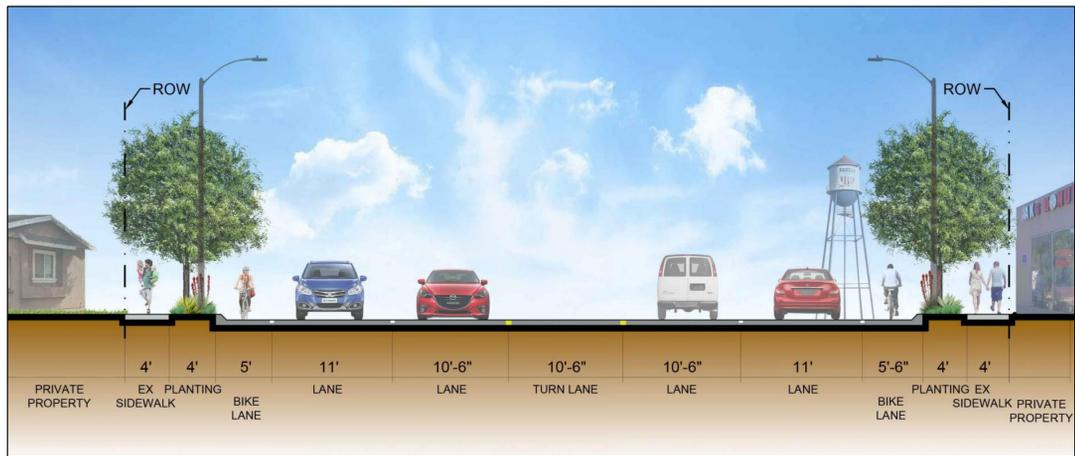




PERSPECTIVE C1: BEFORE

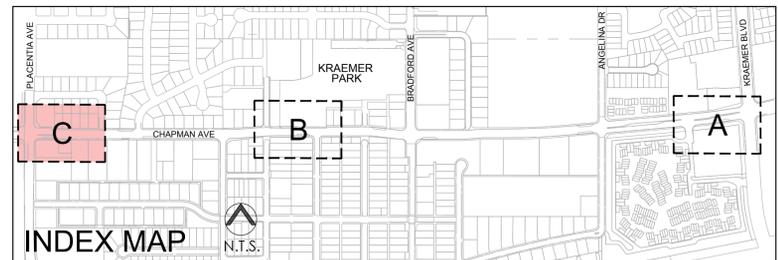
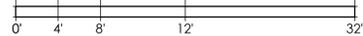


PERSPECTIVE C1: AFTER



SECTION C2: PLACENTIA AND CHAPMAN

SCALE: 1/8" = 1'-0"



Streetscape Enhancement

Placentia Ave and Chapman Ave: C

Chapman Corridor Streetscape Master Plan

NOTICE OF EXEMPTION

To: Office Land Use and Climate Innovation
1400 Tenth Street
Sacramento, CA 95814

From: City of Placentia
401 E. Chapman Avenue
Placentia, CA 92870

County of Orange
Assessor-County Clerk-Recorder
601 N. Ross Street
Santa Ana, CA 92701

Project Title: Chapman Corridor Revitalization Plan

Project Location: The project site encompasses approximately 0.13 square miles (approximately 120 acres) of a largely developed, one-mile stretch of Chapman Avenue referred to as the "Chapman Corridor." Specifically, the Chapman Corridor is located between Placentia Avenue and the Civic Center and Cinnamon Tree Condos just beyond the intersection of Chapman Avenue and Kramer Boulevard in the City of Placentia, Orange County.

Assessor's Parcel Number(s): See attachment

Project Description: The Chapman Corridor Revitalization Plan (proposed project) is a specific plan that would serve as the implementation tool for the refined zoning for the Chapman Corridor. The proposed project would provide permitted uses, development and design standards, mobility and infrastructure improvements, and design guidelines. The proposed project would enhance the City's Municipal Code to further align zoning regulations with the General Plan. Where the proposed project is silent, the City's Municipal code will continue to apply, using the context and objectives of the proposed project as a guide. The proposed project would provide flexibility for commercial and residential opportunities to develop in the Chapman Corridor in accordance with the General Plan. Existing uses within the Chapman Corridor would be allowed to remain; however, proposed project would create flexibility for potential residences to convert to home businesses and for a variety of mixed-use opportunities throughout the project site.

Lead Agency: City of Placentia

Applicant: City of Placentia

Exemption Status: Ministerial [Section 21080(b); 15268];
 Declared Emergency [Section 21080(b)(3); 15269(a)];
 Emergency Project [Section 21080(b)(4); 15269(b)(c)];

General Rule [Section 15061(b)(3)]; Common Sense Exemption

Categorical Exemption, State Type, and Section number:

Approval of Rates, Tolls, Fares, and Charges [Section 21080(b)(8)(D)];

Statutory Exemption [Section 15273(a)(4)].

REASONS WHY THIS PROJECT IS EXEMPT OR DOES NOT REQUIRE FURTHER ENVIRONMENTAL DOCUMENTATION:

The project is exempt under State California Environmental Quality Act (CEQA) Guidelines Section 15061(b)(3), which states:

(b) *A project is exempt from CEQA if:*

1. The project is exempt by statute (see, e.g. Article 18, commencing with Section 15260)
2. The project is exempt pursuant to a categorical exemption (see Article 19, commencing with Section 15300 [of the CEQA Guidelines]) and the application of that categorical exemption is not barred by one of the exceptions set forth in Section 15300.2.
3. **The activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.**
4. The project will be rejected or disapproved by a public agency (See Section 15270[b])
5. The project is exempt pursuant to provisions of Article 12.5 of this Chapter

As stated in CEQA Guidelines 15061(b)(3), where it can be seen with certainty that there is no possibility that the activity would result in a significant effect on the environment, the activity is not subject to CEQA. "A project that qualifies for neither a statutory nor a categorical exemption may nonetheless be found exempt under what is sometimes called the 'common sense' exemption, which applies '[w]here it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment'." (Muzzy Ranch at 380, citing CEQA Guidelines, § 15061(b)(3), and Davidson Homes v. City of San Jose (1997) 54 Cal.App.4th 106, 113–118).

As discussed under *Project Description*, the proposed project is a policy document that builds from the City's existing General Plan and zoning for the Chapman Corridor. The proposed project does not include specific development projects; rather, the proposed project would implement and address general provisions, permitted uses, development and design standards, mobility and infrastructure improvements, and design guidelines to revitalize this portion of the City consistent with the General Plan. Because the proposed project is consistent with the General Plan, the proposed project would not exceed the development proposed under General Plan buildout. The proposed project would refine the zoning regulations to further align with the General Plan. Future development projects would be subject to separate environmental review under CEQA and to

compliance with the established regulatory framework including federal, State, regional and local regulations.

Therefore, because the activity in question is adoption of a policy document, which does not entitle development and would not allow development beyond what is currently allowed in the City General Plan, there is no possibility that the proposed project would have a significant effect on the environment and is not subject to CEQA.

