

The City of Orange
The Irvine Company
The County of Orange

UPPER PETERS CANYON

SPECIFIC PLAN

Phillips Brandt Reddick
August 1984

**Upper Peters Canyon
Specific Plan**

The City of Orange, California

Approved by:

THE CITY OF ORANGE PLANNING COMMISSION

June 18, 1984

Adopted by:

THE CITY OF ORANGE CITY COUNCIL

Resolution No. 6156
(Chapter 1 and Chapter 2)
August 21, 1984

and

Ordinance No. 30-84
(Chapter 3)
August 28, 1984

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INTRODUCTION

1.0 INTRODUCTION

1.1 LOCATION AND SETTING

Location

The Upper Peters Canyon planning area is located at the base of the lower foothills of northeastern Orange County at the eastern edge of the City of Orange. The 230 acre planning area is situated south of Chapman Avenue and Santiago Canyon Road, east of Newport Boulevard and north of Peters Canyon Reservoir. The easterly limit of the study area is defined by the parallel easements for the Allen-McCulloch/Baker pipelines. Exhibits 1.1 and 1.2 illustrate the regional and local contexts of the planning area.

Setting

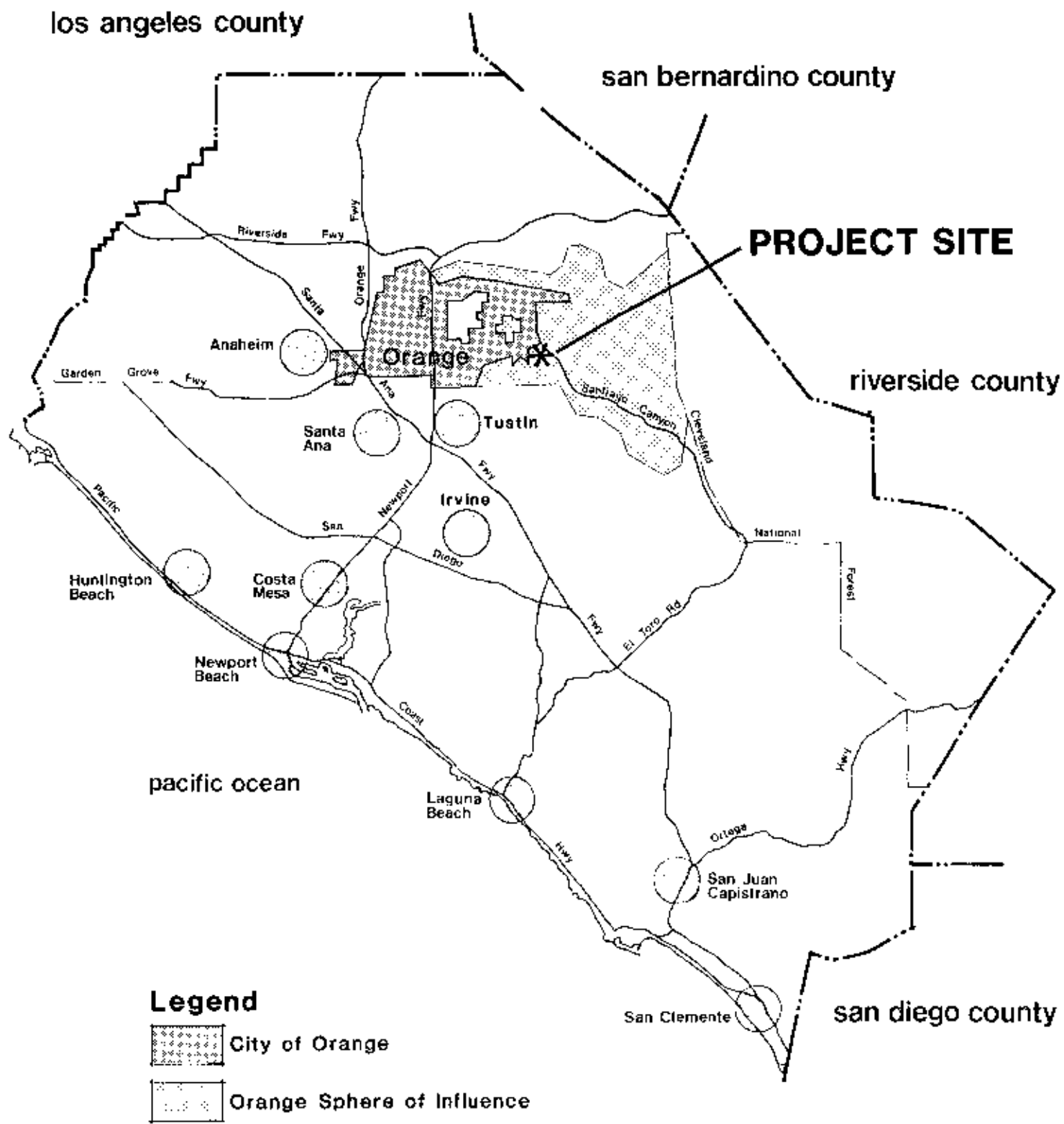
The project site is a privately-owned parcel of the Northern Irvine Ranch. The Irvine Company owns approximately 18,400 acres of surrounding property within the Sphere of Influence of the City of Orange. The study area consists of undeveloped open space land that has historically been used for cattle-grazing on an intermittent basis.

The project site is located on the urban fringe along the eastern margins of the City of Orange. Urbanized areas occur primarily to the west of the site while open space lands prevail to the east. Development of the area has moved steadily eastward over the past several years.

A variety of existing and planned land uses surround the project site which are described below and shown on Exhibit 1.3.

Orange Park Acres - The Orange Park Acres residential community is located north of Chapman Avenue and generally west of Santiago Canyon Road. This established community includes a mixture of low and estate low density residential development with an equestrian orientation.

Broadmoor Park - The Broadmoor Park residential tract is located northwest of the Chapman Avenue/Newport Boulevard intersection. This development consists of 202 attached duplex units.



REGIONAL LOCATION

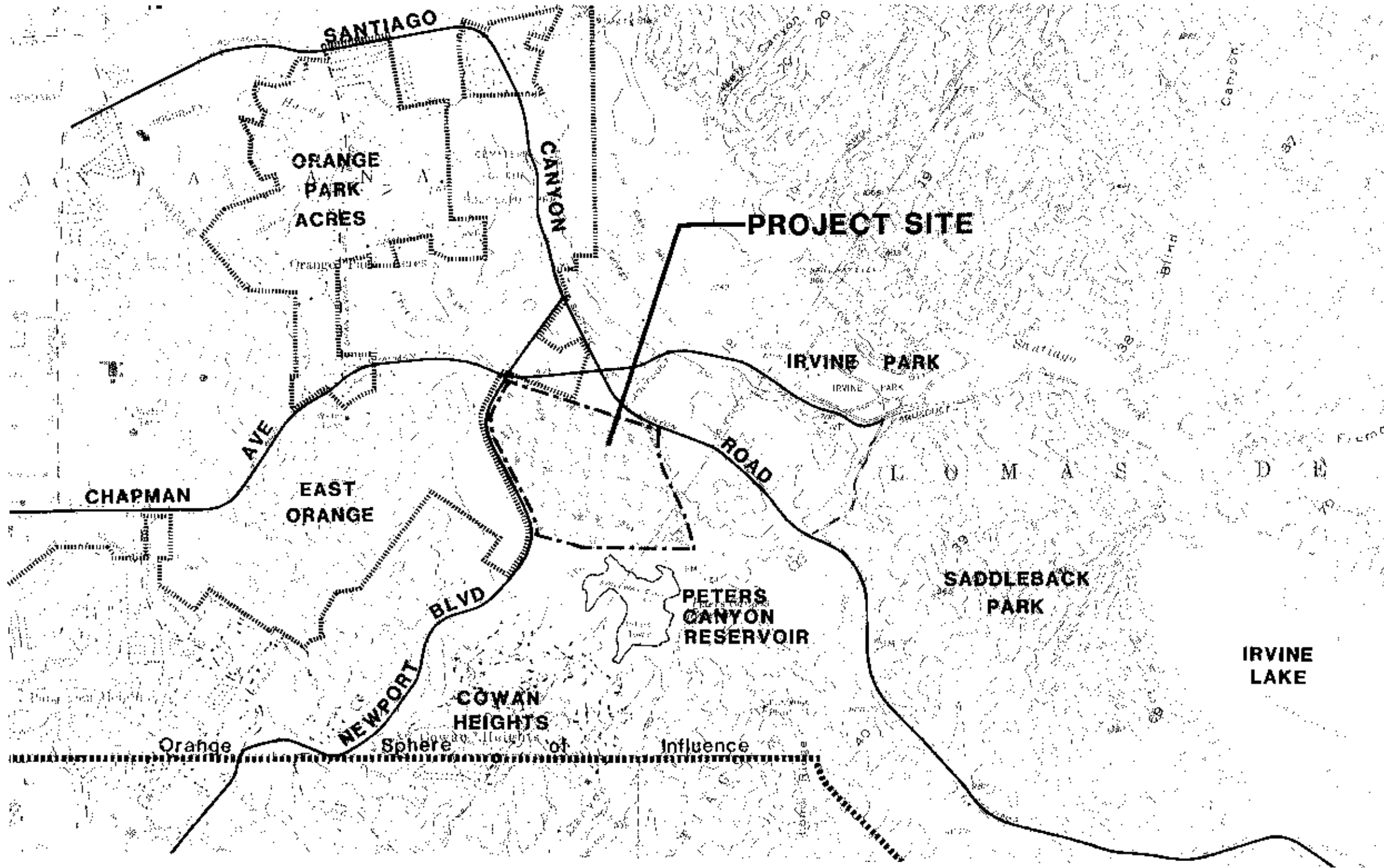
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EXHIBIT 1.1

LOCAL CONTEXT



Legend

-  CITY OF ORANGE BOUNDARIES
-  ORANGE SPHERE OF INFLUENCE BOUNDARIES

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EXHIBIT 1.2

Rancho Santiago Community College - Located north of the site along Chapman Avenue is the Rancho Santiago Community College District's planned Orange/Canyon Campus. Plans for the 76-acre campus site ultimately call for 16 acres of instructional and support facilities and 28 acres of parking to accommodate a projected enrollment of 11,200 students by the year 2015. To date, only a parking lot and temporary administration buildings have been constructed at the site on the north side of Chapman Avenue. The first phase of development, providing classroom space for 800 students, was originally scheduled for occupancy in the Fall of 1984, but has been delayed due to budget limitations.