Lead Agency

Contact Person: Joseph Lambert

Area Code/Telephone/Extension: (714) 993-8124

Signature: _____ **Title:** _____ **Date:** _____

Signed by Lead Agency Signed by Applicant

Davyd Clark
212 S. Kraemer Blvd., unit 301
Placentia, CA 92870
davy.and.crew@gmail.com
657-234-9605
July 1, 2025

Joseph M. Lambert
Director of Development Services
Andrew Gonzalez
Planning Manager
City of Placentia
401 E. Chapman Avenue
Placentia, CA 92870

Re: Public Hearing on Redevelopment Plans Impacting Cinnamon Tree Community

Dear Mr. Lambert, Mr. Gonzalez, and Planning Commission,

I am writing as a deeply concerned resident and mother regarding the proposed redevelopment plans currently under consideration, which include my condominium community. My name is Davyd Clark, and I am a recently divorced mother of three young daughters. We purchased our condominium in February of this year, the only home I could afford within the Placentia-Yorba Linda Unified School District.

This home is not just property to us; it is our sanctuary, our foundation, and the cornerstone of my efforts to rebuild a safe and stable life for my daughters after escaping a marriage marked by domestic violence. As part of my divorce proceedings, it was determined that maintaining residence within this school district was vital. If we are forced to relocate outside of the district, I risk losing custody of my children to their father, who has a documented history of domestic abuse. This is not a vague or theoretical concern; this is a very real and terrifying possibility.

The proposed redevelopment, if it displaces our community, will not just uproot our physical residence; it will fracture a family and expose three innocent girls to danger and instability. I urge you to fully consider the human cost of these plans. Redevelopment may bring aesthetic improvements, but at what price? What is the value of a beautified street if the cost is a safe, loving home for children?

Please do not let this project destroy what we have fought so hard to build. I am asking, begging, that you reconsider any plans that would demolish or displace existing communities like ours. Real people live here. Families live here. My children and I are just beginning to find peace and stability. Please don't take that away from us.

Thank you for your time, your attention, and your compassion in this matter.

Sincerely,

Davyd Clark



City of Placentia – Public Comments Phone Log

Project: Proposed Zoning Change – [Insert Project/Area Name]

Prepared By: [Your Name]

Department: Development Services Department

Date Range: [Insert Start Date] – [Insert End Date]

Date	Call er Nam e	Address or Neighborhood (if given)	Phone Number	Concern or Comment	City Response Provided	Follow-Up Required	Notes
6/25/20 25	Davy], Clark	[REDACTED], Condomini um Owner	[REDACTED]	Expressed deep concern about being displaced due to proposed “redevelopment.” Shared personal circumstances regarding custody and safety of her children. Believes project may force sale or demolition.	Explained that the proposal is a zoning change only and does not include any redevelopment or demolition plans. Clarified that no homes are being taken or condemned. Emphasized the need for public input in any future development proposals.	Yes – Staff offered to follow up with a direct call and suggested Ms. Clark share accurate info with neighbors to help combat misinformation.	Caller was emotionally impacted; thanked staff for the clarification and committed to discussing with HOA.
[Insert]	[Insert Name]	[Insert]	[Insert]	[Insert Comment]	[Insert Response]	[Yes/No]	[Additional Notes]

To: The Planning Commission and
The Planning Division

6-27-25

Pg. 1

Dear Sir or Madam:

6/20/25 I received a letter called Notice of Public Hearing from Joseph M. Lambert, Secretary to the Placentia Planning Commission at the city of Placentia, California. I am the sole owner of 212 S. Kraemer Blvd. Unit 506, Placentia, California.

From what I understand, there is a Chapman Corridor Revitalization Plan that the city of Placentia is currently undertaking. I do not give my consent to have my condominium at 212 S. Kraemer Blvd. Unit 506, Placentia, California be a part of this above mentioned Revitalization Plan.

I am 76 years old. I have lived at my home at the above mentioned address since 1992.

I am retired and on a fixed income. I cannot afford to buy a house, another condominium, or a mobile home nearby. I live alone and cannot afford to rent a place.

Also, I do not want to move from 212 S. Kraemer Blvd. Unit 506, Placentia, California for the following reasons:

1. I help take care of a veteran. I've
(over)

Known since 1991. He is only 8 minutes away by car from me. He lives in assisted living, but he needs me to take him to the doctor and be there for scheduled visits and emergency visits.

The reason is because he had a stroke in 2023 that left him with aphasia (trouble getting his words out). He's 82 years old.

2. I am a cancer survivor, and part of the reason I survived is because I did retire so I could take care of myself. I am physically comfortable where I'm living now.

3. I am only a few driving minutes away from Kaiser Hospital at Anaheim Kraemer. I have Kaiser insurance and have already been there twice on emergency. [Actually, the 1st emergency was at the old Kaiser hospital (on Lakeview) that is now gone.]

4. I know that if the city takes my property under Revitalization I will not end up getting the full value of my property.

5. I am physically safe where I am living now.

Alicia Dillender

971 448 1738
= Cell

714 528-3409

Sincerely,

Alicia Dillender

6/27/25

KANTILAL D. MACWAN
212 S. KRAEMER BLVD #1505
Placentia CA 92870
kantilal.macwan@yahoo.com
Phone 657-275-4992
Dated 7-1-2025

Joseph M. Lambert
Director of Development Services
Andrew Gonzalez
Planning Manager
City of Placentia
401 E. Chapman Avenue
Placentia, CA 92870

Re: Public Hearing on Redevelopment Plans Impacting Cinnamon Tree Community

Dear Mr. Lambert, Mr. Gonzalez, and Planning Commission,

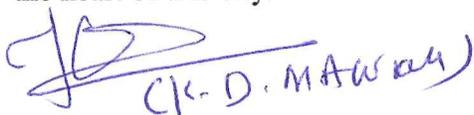
I am a resident of the community located in the area identified for redevelopment in your proposed revitalization plans. I am writing to express my strong concern and opposition to any efforts that would result in the displacement of long-standing residents and families.

This community is more than buildings—it is home to working families, children, seniors, and individuals who have built their lives here. Many of us, including myself, have made financial and emotional investments to live in this neighborhood because it is safe, stable, and part of a strong school district.

Redevelopment that involves tearing down or displacing established homes threatens to destabilize families, uproot children from their schools, and potentially force residents out of the city entirely due to unaffordable housing alternatives. The consequences go far beyond construction—they impact real people, real lives, and real futures.

I respectfully urge the Council to reconsider any redevelopment plans that would displace existing residential communities. There are better ways to beautify and invest in Placentia that don't involve tearing down homes or breaking up families.

Please prioritize the people who already live here. We are your constituents, your neighbors, and the heart of this city.


K. D. MACWAN

Sincerely,

Mary Anne Viau
212 S. Kraemer Blvd., unit 301
Placentia, CA 92870
MDV@CaliforniaMail.com
(310) 254-4077
June 29, 2025

Joseph M. Lambert
Director of Development Services
Andrew Gonzalez
Planning Manager
City of Placentia
401 E. Chapman Avenue
Placentia, CA 92870

Re: Public Hearing on Redevelopment Plans Impacting Cinnamon Tree Community

Dear Mr. Lambert, Mr. Gonzalez, and Planning Commission,

My name is Mary Anne Viau, and I'm writing to express my concern about the proposed redevelopment plans that threaten to displace my home and community.