Commercial Site - Under construction at the southwest corner of Chapman Avenue and Newport Boulevard is the Orange Canyon Village shopping center. This 5-acre shopping complex will provide a variety of commercial uses with a Farmers Market as the major tenant. Space has also been allocated for the construction of a bank.

High Horse Trails - This low density residential development is situated west of the site on the hillsides between Chapman Avenue and Newport Boulevard. The initial stages of development and occupancy are in progress and grading for subsequent increments is currently underway. At buildout, the High Horse Trails tract will provide a total of 174 single family detached residential units.

Orange Hill - The low density residential tract of Orange Hill is located further west of the site on the south side of Chapman Avenue. This development includes a total of 74 single family detached residential units.

Rocking Horse Ridge/Chateau Country - The low density hillside residential developments of Rocking Horse Ridge (170 units) and Chateau Country (230 units) are located southwest of the site. The initial stages of construction and occupancy for these recently-opened tracts are in progress.

Tract 11284 - Tract 11284 is a planned residential development located immediately west of the site along Newport Boulevard. 171 dwelling units have been approved for this 67-acre site.

Cowan Heights - The residential community of Cowan Heights is located to the south of the site. This established community is comprised predominately of semi-rural hillside homesites with many of the units having accompanying equestrian facilities.

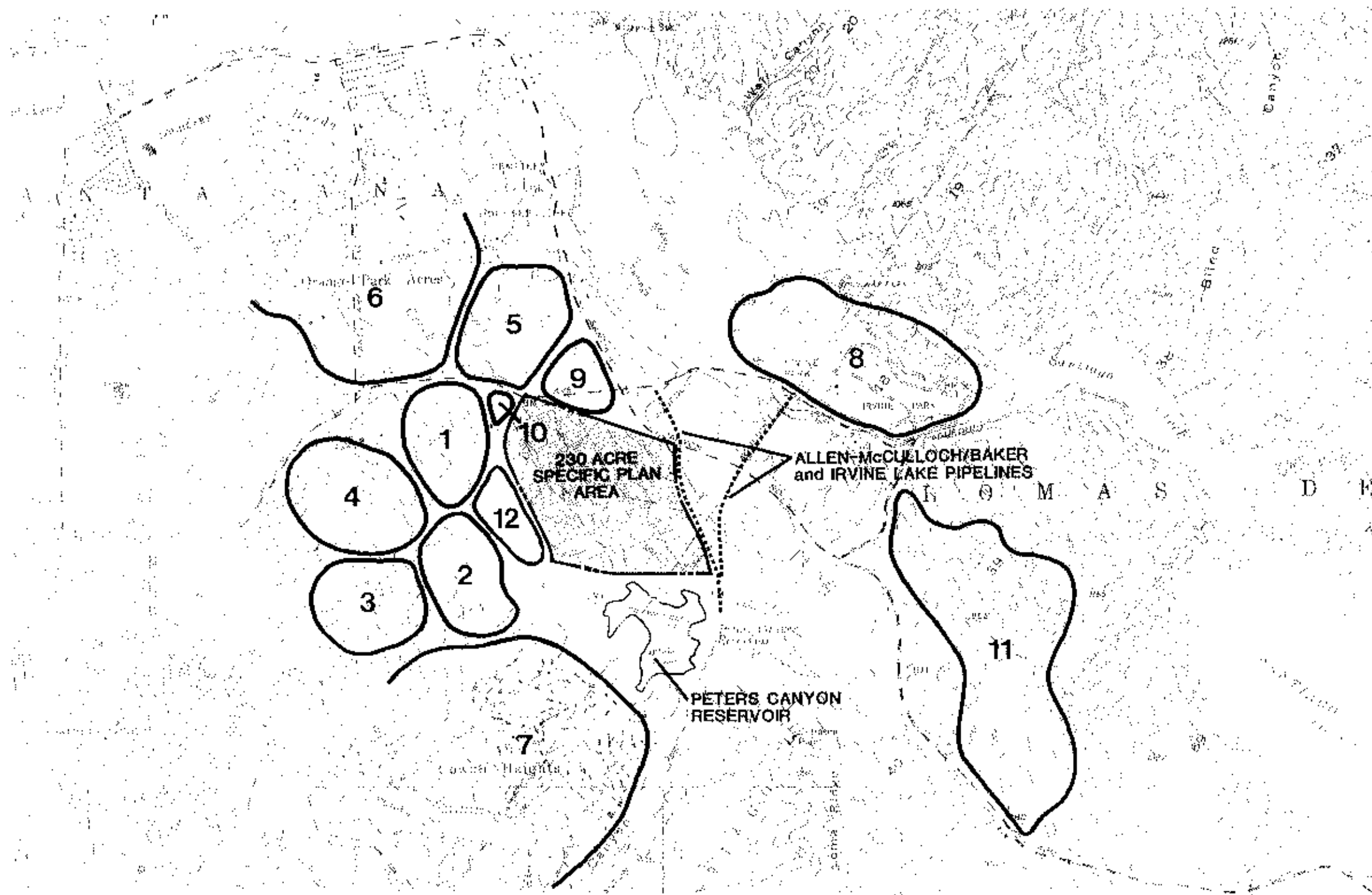
Peters Canyon Reservoir - The Peters Canyon Reservoir is located immediately south of the project site. The Irvine Company constructed the reservoir in 1932 for purposes of storing and distributing irrigation waters to downstream agricultural uses. This function has been diminished with the construction of the Irvine Lake Pipeline, although water is still maintained in the reservoir for agricultural purposes.

Water Pipelines - Bordering the eastern side of the site are the underground Irvine Lake and Allen-McCulloch/Baker Pipeline systems. The Irvine Lake Pipeline is an irrigation supply line carrying water from Irvine Lake south to the Rattlesnake Reservoir. The Allen-McCulloch/Baker system (formerly Diemer Intertie/Santiago Aqueduct) is a major dual water pipeline system that conveys both treated and untreated import supplies to service purveyors along its route to south Orange County. Easements of varying width denote the locations of these pipelines through the area.

Irvine Regional Park - This 477-acre County-operated park is located northeast of the site. The park offers a variety of public recreation opportunities including picnicking, biking, hiking, equestrian and a small boating lake.

Saddleback Park - Located to the east, off of Santiago Canyon Road is the Saddleback Motorcycle Park. Motorcycle trails across the hillsides here are visible in the distance from within the project site.

Open Space - Undeveloped Irvine Ranch grazing lands occur to the east and northeast of the site.



LEGEND

<u>PARCEL</u>	<u>LAND USE</u>
1	HIGH HORSE TRAILS
2	ROCKING HORSE RIDGE
3	CHATEAU COUNTRY
4	ORANGE HILL
5	BROADMOOR PARK
6	ORANGE PARK ACRES
7	COWAN HEIGHTS
8	IRVINE PARK
9	RANCHO SANTIAGO COMMUNITY COLLEGE
10	5 ACRE COMMERCIAL
11	SADDLEBACK PARK
12	TRACT 11284

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1.2 BACKGROUND

The Upper Peters Canyon Specific Plan area consists of approximately 230 acres of undeveloped land at the eastern limits of the City of Orange. The project area is a portion of an approximately 1,600 acre parcel of Irvine Company land which was the subject of a General Plan Amendment in the City of Orange. The General Plan Amendment was adopted in 1979 as the initial step to eventual annexation and development.

Approximately two years after this General Plan Amendment The Irvine Company annexed and received development approval for the first subarea, a 67 acre/171 dwelling unit parcel southwest of Newport Boulevard and Chapman Avenue. The Specific Plan area was subsequently identified by The Irvine Company as the next logical opportunity for development because of its location next to the City's boundary and the availability of infrastructure. Discussions were initiated with the City regarding the planning and annexation of the Specific Plan area and a petition to cancel a portion of the Agriculture Preserve contract, to take advantage of the early cancellation opportunity afforded by the Williamson Act, was filed with the County of Orange. The property owner has filed a petition with the Local Agency Formation Commission (LAFCO) to annex the land to the City of Orange.

Recognizing the advantages of coordinating with other agencies and the need to evaluate possible regional implications, the County of Orange was invited to participate in the preparation of a Specific Plan for the 230 acres.

The following is a discussion of the City and County land use plans and other regional planning programs which apply to the site and its development.

City of Orange

General Plan - The City of Orange General Plan Land Use Element, adopted in 1979, designated Low Density (2-6 units/acre), Medium Density (6-15 units/acre) and High Density (15-24 units/acre) residential uses. Future

sites for two elementary schools and one junior high school were also designated with adjoining parks. Up to 2,017 dwelling units were allowed for the Specific Plan area under the 1979 General Plan, with the following approximate density/acreage allocations:

	<u>Acres</u>	<u>Units</u>
Low Density	94.7	568
Medium Density	62.2	933
High Density	<u>21.5</u>	<u>516</u>
TOTAL	178.4	2,017

Other relevant City of Orange General Plan land use planning programs are reflected in the Open Space and Conservation Elements. These elements show a scenic trail designation (bicycle, hiking, equestrian) for Sanitago Canyon Road.

Zoning - As a precursor to annexation the Specific Plan area and surrounding vicinity has been pre-zoned by the City to a PC - Planned Community District. The PC District is intended primarily for large acreage projects and allows greater flexibility for development design and implementation of the General Plan. Development standards for the PC District may be established through adoption of specific plans, PC district regulations or conditional use permit.

An additional zoning program of relevance to the site is the City's FP - Floodplain Combining District. This district is intended to be applied to those areas which, under present conditions, are subject to periodic flooding and related hazards. Regulations are accordingly established to prevent loss of life and property from flooding and maintain floodwater carrying capabilities.

County of Orange

General Plan - Relevant Orange County General Plan Land Use planning programs are reflected in the Open Space and Conservation Elements, Recreation Element-Master Plan of Riding and Hiking Trails, Master Plan of Regional Parks and the Circulation Element-Master Plan of Countywide Bikeways. Pertinent features of these programs are discussed in the following.

The County of Orange identifies the Peters Canyon Reservoir area as a proposed regional park on the Master Plan of Regional Parks. A 1978 boundary study evaluated a series of alternative park configurations, acquisition/-development constraints and potential recreational use opportunities. Though not specifically defined at this time, the park boundaries are shown to generally encompass the reservoir, the shoreline vicinity and additional areas to the south.

The Open Space and Conservation Elements designate two Open Space, Conservation and Scenic Corridors in proximity to the site: Santiago and Upper Peters Canyon. The Santiago Corridor generally encompasses the area along Santiago Canyon Road. The Upper Peters Canyon Corridor generally occurs to the east and southeast of the site. These corridors are intended to provide open space linkages between existing and planned recreational facilities in the North Irvine, Peters Canyon Reservoir, Weir Canyon and Santiago Creek areas.

The Master Plan of Riding and Hiking trails shows the planned Peters Canyon (45) and Santiago Creek (14) Regional Trails to the east and northeast of the site, respectively. The Master Plan of Countywide Bikeways identifies bicycle trails following Santiago Canyon Road (42), Chapman Avenue (44) and through the area to the east of the site (Peters Canyon Wash-45).

Weir Canyon Park/Road Study - The County of Orange has recently completed a study which inventoried the environmental resources of Weir Canyon; identified the compatibility of alternative arterial highway (Weir Canyon Road) and a transportation corridor (eastern Corridor) alignment with a potential regional park in the Weir Canyon area, and evaluated alternative configurations of the future Weir Canyon Regional Park. The study area lies to the north of the Upper Peters Canyon project site. However, the southerly extension of the above mentioned roadways is conceptually shown in close proximity to the eastern boundary of the site. The findings of the Weir Canyon Park/Road Study recommend that the County designate between 780 and 2,450 acres of Weir Canyon and vicinity as a regional park and that the proposed Eastern Transportation Corridor be located outside of the ultimate park boundary selected. No specific alignments for Weir Canyon Road or the Eastern Corridor were recommended.

Eastern Transportation Corridor - The Eastern Transportation Corridor has been identified as a needed facility in a variety of studies of projected travel demand in Orange County. The concept of a high speed limited access facility between the Riverside Freeway (SR91) and the Santa Ana Freeway (I-5) was originally recommended by the Northeast Orange County Circulation Study (NEOCCS) in August of 1980. This was also confirmed by the Multimodal Transportation Study (MMTS) in October 1980. Both studies assumed that Weir Canyon Road would serve in conjunction with, or as part of, the Eastern Corridor. On August 26, 1981, the Board of Supervisors added the Eastern Transportation Corridor (as well as the Foothill Transportation Corridor) to the County MPAH as a conceptually proposed facility approximately paralleling Weir Canyon Road as shown on the plan at that time.

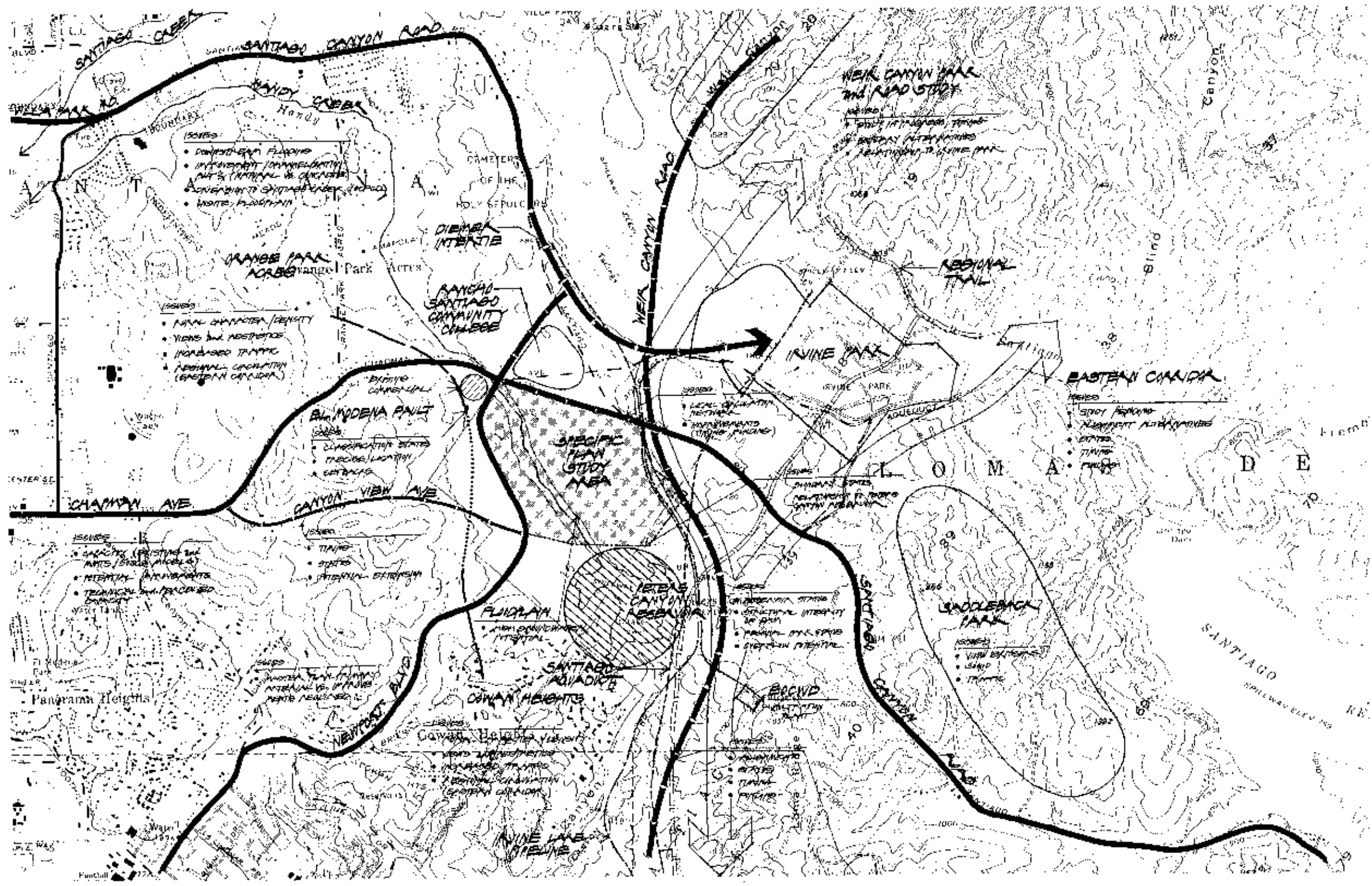
The primary objective of the engineering, planning and environmental studies is to provide sufficient information for the Board of Supervisors to select a route alignment for the Eastern Transportation Corridor. An alignment for Weir Canyon Road will also be established in this study. All cities, districts and landowners which will affect or be affected by the Eastern Corridor will be included in the planning process prior to any action by the Board of Supervisors on a specific route alignment.

These and other relevant factors are depicted on Exhibit 1.4.

1.3 PURPOSE AND INTENT







The policies, plans and programs of the City's General Plan establish the basic framework for the development of the Specific Plan area. The purpose of this Specific Plan is to implement the General Plan's policies in the design and development of the Upper Peters Canyon area.

The Specific Plan contains the necessary standards, guidelines and implementation procedures to carry out the policies and programs of the City of Orange General Plan and to provide for the orderly development of the Specific Plan area. The Specific Plan will be adopted by two City legislative actions: Chapters 1 and 2 will be adopted by resolution; Chapter 3 will be adopted by ordinance.



REGIONAL ISSUES

LEGEND

-  SPECIFIC PLAN STUDY AREA
-  EASTERN CORRIDOR
-  MAJOR ARTERIALS
-  HANDY CREEK
-  EL MODENA FAULT
-  PROPOSED COUNTY REGIONAL PARK

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1.4 PLANNING OBJECTIVES

The role of a Specific Plan as both a planning document and a regulatory document to implement the General Plan is authorized by Section 65507 of the California Government Code. The "PC - Planned Community District," Chapter 17.67 of the City of Orange Zoning Ordinance also recognizes the role of a Specific Plan for large scale planning by allowing greater flexibility in design and implementation.

The major components of land use, circulation and open space establish the community's basic form and structure and the master plans for these elements reflect goals and objectives which have been applied to the area's unique setting.

The following goals and objectives have been established for the Specific Plan area and are implemented by the plan maps.

Land Use

1. Special considerations should be given to community edges which abut existing or proposed sensitive land uses. Appropriate measures, including land use transition and effective screening, should be utilized to adequately buffer adjacent uses.
2. Internal orientation of the community should be encouraged to minimize potential conflicts with surrounding uses and to promote a sense of identity.
3. The more intense uses should be located in the eastern portions of the site, away from existing residential development and adjacent to major regional roadways.
4. Encourage joint use opportunities among land uses and facilities to enhance efficiency, and reduce capital improvements costs and operational expenses.
5. Provide for a variety of lifestyles, economic groups and family composition.

6. Incorporate a wide range of support elements such as schools, parks, recreational facilities, public facilities and commercial opportunities.

Housing

1. To provide a diversity of housing types responsive to a wide range of family groups and income levels.
2. To encourage the development of innovative design methods and housing types which increase the supply of housing for a broad spectrum of economic segments of the community.
3. To ensure that new housing is adequately supported by community services and facilities.
4. To provide a supply of new housing in a location adjacent to the City's urbanizing area and with available utilities/infrastructure systems.

Circulation

1. Establish a safe and convenient vehicular circulation system which:
 - Implements the Master Plan of Streets.
 - Responds to regional transportation issues.
 - Is coordinated with adjacent circulation system plans and proposed/planned access points.
 - Accommodates projected traffic generated by ultimate build-out of the community.
 - Provides the opportunity for possible future extensions of roadways where warranted.
2. Establish a hierarchy of streets in response to the projected functional requirements.
3. Allow for flexibility in the future design and alignment of local residential streets.

4. Provide the opportunity for public or private streets in response to identified need.
5. Implement the Chapman Avenue Regional Bike Trail.

Open Space and Recreation

1. Accommodate a variety of types and intensities of recreational opportunities for local residents of the Specific Plan community.
2. Provide the opportunity for joint use of a local park and elementary school.
3. Provide backbone trail system opportunities for pedestrian, bike and equestrian users.