When my sister finalized her divorce, she was left in a financially vulnerable position, raising three daughters on her own. Because of the high cost of living and the specific need for her to remain in the Placentia-Yorba Linda Unified School District, due to court-ordered custody agreements linked to her ex-husband's history of domestic violence, she simply could not afford to purchase a home in the area on her own.

That condominium is not just a structure; it's a sanctuary. It is where my nieces are building a new, healthier life with their mother. Displacing them in the name of redevelopment would not only cause immense hardship, it could have devastating legal and emotional consequences. If they are forced out of the school district, my sister risks losing custody of her children. This isn't just a matter of housing; this is a matter of keeping a family safe and together.

I respectfully urge you to reconsider any redevelopment plans that would destroy or displace existing, lived-in communities like my sister's. The human impact of these decisions must be weighed as heavily, if not more, than any economic or aesthetic benefit. Families like hers are the heart of Placentia, and they deserve to stay.

Thank you for your time and thoughtful consideration.

Sincerely,

Mary Anne Viau

A handwritten signature in black ink, appearing to read 'Mary Anne Viau', with a long, sweeping horizontal stroke extending to the right.

Margie McCoy

From: Andrew Gonzales
Sent: Tuesday, July 1, 2025 9:45 AM
To: Development Services Department; Joseph Lambert
Subject: RE: New Voice Message from (714) 496-9005 on 06/30/2025 6:32 PM

Mr. Walker was contacted and has expressed that he is comfortable with the proposed plan. He noted, however, that the language used in the legal notice may unintentionally imply a government acquisition of private properties (i.e., eminent domain). After being briefed and reassured that the City is not pursuing eminent domain or any involuntary property acquisition, he confirmed that he has no objection to us moving forward.

Andrew Gonzales | Planning Manager | Development Services Department
City of Placentia | 401 E. Chapman Ave. Placentia, CA 92870
Ph.: (714) 993-8218 | Fax: (714) 528-4640 | Email: agonzales@placentia.org

Download the iPlacentia Mobile App:



Follow Us: 

CONFIDENTIALITY NOTICE

This e-mail transmission, and any documents, files or previous e-mail messages attached to it may contain information that is confidential. If you are not the intended recipient, or a person responsible for delivering it to the intended recipient, you are hereby notified that you must not read this transmission and that any disclosure, copying, printing, distribution or use of any of the information contained in or attached to this transmission is STRICTLY PROHIBITED. If you have received this transmission in error, please immediately notify the sender by telephone at (714) 993-8218 or return e-mail at agonzales@placentia.org and delete the original transmission and its attachments without reading or saving in any manner. Thank you.

From: Development Services Department <dsd@placentia.org>
Sent: Tuesday, July 1, 2025 8:55 AM
To: Joseph Lambert <jlambert@placentia.org>; Andrew Gonzales <agonzales@placentia.org>
Subject: FW: New Voice Message from (714) 496-9005 on 06/30/2025 6:32 PM

Here is another question about the Chapman Corridor Plan.

Margie

Margie McCoy | Administrative Assistant | Development Services
City of Placentia | 401 E. Chapman Ave. Placentia, CA 92870
Phone: 714-993-8268 | Fax: 714-961-0283 | Email: mmccoy@placentia.org



PLACENTIA
CALIFORNIA *A pleasant place to live.*

Download the iPlacentia Mobile App:



Follow Us: 

CONFIDENTIALITY NOTICE

This e-mail transmission, and any documents, files or previous e-mail messages attached to it may contain information that is confidential. If you are not the intended recipient, or a person responsible for delivering it to the intended recipient, you are hereby notified that you must not read this transmission and that any disclosure, copying, printing, distribution or use of any of the information contained in or attached to this transmission is STRICTLY PROHIBITED. If you have received this transmission in error, please immediately notify the sender by telephone at (714) 993-8107 or return e-mail and delete the original transmission and its attachments without reading or saving in any manner. Thank you.

From: RingCentral <notify@ringcentral.com>
Sent: Monday, June 30, 2025 6:33 PM
To: Development Services Department <dsd@placentia.org>
Subject: New Voice Message from (714) 496-9005 on 06/30/2025 6:32 PM



Voice Message

Dear Call Queue Manager,

You have a new voice message for Building Inspection:

From: (714) 496-9005
Received: Monday, June 30, 2025 at 6:32 PM
Length: 00:37
To: (714) 993-8124 Building Inspection

Voicemail Preview:

"Yeah, hi, my name is Lonnie Walker. I received a letter about the Chapman Corridor revitalization. And I have no idea what your intention is with the property we own there. Could you give me a call back at You probably have a number 714-496-9005. My name's Lonnie. Walker, area code 714-496-9005."

To listen to this message, open the attachment or login to your RingCentral account by clicking [here](#).

Thank you for using RingCentral!

Work from anywhere with the RingCentral app. It's got everything you need to stay connected: team messaging, video meetings and phone - all in one app. [Get started](#)

By subscribing to and/or using RingCentral, you acknowledge agreement to our [Terms of Use](#).

Copyright 2025 RingCentral, Inc. All rights reserved. RingCentral and the RingCentral logo are trademarks of RingCentral, Inc., 20 Davis Drive, Belmont, CA 94002, USA.



City of Placentia

Development Services Department

MEMORANDUM

TO: PLANNING COMMISSION

FROM: DEVELOPMENT SERVICES DEPARTMENT

VIA: SEN LIYANAGE, PLANNING TECHNICIAN

DATE: JULY 08, 2025

SUBJECT: RESIDENTIAL DEVELOPMENT STANDARDS – STUDY SESSION

BACKGROUND:

The Planning Commission conducted the second Study Session regarding this topic at their regular meeting of March 11, 2025. After discussion, directions were given on the majority of standards surveyed. The attached table details the direction provided during the March 11, 2025, Planning Commission meeting.

The first Study Session regarding this topic was held at their regular meeting of February 11, 2025. After discussion, staff was directed to add the following to the survey for further discussion:

1. A column for County of Orange development standards; and
2. A column for staff's recommendations.

That data has been added to the attached survey for discussion purposes.

During the regular Planning Commission meeting of November 14, 2023, the Planning Commission collaborated with the Streetscape and Transportation Advisory Commission to develop policy standards for residential driveway widths and gates across driveways. Residential driveway approach standards are under the jurisdiction of the Public Works Department, not a development standard regulated by the Planning Division.

On May 14, 2024, a Commissioner requested agenda future agenda item to discuss driveway widths and also certain development standards within the Zoning Code including fencing. It became clear to staff at that meeting that a majority of the Commission desired to discuss residential driveway approach standards, and certain other standards within the Zoning Code.

Certain standards such as driveway approach widths are the domain of the Public Works Department and therefore, are generally not reviewed by the Planning Commission. However, Public Works staff may elect to study this with the Streetscape and Transportation Advisory Commission. Any recommendation from the Planning Commission can be forwarded to the Streetscape and Transportation Advisory Commission.