1.5 RELATIONSHIP TO THE GENERAL PLAN

Concurrent with the Upper Peters Canyon Specific Plan is an amendment to the City of Orange General Plan Land Use Element. This amendment affects a 61.3-acre portion of the site's easterly area (see Exhibits 1.5 and 1.6). The amendment will reallocate Medium Density and High Density residential uses and establish a Mixed-Use area. The maximum permitted number of High Density and Medium Density dwelling units are increased, and the maximum permitted number of Low Density dwelling units is decreased. The total number of allowable dwelling units in the Specific Plan area (including the General Plan Amendment area) is not increased. The maximum number of dwelling units will not exceed the 2,000 dwelling units established by the 1979 General Plan Amendment.

The Upper Peters Canyon Specific Plan implements each of the City of Orange General Plan Elements. As such, the Specific Plan is consistent with the goals and policies of the General Plan. A comparative analysis of relevant General Plan goals and policies follows.

General Plan Goals and Policies

Land Use Element

- . A variety of single and multiple family housing types should be provided that meets the housing needs of families of all sizes, incomes, and age groups.
- . All residential development should be evaluated in terms of appropriate site development standards.
- . Any proposed residential development adjacent to freeways or other possible unusual noise sources should be effectively buffered from the noise source.
- . The concept of preserving the integrity of residential neighborhoods should be kept in mind at all times.
- . No residential building sites should be created with frontage on an arterial highway.
- . Where residential and non-residential uses are anticipated to be developed adjacent to each other,

Specific Plan Conformance

- . The Specific Plan provides for a diversity of single family and multiple family housing types to accommodate a variety of family groups, income levels and lifestyles.
- . The Development Standards, Section 3.0, establish the necessary regulations and site development standards controls for the Specific Plan area.
- . Sound attenuation walls, building setbacks and physical separation of residential uses from possible significant noise sources will be used to buffer noise impacts effectively.
- . The Specific Plan fosters the concept of neighborhood integrity through the incorporation of a school, neighborhood park and community services and facilities.
- . All residential building sites will be provided access by a collector road, local public streets and/or private streets.
- . The Specific Plan provides for a Mixed Use area and establishes development regulations unique to this

General Plan Goals and Policies

steps should be taken to enhance the compatibility of the uses, and the zoning code shall assure that incompatible uses are buffered from each other aesthetically, environmentally and in terms of circulation and noise.

- Wherever possible, any necessary expansion of commercial and business floor space should be encouraged in nodes at the intersections of major arterial highways.

Circulation Element

- To develop a comprehensive circulation system that is financially, legally, and politically feasible, has public support, and has a commitment to its implementation by city officials and those providing transportation services.
- To provide a street and highway system that is adequate for a desired and reasonable level of private and public vehicle usage.
- To encourage those circulation and transportation improvements which support a balanced distribution of opportunities to travel while still preserving environmental quality.

Specific Plan Conformance

area to enhance the compatibility of potential uses.

The Specific Plan establishes commercial and office opportunities within the 15-acre Mixed Use area, located at the northeast corner of the site along the Chapman Avenue arterial.

The Circulation Plan of the Specific Plan will implement three segments of the City's Master Plan of Arterial Streets: Chapman Avenue, Newport Boulevard and Canyon View Avenue; thereby contributing to the City's comprehensive circulation system.

The Specific Plan establishes a collector street system and design standards for a variety of street classifications.

A backbone system of trails for pedestrian, bike and equestrian use is provided to foster a balanced circulation system throughout the Specific Plan area.

General Plan Goals and Policies

- . To support land use and circulation systems that are compatible with one another and are developed in a coordinated and mutually interdependent way.
- . To conserve and preserve amenities of arterial streets with unique scenic characteristics.
- . Take necessary steps to minimize noise levels of all new transportation facilities and buffer those existing facilities as much as possible.
- . Promote the greater use of bicycles.

Open Space and Conservation Element

- . Identify, protect, preserve and enhance an open space system available to all City residents.
- . Coordinate planning efforts within the City of Orange with other planning agencies, both public and private, recognizing the interdependence of the City and surrounding entities.

Specific Plan Conformance

- . The land use and circulation components of the Specific Plan have been expressly designed to ensure the compatibility of the community, minimize conflicts and promote the welfare and safety of the future residents.
- . The Specific Plan designates a landscaped median for Chapman Avenue to establish a unique visual quality for this arterial street.
- . Sound attenuation walls, building setbacks and physical separation will effectively buffer significant noise sources.
- . The backbone trail system will provide a comprehensive network of bike trails and bike lanes to encourage this mode of transportation.

General Plan Goals and Policies

- . Continue and expand the program of providing residents with sufficient public passive open space amenities (i.e., street trees, landscaped medians, required building setbacks and private landscaping) so as to create and maintain a "feeling" of open space.
- . Continue efforts toward joint usage of open space and conservation lands of the Orange Unified School District.
- . Continue to expand efforts in regard to development of bikeways, trails and other open space linkages.

Housing Element

- . Insure a supply of new housing consistent with the City's growth policy.
- . Provide a variety of housing types compatible with the environmental considerations of the site.

Specific Plan Conformance

- The Landscape section of the Specific Plan provides guidelines which establish the visual and open space quality of the community and implement the goal of providing public passive open space amenities.
- . The opportunity for joint-use of neighborhood park and school is provided in the Specific Plan.
 - . The Specific Plan identifies a system of trails which serve the community and provides linkages to other local and regional trail/open space systems. Pedestrian/bike trails, bike lanes and an equestrian trail are included in this comprehensive network.

- . The Specific Plan provides new housing opportunities in an area immediately adjacent to the City's urbanizing fringe which was designated for residential use by the 1979 General Plan.

- . A variety of housing types are provided, including single family and multiple family. The site is phy-

General Plan Goals and Policies

- . Allow development of new housing on suitable sites which effectively utilize or will be served by community services and facilities.
- . Encourage the development of affordable housing.

Noise Element

- . Criteria for location of certain "noise sensitive" land uses and facilities (schools, convalescent hospitals, hospitals) will be developed. These facilities will be adequately designed and insulated to protect occupants from unusually loud exterior noise.

Specific Plan Conformance

sically suited for this type of residential development as determined by the Environmental Impact Report for the 1979 General Plan Amendment and Environmental Impact Report #868, prepared for this Specific Plan.

The Specific Plan provides for new housing opportunities on a site which is adjacent to existing development and for which infrastructure systems (water, sewer, transportation) are immediately available. The Specific Plan also provides for community services and facilities (park, school, police/fire) to support the new residential housing.

- . The housing types and density classifications established by the Specific Plan offer the opportunity to provide new housing (for sale and rental) to accommodate a broad segment of family groups, income levels and age groups.

The elementary school site reserved by the Specific Plan is located away from arterial highways.

General Plan Goals and Policies

- . Where appropriate, sound walls and landscaping along existing and future highways and railroad rights-of-way to beautify the landscape and reduce noise will be required.

Seismic Safety

- . Map existing faults, slide areas and other geologically unstable conditions
- . Establish development standards for land use and construction to ensure proper design and location of structures.

General Plan Goals and Policies

Public Safety

- . The primary goals of the City of Orange Public Safety Element are the protection of life and property from fire and crime.

Specific Plan Conformance

Sound attenuation walls, building setbacks and physical separation are methods provided in the Specific Plan (in addition to the requirement to attenuate interior noise levels to an acceptable level) to reduce noise impacts.

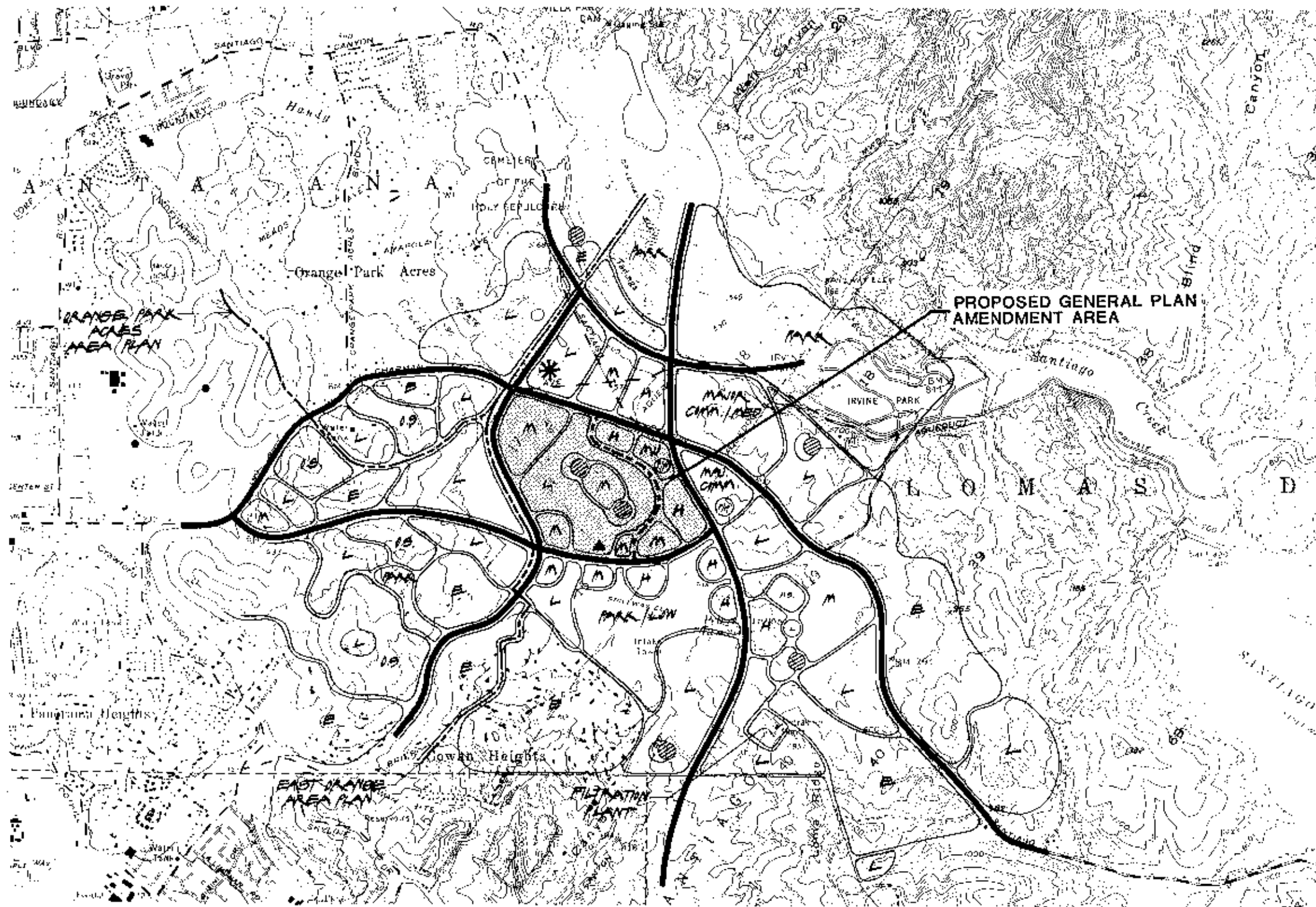
- . The El Modeno fault (classified inactive) has been mapped and determined to lie outside the boundaries of the Specific Plan.