DISCUSSION:

Staff surveyed six local cities and added the County of Orange (for unincorporated area standards) in addition to Placentia. The topics surveyed are as follows:

Single-Family Residential: Garage Space Dimensions, Outdoor Driveway Space Dimensions, Drive Approach Widths, Front Yard Fence Height Limits, Rear Yard Fence Height Limits, Driveway Gate Regulations

Multiple Family Residential: Covered Parking Space Dimensions, Uncovered Parking Space Dimensions, Guest Parking Space Dimensions, Required Backup Distance from Guest Parking, Internal Private Street Width (no on-street parking), Internal Private Street Width (with garages on both sides), Drive Approach Widths, General Fence Heights and Regulations, Driveway Gate.

Research on End Space Requirements was added to the table for discussion along with relevant diagrams of internal access ways and parking space dimensions from local cities and the County of Orange.

Recommended Actions: It is recommended that the Planning Commission take the following actions:

1. Discuss the Updated Residential Development Standards Survey Data
2. Provide staff direction as appropriate

ATTACHMENT:

1. Residential Development Standards Survey Updated for June 08, 2025

Residential Development Standards Survey

Residential Parking/Access Dimensions

Single Family Residential	Placentia	Anaheim	Brea	Orange	Yorba Linda	La Habra	Cypress	County of Orange	Staff's Recommendation
Garage Space Dimensions (e.g., 20'x20')	20'x20'	10'x20' (single) 20'x20' (double)	10'x 20' ft ; interior clearance of 9'x19' w/ 7' in height clearance	10'x20' interior	10'x20'	20'x20'	20'20'	10'x20'	20'x20'
PC agrees to maintain current dimensions									
Outdoor Driveway Space Dimensions	10' min width	23' min width 35' max width	9'x19'	12'x20'	24' min width	10' min width (Not to exceed the width of the garage)	Same as the width of the garage/carpport (10' min.)	10' min	10' min width
PC agrees to maintain current dimensions									
<ul style="list-style-type: none"> • Include language to be 10' min. width per vehicle 									
Multiple Family Residential									
Covered Parking Space Dimensions	10'x20'	10'x20'	10'x 20' ft ; interior clearance of 9'x19' w/ 7' in height clearance	9'x18'	10'x20'	9'x18'	9'x18'	10'x20'	10'x20' per space
PC agrees to maintain the current standard per space									

Multiple Family Residential	Placentia	Anaheim	Brea	Orange	Yorba Linda	La Habra	Cypress	County of Orange	Staff's Recommendation
Uncovered Parking Space Dimensions	9'x19'	8'6"x18'	9'x19'c	9'x18'	9'x20'	9'x18'	9'x18'	9'x18'	9'x18' or 9'x19'
End Space Requirements	N/A	12' stall width required or 4' minimum back up space	N/A	Additional 1' in width for end stall (10'x18')	N/A	Hammerhead required for dead-end drive aisles longer than 45' (No width specified)	N/A	Space shall be 2' wider than otherwise required	
<p>PC agrees to revisit this matter and discuss with staff on adding additional width requirements for end parking spaces adjacent to walls or obstructions or adding a "step-off" distance.</p> <ul style="list-style-type: none"> Andrew Gonzales pointed out we have a 5' landscape buffer 									
Guest Parking Dimensions	Same as above (8-8.5'x15' for compact spaces – 20% max. if above 20 spaces)	Same as above	Same as above (8'x16' for compact spaces - 15% maximum)	Same as above	Same as above	Same as above (Compact spaces NOT permitted)	Same as above (8' x 16' for compact spaces)	Same as above	9'x18' or 9' x 19' + (8.5' x 16' for compact spaces)
<ul style="list-style-type: none"> The members of the Planning Commission were asked if they would like a certain percentage of parking in residential development to be compact spaces by staff. PC agreed that more research would be needed on this matter to proceed. 									
Required Backup/Backout Distance from Guest Parking	20'	20' (4' back-up space for dead ends)	N/A	To the satisfaction of the Community Development Director.	24'	25'-30'	24'	24'	20' minimum 24' maximum
<p>PC agreed to increase the backup distance to 24' minimum</p>									

Multiple Family Residential	Placentia	Anaheim	Brea	Orange	Yorba Linda	La Habra	Cypress	County of Orange	Staff's Recommendation
Required Backup/Backup Distance from Covered Parking	20'	20' (4' back-up space for dead ends)	N/A	To the satisfaction of the Community Development Director.	24'	25'-30'	24'	24'	20' minimum 24' maximum
PC agreed to increase the backup distance to 24' minimum									
Internal Accessway Width (without street parking)	20' or Fire min.	20'(2-way) 12' (1-way)	Determined by City Engineer	25' (2-way) 12' (1-way)	24' (2-way) 14' (1-way)	25'-30' (2-way) or Fire min.	24' min. (2-way) 16' min. (1-way)	28' min	24' (2-way) maximum 12' (1-way) minimum
PC agreed it would be beneficial to have diagrams and have input from Engineering on internal street widths to proceed									
Internal Accessway Widths (garages on both sides)	20' or Fire min.	24'	Determined by City Engineer	25'	24'	25'-30' or Fire min.	20'	24' min	20' minimum 24' maximum
PC agreed it would be beneficial to have diagrams and have input from Engineering on internal street widths to proceed									
Drive Approach Widths (SFR & MFR)	20' min 24' max	20'	16'-24' (1-way) 24-40' (2-way)	30' (or to the satisfaction of the Community Development Director)	N/A	25-30' (or to the satisfaction of the Community Development Director)	24' min	28' (two-way) 15' (one-way, 20' if it is a fire lane)	16'-24'(1-way) 24-28'(2-way)
PC agrees to go with Staff's recommendation									

Residential Fence/Walls Requirements

Single Family Residential	Placentia	Anaheim	Brea	Orange	Yorba Linda	La Habra	Cypress	County of Orange	Staff's Recommendation
Front Yard Fence Height Limit	3-6' *	3-6' *	3' (36 inches)	3.5'	3'-5' *	3'	3.5'	3.5	3-6' *
Rear Yard Fence Height Limit	6-8'	6'	7' above finished grade	6'	6'	6-8'	7'	6'	8' maximum
Driveway Gate Regulations (e.g, swinging direction)	N/A	20' setback- no req of how it swings (could be for MFR as well - unclear)	N/A	N/A	Dictated by building // Treated as fences	20' setback	N/A	N/A	N/A
PC agrees to maintain current standards for SFR Fences & Gates									
Multiple Family Residential									
General Height Limits & Regulations	Same as above	3' (front) 6' (side/rear)	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above	Same as above
Driveway Gate Regulations (e.g, swinging direction)	N/A	See SFR	N/A	N/A	See SFR	See SFR	N/A	N/A	20' setback
PC recommends: 20' minimum setback or as directed by the City Engineer for Driveway Gate Regulations									