- . All structures within the Specific Plan will meet the standards of the Uniform Building Code.

Specific Plan Conformance

- . The Upper Peters Canyon Specific Plan includes the provision of a one-acre site for a joint Police and Fire Facility to protect the lives and property of the communities' residents. In addition, the Specific Plan promotes the public safety through the provision of a circulation system which accommodates emergency access (eg., fire protection) and permits adequate police patrol surveillance.

PROPOSED LAND USE ELEMENT CITY OF ORANGE



LEGEND

RESIDENTIAL

- E ESTATE LOW DENSITY (0-2 UNITS/AC)
- L LOW DENSITY (2-6 UNITS/AC)
- M MEDIUM DENSITY (6-15 UNITS/AC)
- H HIGH DENSITY (15-24 UNITS/AC)
- AU MIXED USE

- MAJOR COMMERCIAL
- PARK
- OS OPEN SPACE

- ELEMENTARY SCHOOL
- JUNIOR HIGH SCHOOL
- HIGH SCHOOL
- COLLEGE

- POLICE/FIRE STATION
- LIBRARY
- SPECIFIC PLAN STUDY AREA

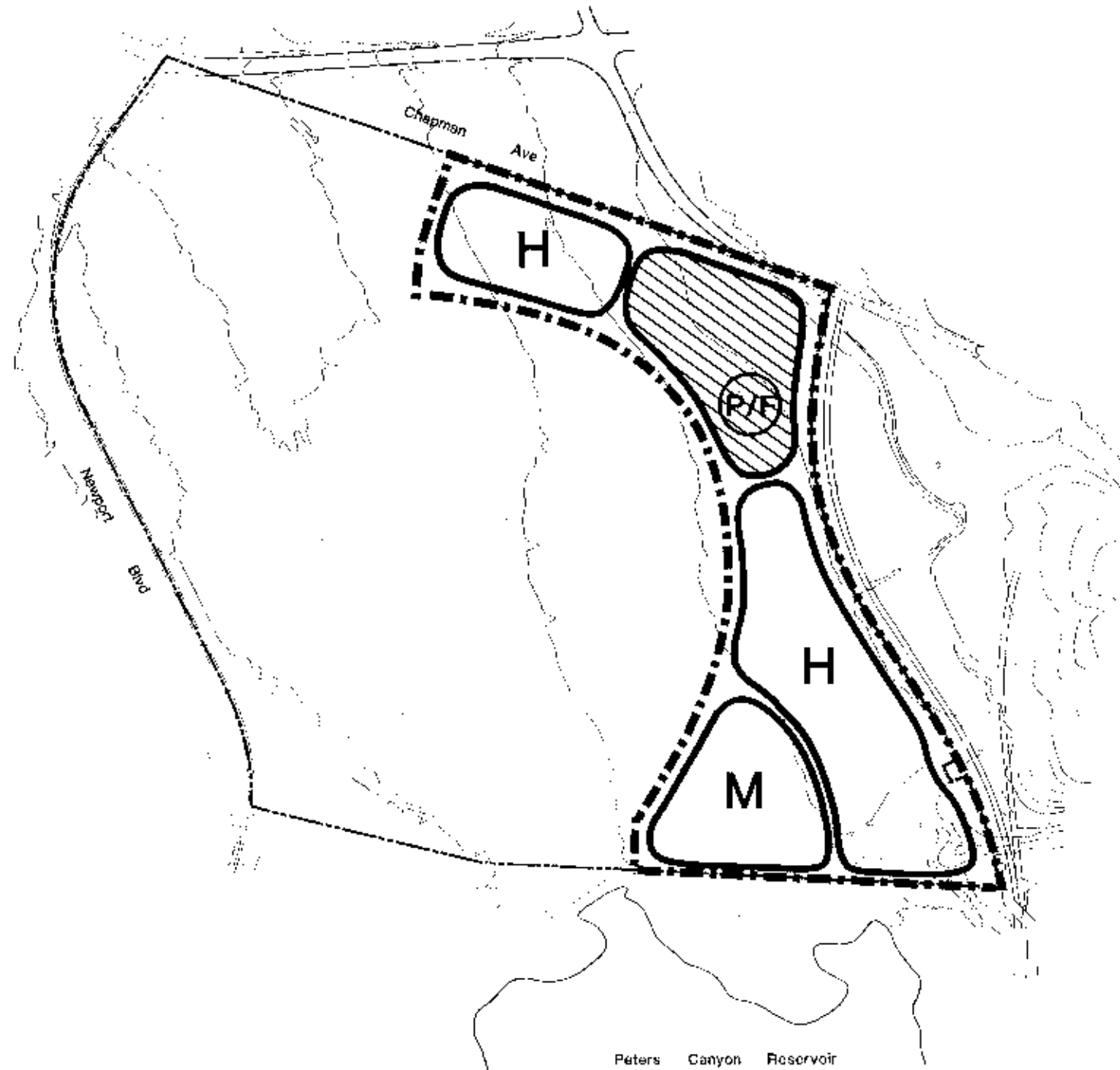
UPPER PETERS CANYON SPECIFIC PLAN

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EXHIBIT 1.5

PROPOSED GENERAL PLAN AMENDMENT CITY OF ORANGE L.U.E.



LEGEND

		ACRES	DENSITY RANGE	DWELLING UNIT RANGE
	MEDIUM DENSITY	10.0	6 - 15	60 - 150
	HIGH DENSITY	36.3	15 - 24	545 - 871
	MIXED USE	15.0		
	POLICE/FIRE FACILITY			
TOTALS		61.3		605 - 1021
	GENERAL PLAN AMENDMENT BOUNDARY			
	SPECIFIC PLAN BOUNDARY			

UPPER PETERS CANYON SPECIFIC PLAN

PREPARED FOR: THE IRVINE COMPANY •
CITY OF ORANGE • COUNTY OF ORANGE



1.6 FINDINGS AND CONCLUSIONS

This section of the Specific Plan incorporates the findings and conclusions recommended by the Planning Commission and adopted by the City Council of Orange during the public hearing process in the certification of the Upper Peters Canyon Environmental Impact Report, EIR #868.

Statement of Findings

The City Council finds that:

- a) the Upper Peters Canyon Specific Plan has been carefully reviewed and fully discussed and that said Plan, when adopted, will provide for continued orderly growth of the City of Orange in the planning area for the eastern portion of the City; and
- b) the subject real property, consisting of 230 acres situated at the southeast corner of Chapman Avenue and Newport Boulevard, has been pre-zoned for Planning Community District (PC) uses; and
- c) the subject real property is within the adopted City sphere of influence and is scheduled for annexation to the City of Orange in the immediate future; and
- d) Environmental Impact Report No. 868, with public comments and responses thereto, has been thoroughly reviewed by the Planning Commission and the City Council; and
- e) a Statement of Findings, Statements of Fact, and a Statement of Overriding Considerations have been reviewed and approved as part of the environmental review process by this Council; and
- f) after careful review and evaluation of all the applicable documents and after due public hearings, the City Council finds and determines that the project to be the most desirable of any alternative, including "no project."

SPECIFIC PLAN COMPONENTS

2.0 SPECIFIC PLAN COMPONENTS

This chapter of the Upper Peters Canyon Specific Plan contains the land use and circulation master plans and supporting concept plans and programs which will guide the development of the community. These plans include:

- Land Use Plan
- Circulation Plan
- Housing Program
- Infrastructure Plans
- Public Facilities Plan
- Open Space and Recreation Plan
- Landscape Program
- Phasing Program

These plans and programs are intended to function as master concept plans recommended for implementation of the Specific Plan area. Variations might occur as a result of subsequent precise plans (site plans, subdivision maps, final engineering) without requiring an amendment to the Specific Plan provided the spirit and intent of the Specific Plan is maintained.

2.1 LAND USE PLAN

The Land Use Plan, shown on Exhibit 2.1, designates a series of development areas for residential and non-residential uses, linked by a system of arterial and collector streets. Each development area for which a particular land use is proposed is defined as a "planning area" for ease of reference and future administration of the project.

Residential Designations - The Land Use Plan establishes three density categories or districts for residential uses. For each of these residential categories, the Land Use Plan and the Development Standards, Chapter 3.0, establish a maximum density and a maximum number of dwelling units which are permitted by the Specific Plan. The following presents a summary of the residential component for the Upper Peters Canyon community.

<u>Residential District</u>	<u>Planning Areas</u>	<u>Acres</u>	<u>Maximum Density</u>	<u>Maximum Units Permitted*</u>
Low Density	1,2,3,4	59.7	6.0 du/ac	358
Medium Density	5,6,9,13	76.3	15.0 du/ac	1,145
High Density	10,12	36.3	24.0 du/ac	871

*Total units permitted in all planning areas shall not exceed 2,000.

The boundaries of individual planning areas and the approximate residential acres are not precise. Precision is limited by the scale at which the Land Use Plan is drawn. Precise determinations of planning area boundaries, areas and number of dwelling units will be made at the time when precise plans (site plans, subdivision maps, grading plans, etc.) are reviewed for consistency with the Specific Plan.

Development up to the maximum number of units indicated for any residential category is permitted, provided that the total number of dwelling units for the Specific Plan shall not exceed 2,000.