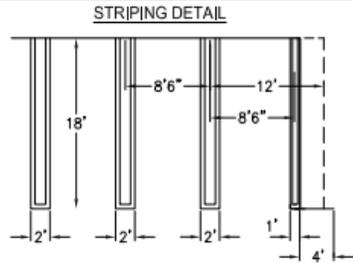
“*” Fencing above 3' minimum must be see-through

Notes:

- **Include data/research for turnaround space requirements for trash/delivery vehicles**
- **PC would like diagrams for internal access way widths**

Please see diagrams on the following pages. →

DIMENSIONS FOR FIGURE A		90°
STALL WIDTH, PARALLEL TO AISLE	8'6"	
STALL DEPTH TO WALL	18'	
STALL DEPTH, INTERLOCK	18'	
ONE-WAY AISLE	24'	
TWO-WAY AISLE	24'	
MODULE, WALL TO INTERLOCK (ONE-WAY)	60'	
MODULE, INTERLOCKING (ONE-WAY)	60'	
MODULE, WALL TO INTERLOCK (TWO-WAY)	60'	
MODULE, INTERLOCKING (TWO-WAY)	60'	



NOTE: IF AISLE DEAD-ENDS 12' REQUIRED OR MINIMUM 4' BACK UP SPACE AND TURNAROUND STALL REQUIRED

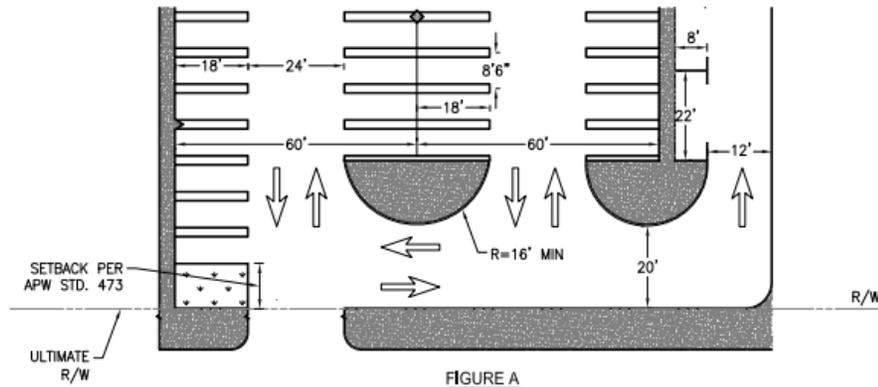


FIGURE A

NOTES:

1. ALL STALLS SHALL BE MINIMUM 8'-6" x 18' AND SHALL BE DOUBLE STRIPED.
2. ALL STRIPING SHALL BE 4" LINES USING WHITE OR YELLOW TRAFFIC BEARING PAINT.
3. VEHICLE OVERHANG SHALL NOT BE COUNTED TOWARD MINIMUM STALL DEPTH.
4. ONLY PARKING BAYS WITH 90° STALLS SHALL BE DEAD-END. END STALL TREATMENT SHALL CONFORM TO THE DESIGN DETAILED IN FIGURE A. ALL DEAD END DRIVE AISLES SHALL PROVIDE 12' END STALL CLEARANCE OR MINIMUM 4' BACK UP SPACE. A TURNAROUND STALL IS REQUIRED AT THE END OF ALL DEAD END DRIVE AISLES.
5. PARALLEL PARKING STALLS SHALL BE A MINIMUM OF 8' x 22'.
6. ON-SITE TRAFFIC CROSS AISLE PROVISIONS:
TWO-WAY DRIVE AISLES W/O PARKING REQUIRES A MINIMUM CROSS AISLE WIDTH OF 20';
ONE-WAY, 12'.
7. COVERED PARKING STALLS SHALL BE 10' x 20'. MINIMUM OVERHEAD CLEARANCE IS 9'.
8. MINIMUM OF 16' INNER AND 26' OUTER RADIUS SHALL BE PROVIDED FOR ALL CORNERS.
9. ACCESSIBLE PARKING STALLS DESIGN AND SIGNAGE SHALL CONFORM TO CALTRANS STANDARDS.
10. FOR PARKING STRUCTURES, REFER TO APW STD 471.
11. LOADING AREA SHALL BE MINIMUM 12' x 20'.
12. WHEEL STOPS MAY BE REQUIRED.

MINIMUM OFF-STREET
90 DEGREE PARKING

	REVISIONS No. DATE No. DATE 1 06/94 A 10/18		STANDARD DETAIL 470 SHEET 1 OF 2
	CITY ENGINEER 	DATE 10/02/18	

DEPARTMENT OF PUBLIC WORKS

DIMENSIONS FOR FIGURE B		ON DIAGRAM	30°	40°	45°	50°	60°	75°
STALL WIDTH, PARALLEL TO AISLE	A		17'	13'3"	12'	11'	10'	8'10"
STALL DEPTH TO WALL	B		16'4"	18'	18'9"	19'3"	20'	19'7"
STALL DEPTH, INTERLOCK	C		12'8"	15'	15'9"	16'6"	17'9"	18'6"
ONE-WAY AISLE	D1		12'	12'	14'	15'	18'	20'
TWO-WAY AISLE	D2		20'	20'	21'	21'	22'	22'
MODULE, WALL TO INTERLOCK (ONE-WAY)	E		41'	45'	48'6"	50'9"	55'7"	58'
MODULE, INTERLOCKING (ONE-WAY)	F		37'4"	41'8"	45'6"	48'	53'6"	57'
MODULE, WALL TO INTERLOCK (TWO-WAY)	E1		49'	53'	55'6"	56'9"	59'7"	60'
MODULE, INTERLOCKING (TWO-WAY)	F1		45'4"	49'8"	52'6"	54'	57'6"	59'

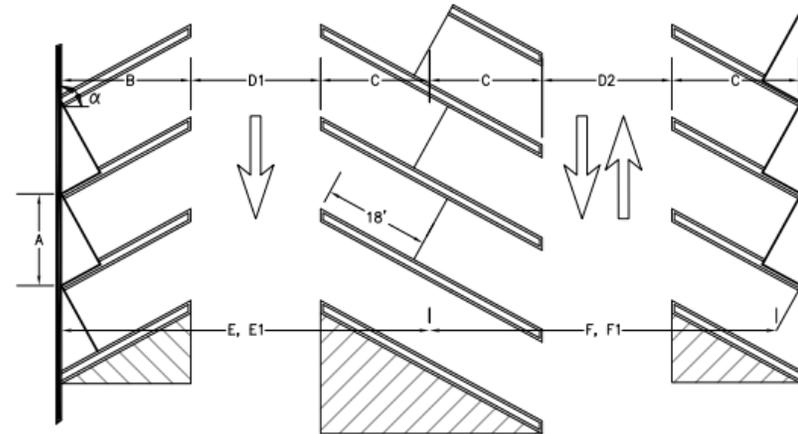
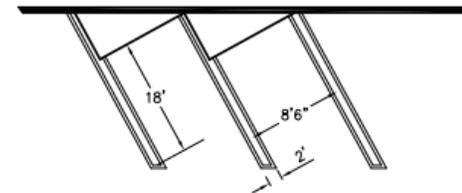