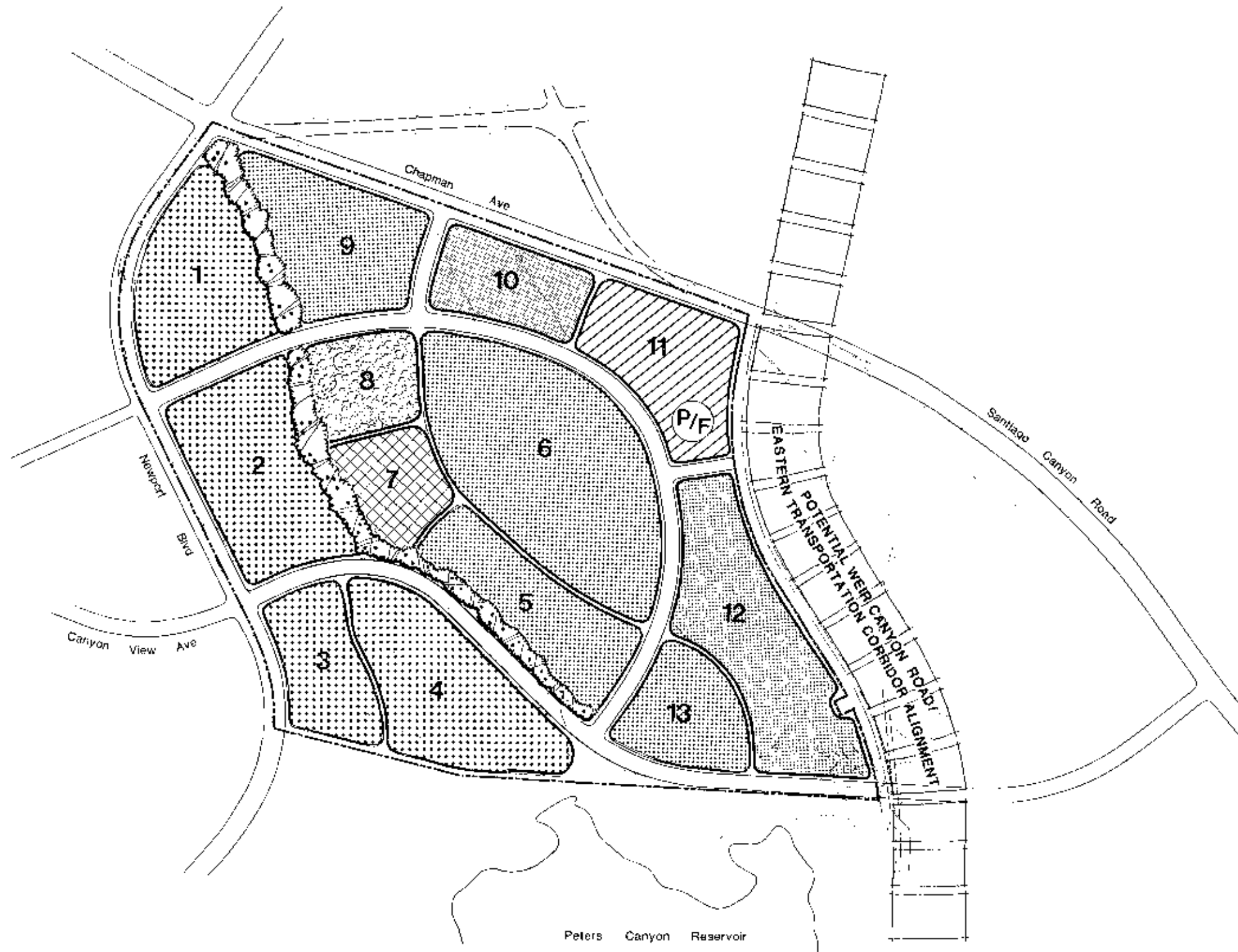
Standards for the development of low, medium and high density residential uses are established in sections 3.4.1, 3.4.2 and 3.4.3, respectively, of this Specific Plan.

Mixed-Use Designation - Planning Area 11 is designated on the Land Use Plan as a Mixed-Use area. This planning area, of approximately 15 acres, permits a variety of potential uses which provide opportunities for commercial and community support facilities. A police/fire facilities overlay designation is shown in this area for a public safety (police and fire) substation.

Development standards for the mixed-use area are set forth in section 3.5.

Non-Residential Land Uses - The Land Use Plan also depicts non-residential uses for the Specific Plan area. Planning Area 7 is designated as an 8 acre elementary school site. Adjacent to the school site is Planning Area 8, an 8-acre local park site.

LAND USE PLAN



LEGEND:

CATEGORY	ACRES	MAXIMUM DENSITY	MAXIMUM DWELLING UNITS
RESIDENTIAL			
LOW DENSITY	59.7	6.0	358
MEDIUM DENSITY	76.3	15.0	1145
HIGH DENSITY	36.3	24.0	871
SUBTOTAL:	172.3		2000*
OTHER			
MIXED USE	15.0		
SCHOOL	8.0		
PARK	8.0		
MAJOR STREETS AND EASEMENTS	26.0		
TOTAL:	229.3		2000*
HANDY CREEK CORRIDOR			
POLICE/FIRE FACILITY			
4 PLANNING AREA			
SPECIFIC PLAN BOUNDARY			

NOTES:

* NOTWITHSTANDING THAT THE SUM OF THE MAXIMUM DWELLING UNITS FOR EACH RESIDENTIAL CATEGORY IS 2374, THE MAXIMUM TOTAL NUMBER OF DWELLING UNITS PERMITTED BY THE SPECIFIC PLAN SHALL BE 2,000.

UPPER PETERS CANYON SPECIFIC PLAN

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EXHIBIT 2.1

In addition to the planning areas, the Land Use Plan indicates the location of the Handy Creek Corridor, the major circulation system and the backbone trail system.

2.2 CIRCULATION PLAN

The Circulation Plan is intended to establish a safe and balanced system of vehicular circulation for the Specific Plan area. It is also intended to accommodate opportunities for Weir Canyon Road and the Eastern Transportation Corridor in certain alignment alternatives adjacent to the Specific Plan area as identified by the County of Orange. The Specific Plan does not however, pre-empt the ultimate selection of any alignment option for the Eastern Transportation Corridor. The Circulation Plan contains three elements:

- . General alignments for arterial streets and a collector loop road.
- . Implementation program.
- . Design standards for arterial, collector, local and private streets.

General Alignments







The Circulation Plan is shown on Exhibit 2.2. The plan accommodates traffic volumes expected to result from the ultimate buildout of the Specific Plan area and the surrounding undeveloped properties. The arterial highways in particular are designed to carry regional traffic generated by existing and future development from both within and outside the specific plan area.

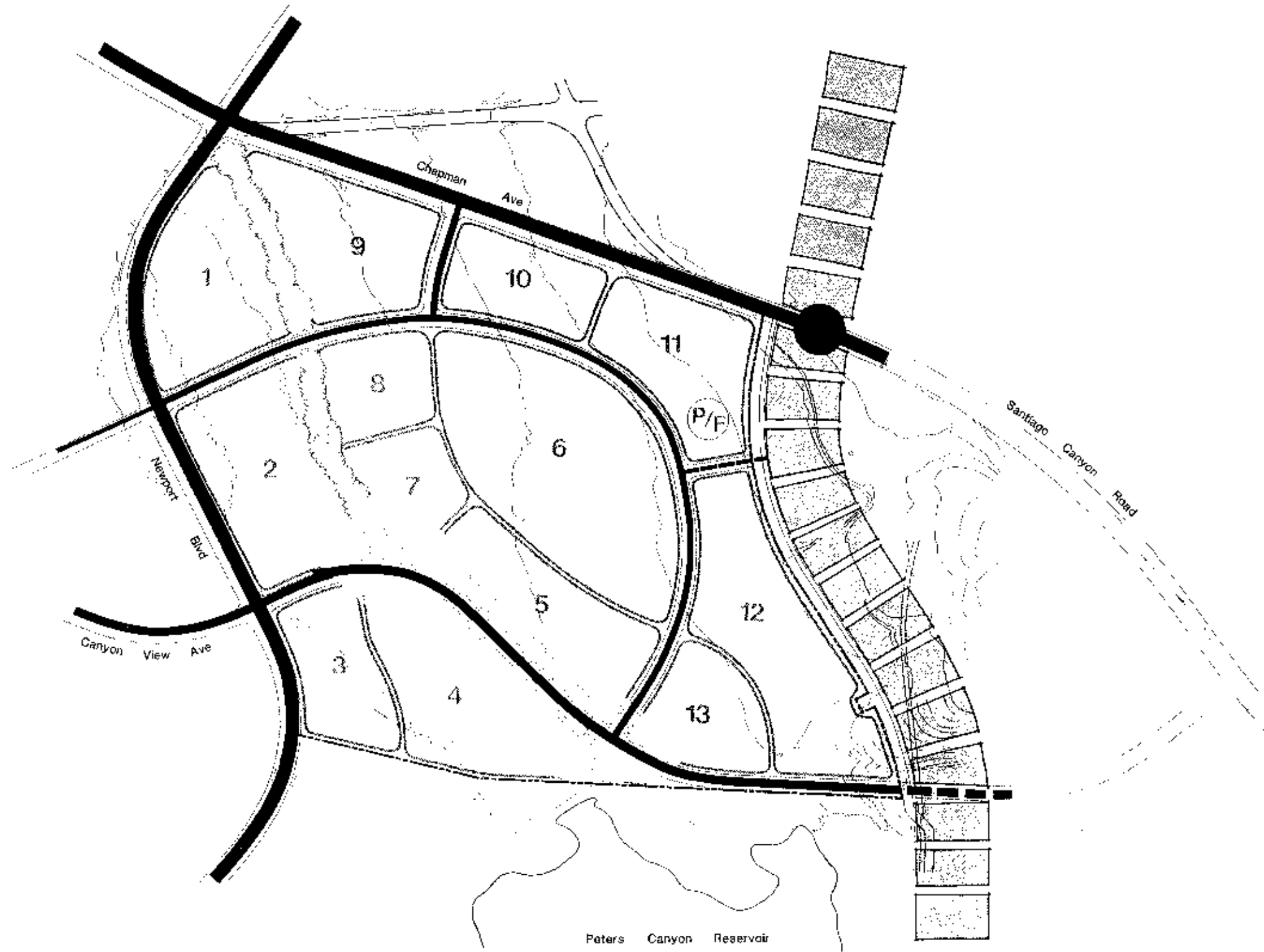
The traffic analysis included in the EIR appendix addresses existing traffic conditions in the study area, determines how much traffic will be generated by the project, and analyzes both near-term and long-term traffic conditions in the area affected by the project.

The internal collector loop system for the Specific Plan area has been designed to provide access to the area from arterial streets and adequate

CIRCULATION PLAN

LEGEND

-  WIER CANYON ROAD/EASTERN TRANSPORTATION CORRIDOR (POTENTIAL ALIGNMENTS)
-  PRIMARY ARTERIAL
-  SECONDARY ARTERIAL
-  COLLECTOR LOOP
-  POTENTIAL ACCESS
-  POTENTIAL INTERCHANGE



UPPER PETERS CANYON SPECIFIC PLAN

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capacity for the ultimate traffic projections. A potential future access to Weir Canyon Road is also identified. The collector loop will be a two-lane public roadway with left-turn lanes at required points. Planted center medians may be provided at collector loop intersections with major arterials; maintenance of the medians will be the responsibility of homeowners associations, community facilities financing district, or maintenance district. Combination bike lanes/emergency stopping lanes will be provided within the paved section of this roadway on both sides. The alignment is designed to permit the possible future extension of this street south of the study area. Chapman Avenue and Newport Boulevard are planned to City Primary Arterial Highway standards. Canyon View Avenue is designed to City Secondary Arterial Highway standards.

Implementation

The circulation implementation program provides for the following improvements which are to be provided by the developer, community facilities financing district, or other approved funding mechanism:

- . Chapman Avenue. A half section will be relocated between Newport Boulevard and Santiago Canyon Road. This relocated facility will be constructed in conjunction with the development of the first tract which abuts the relocated Chapman Avenue. The construction of the other half section will be the responsibility of the adjacent land owner. A planted center median will be provided by the developer, or community facilities financing district; maintenance of the landscaping will be the responsibility of the City.
- . Newport Boulevard. A half section will be constructed incrementally in conjunction with the development of adjoining tracts.
- . Canyon View Avenue. A half section will be constructed incrementally in conjunction with the development of adjoining tracts. A full section will be constructed incrementally in conjunction with the development of adjoining tracts in Planning Areas 12 and 13.

- . Loop Collector Road. A full section will be constructed incrementally with the development of adjoining tracts on either side of the roadway.
- . North-South Arterial (Weir Canyon Road). Two lanes of this primary arterial highway from Chapman Avenue to an arterial connecting to the I-5 Freeway shall be in place before certificates of occupancy are issued for the 1,001st residential unit or for any commercial project in the Specific Plan area.

Upon issuance of certificates of occupancy for the 800th residential unit traffic volumes on Newport Boulevard between Chapman Avenue and the Santa Ana Freeway will be monitored jointly by the City and County to determine if a need exists to implement Weir Canyon Road earlier than the 1,001st residential unit.

- . Signalization. Pro rata share of signal improvements in proportion to the demonstrated need generated by Specific Plan projects will be provided or funded by the developer at the following intersections:

Chapman/Newport
Chapman/Weir Canyon*
Chapman/Collector Loop
Newport/Canyon View
Weir Canyon*/Canyon View

*Assuming Weir Canyon Road is constructed in an alignment adjoining the Specific Plan area as shown on Exhibit 2.2.

- . The Chapman/Newport and Newport/Canyon View intersections shall be designed to accommodate on-grade equestrian crossings.

In the event the Orange County Board of Supervisors ultimately selects an alignment for the Eastern Transportation Corridor that is adjacent to the specific plan area, the interchange at Chapman Avenue could have a significant affect on the development within Planning Area 11.

Street Design Standards

Standards and cross-sections are established for the Specific Plan area. Minor adjustment of these design standards and redesign of intersections to meet specific traffic conditions may be permitted, subject to the approval of the Director of Public Works, without requiring an amendment of the Upper Peters Canyon Specific Plan.

The street design standards are illustrated for the following streets:

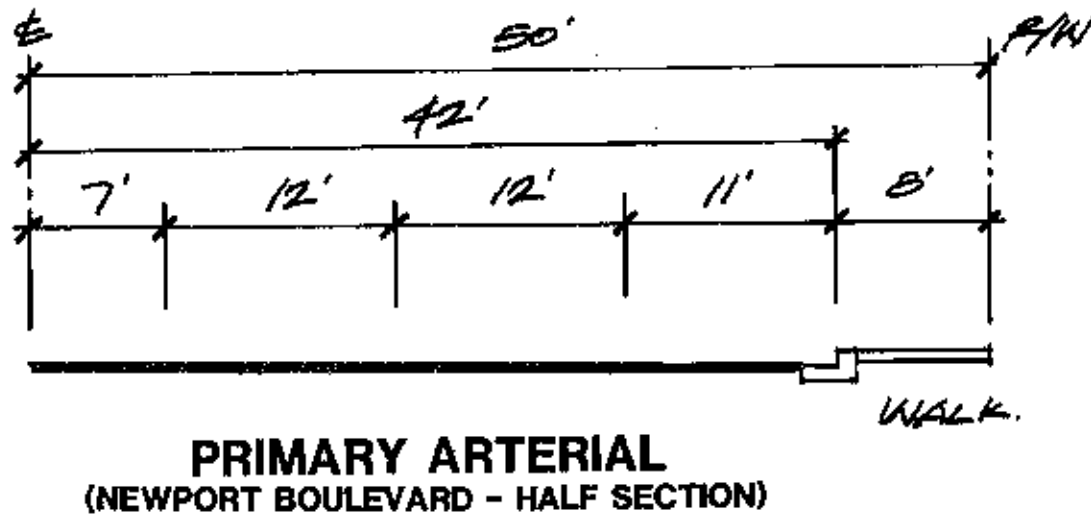
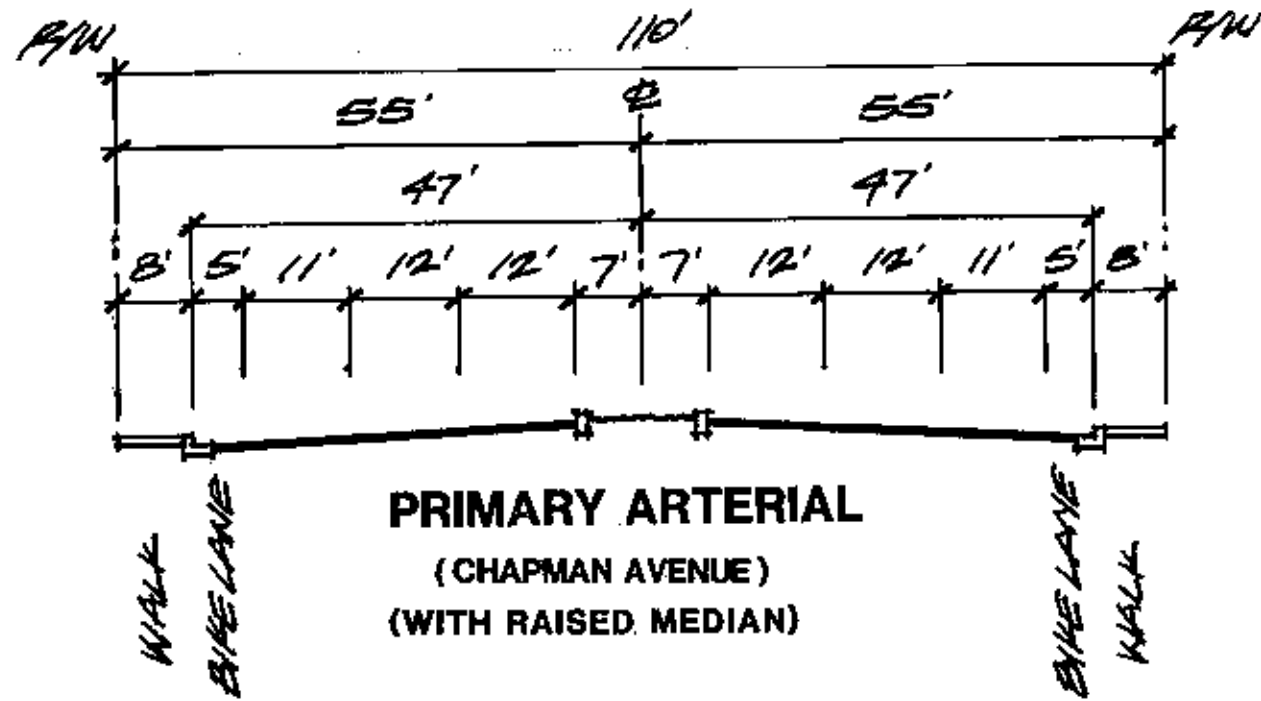
- . Primary Arterial (Chapman Avenue)
- . Primary Arterial (Newport Boulevard)
- . Secondary Arterial (Canyon View Avenue)
- . Collector Loop Road
- . Local Private Streets

Streets for which no standards are provided herein, and arterial intersections, will be designed, based upon intersection capacity utilization studies, at subsequent planning stages.