FIGURE B

STRIPING DETAIL

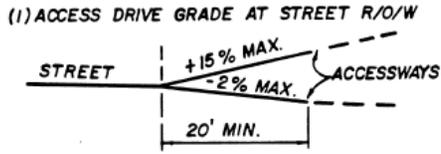


MINIMUM OFF-STREET
ANGLED PARKING

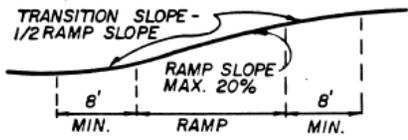
	REVISIONS No. DATE No. DATE 1 06/94 A 10/18		STANDARD DETAIL 470 SHEET 2 OF 2
	CITY ENGINEER 	DATE 10/02/18	

DEPARTMENT OF PUBLIC WORKS

DIAGRAM C

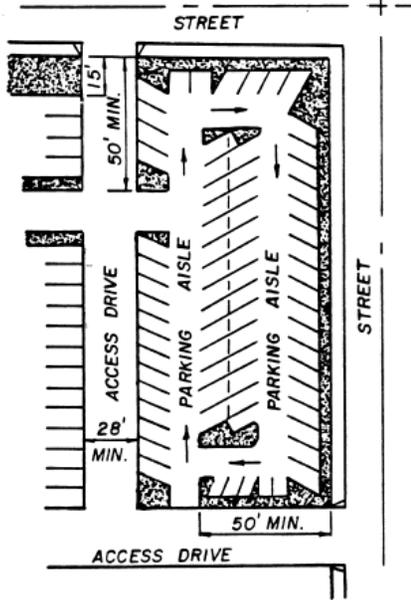


(2) DRIVEWAY OR PARKING STRUCTURE RAMPS



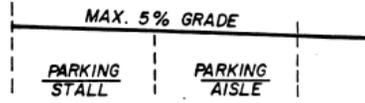
TRANSITIONS REQUIRED ONLY IF RAMP SLOPE EXCEEDS 10%

ACCESS DRIVES AND PARKING AISLES

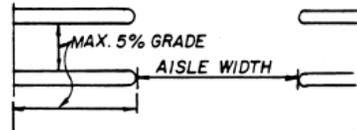


(3) MAXIMUM PARKING STALL AND PARKING AISLE GRADES

PROFILE



PLAN VIEW



PARALLEL PARKING

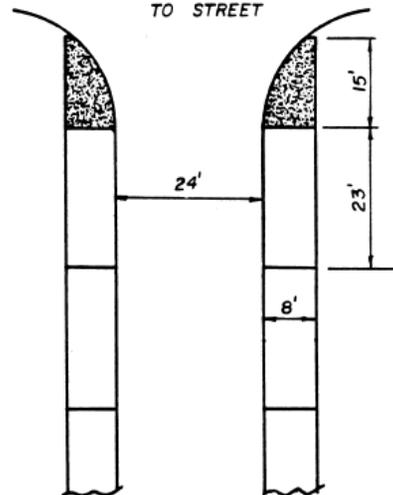
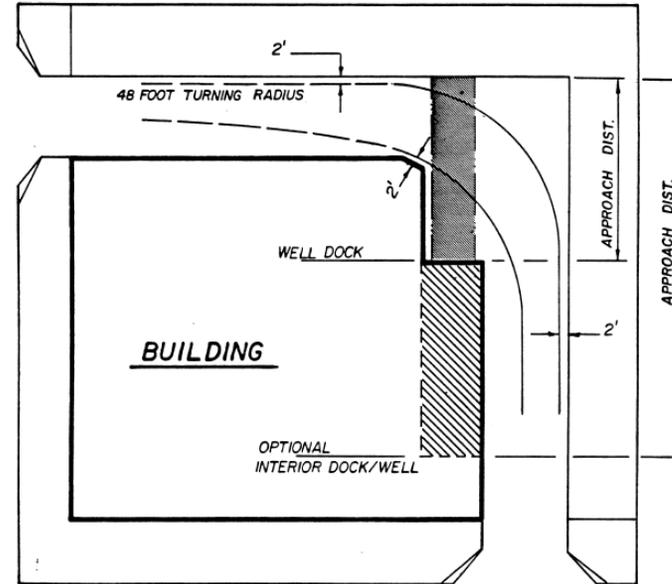
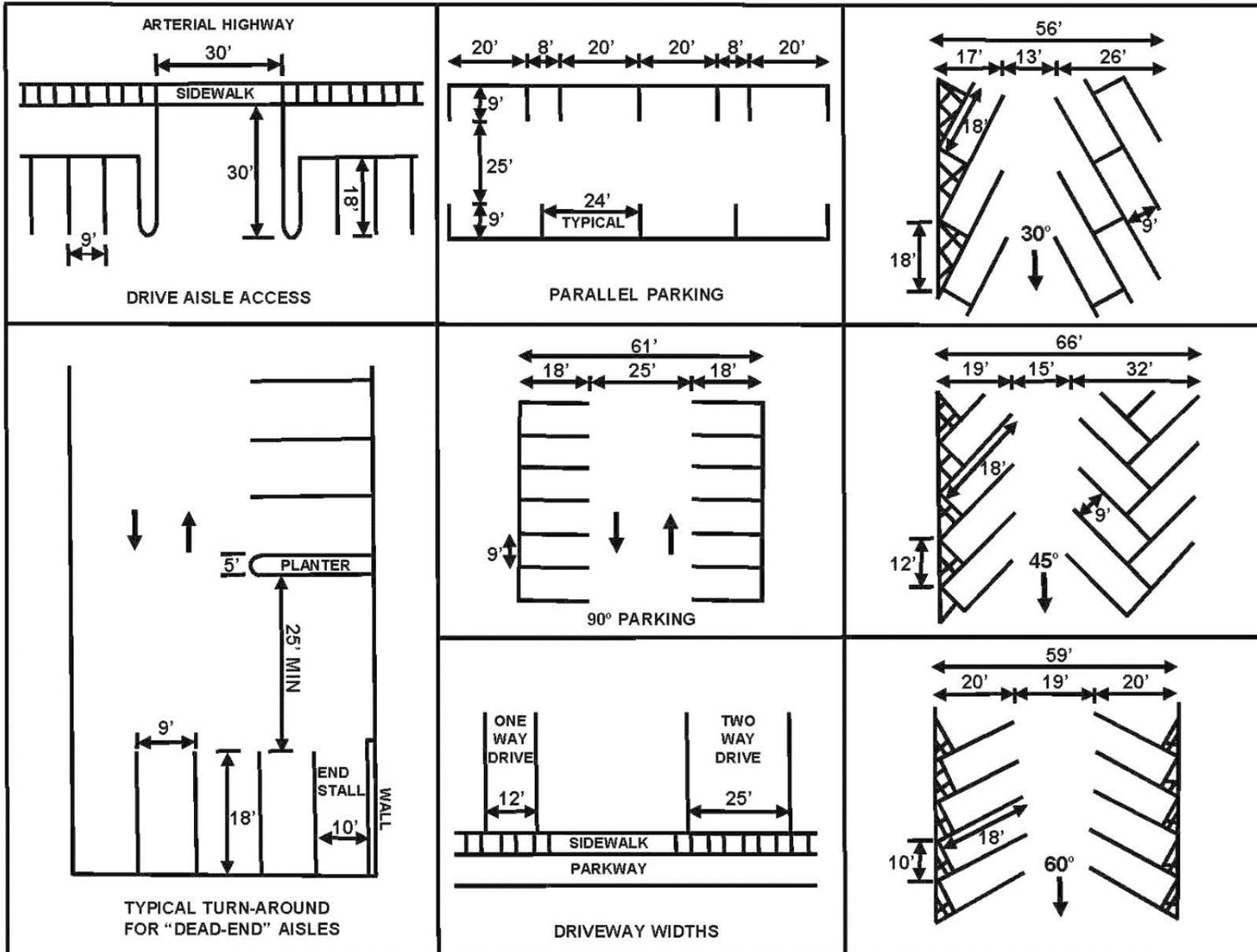


DIAGRAM E

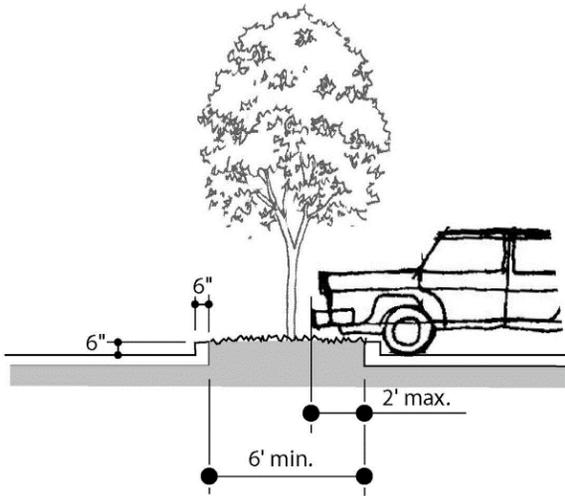
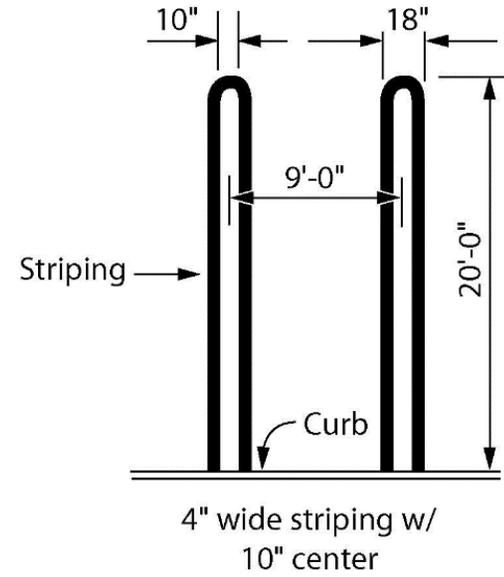
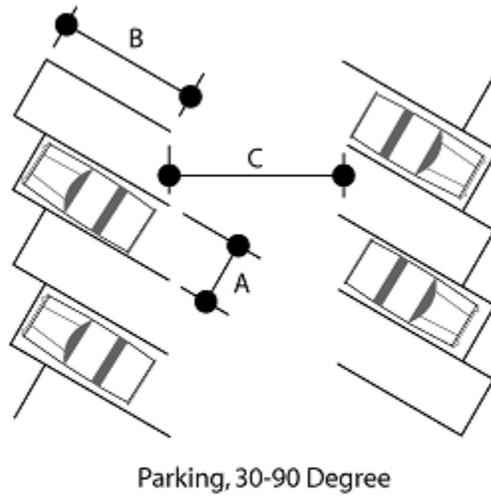
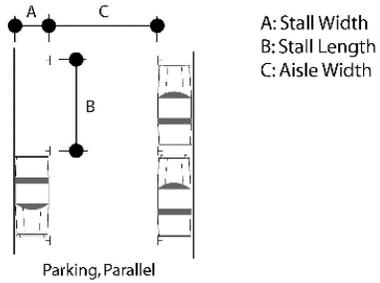
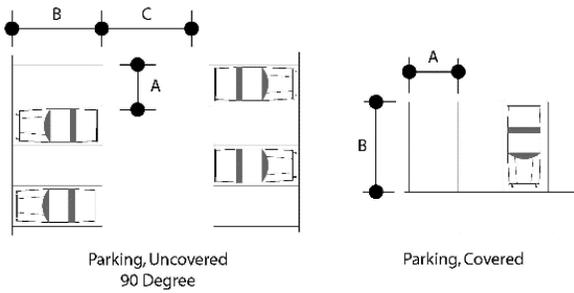


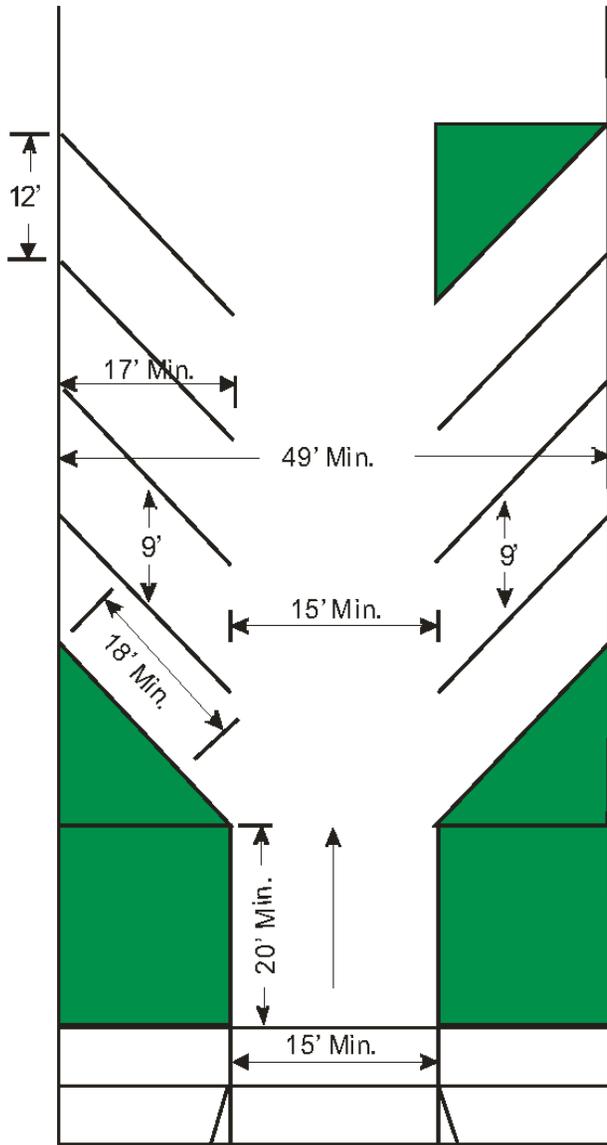
-  SEMI-TRAILER DOCK APPROACH - FOR WIDTH AND LENGTH SEE SECTION 304.050
-  OPTIONAL INTERIOR TRUCK WELL

Figure 17.34.110.A
PARKING DIAGRAM

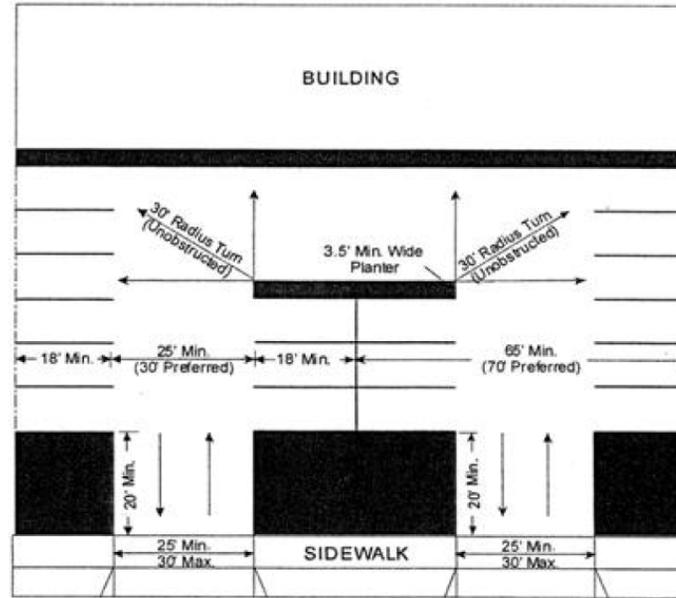


City of Yorba Linda

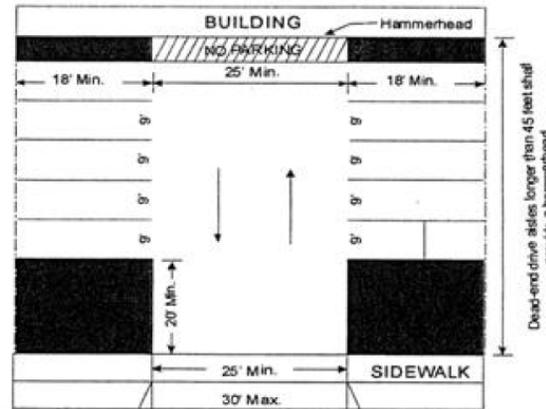




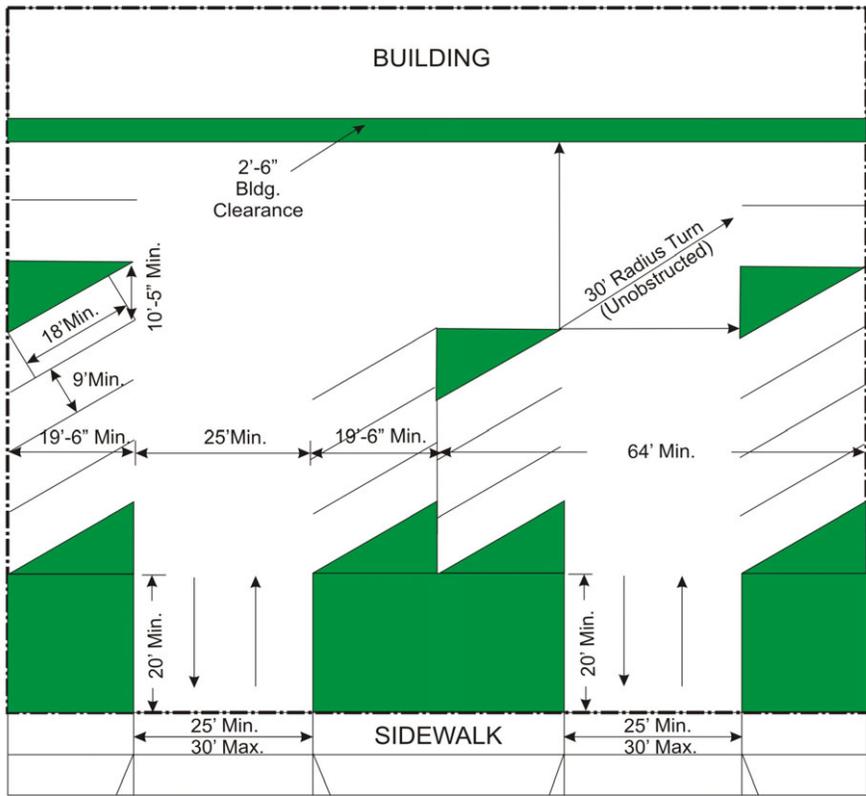
45° ANGLED PARKING
(1 WAY TRAFFIC)



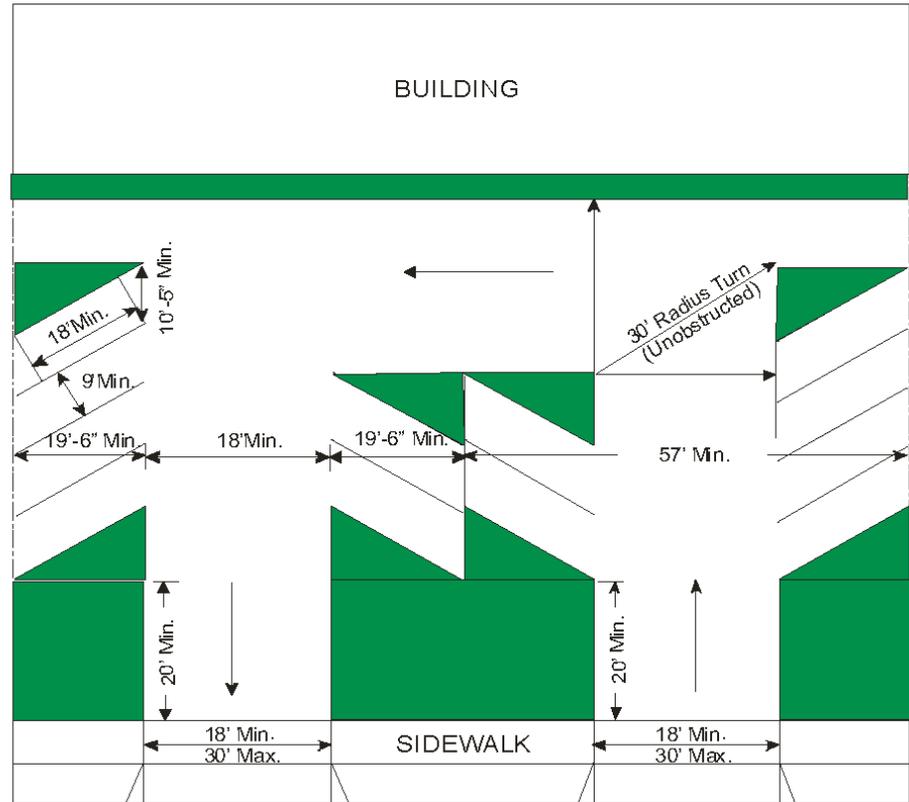
90° PARKING (2 WAY TRAFFIC)



90° PARKING AT FRONT OR REAR OF BUILDING



60° PARKING (2 WAY TRAFFIC)



60° PARKING (1 WAY TRAFFIC)