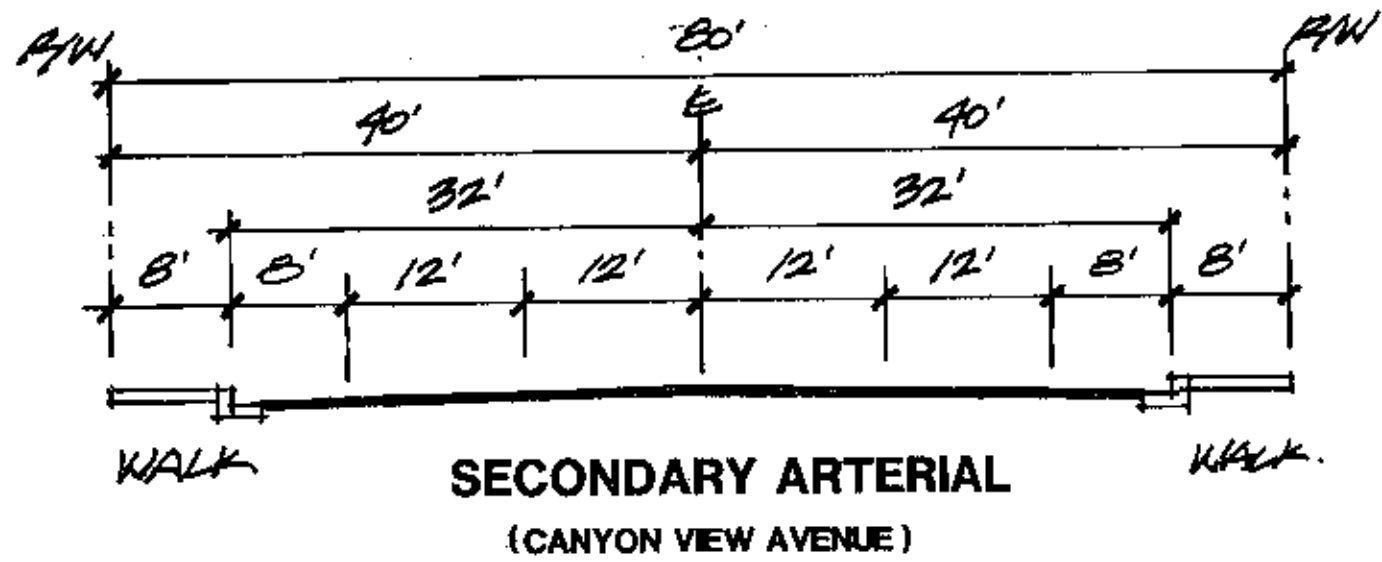
2.3 HOUSING PROGRAM

This section describes the various housing type concepts anticipated to be developed in the Specific Plan area. The housing program was identified from the recommendations of the market analysis performed for the Specific Plan area and the past experience and current direction of the Irvine Company's residential division. This information provides a perspective of past market trends and suggests potentially viable housing types, distribution and mix. It is not a conclusive definition of either short-term or long-term market conditions as the dynamic nature of economics and market demand preclude guarantees of the future.

The housing program discussed in this section provides a descriptive account of the basic generic housing types, and the associated consumer segments they are planned for, which might be built in the community. This program is not exhaustive and variations may occur over the life of the project.

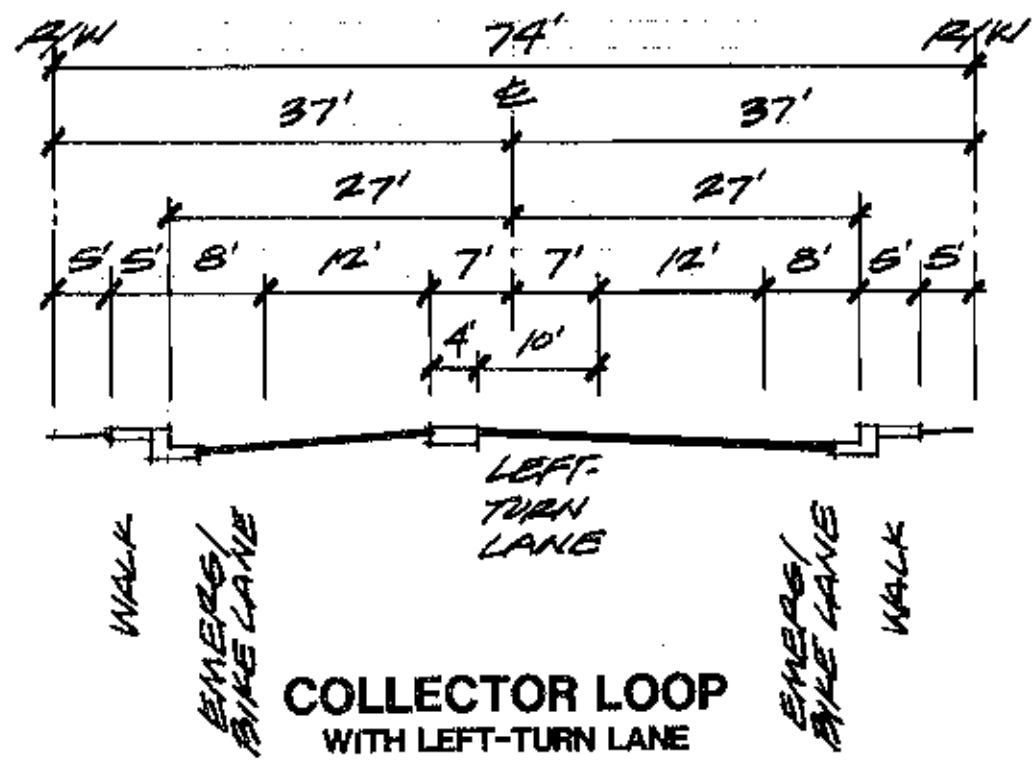
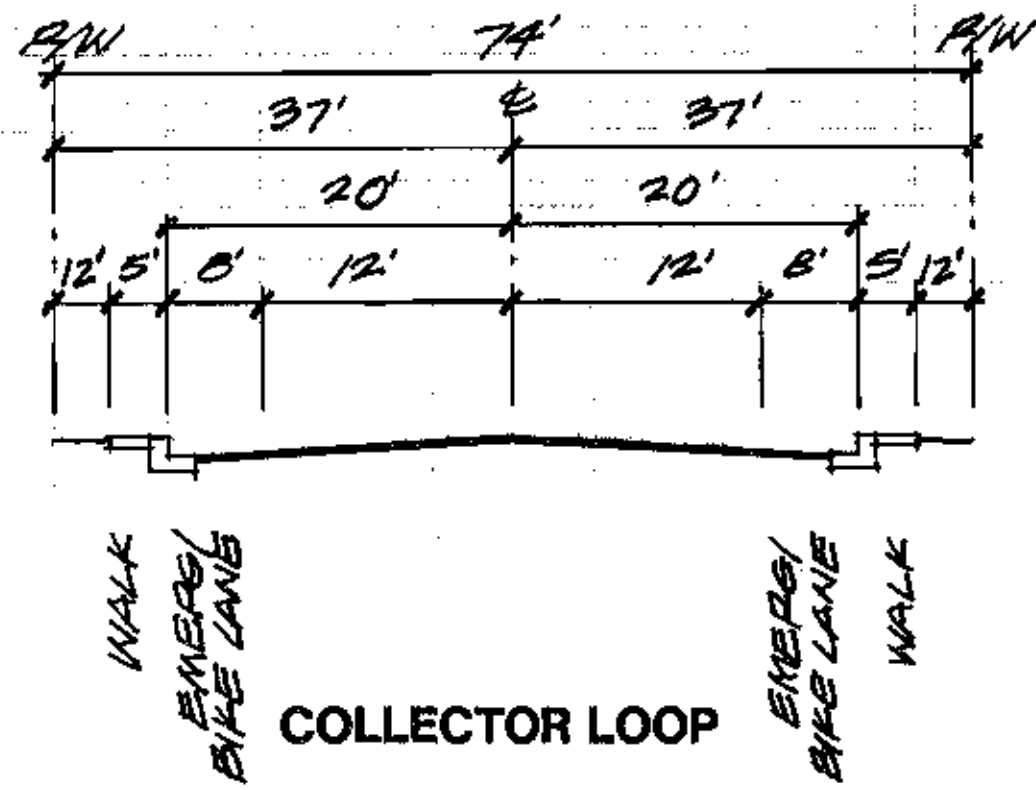


STREET SECTIONS



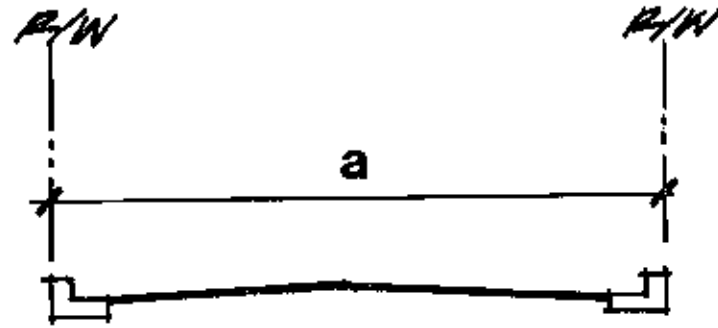
STREET SECTIONS

EXHIBIT 2.2(b)



STREET SECTIONS

EXHIBIT 2.2(c)



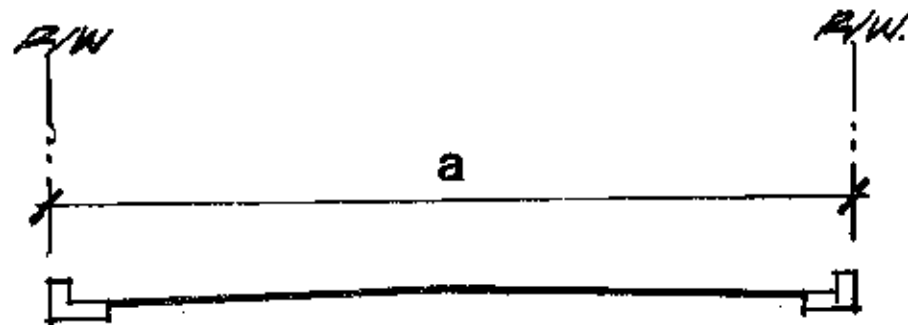
LOCAL PRIVATE STREET

(NO PARKING)

a - 20', 4 OR LESS UNITS

a - 24', LESS THAN 150' IN LENGTH,
SERVING MORE THAN 4 UNITS

a - 28', MORE THAN 4 UNITS



LOCAL PRIVATE STREET

(WITH PARKING)

a - 32', PARKING ONE SIDE ONLY

a - 36', PARKING BOTH SIDES

The Specific Plan designates three residential categories which encompass densities ranging from 2-24 dwelling units per acre. The residential program consists of a wide variety of housing types to be situated in each of the residential districts.

The following matrix identifies the suggested housing types which may be developed in the three residential districts.

PRODUCT	RESIDENTIAL DISTRICT		
	<u>Low Density</u>	<u>Medium Density</u>	<u>High Density</u>
Single family detached	P	P	N.R.
Zero lot line	P	P	N.R.
Cluster townhome	-	P	N.R.
Family townhome	-	P	N.R.
Pinwheel townhome	-	P	P
Flats	-	C	P
Apartments	-	P	P

P: Permitted

C: Condition Use Permit required

-: Not Permitted

N.R.: Not Recommended (Although permitted by right, the siting of this type of product in this district should be evaluated in terms of compatibility with other uses.)

The low density planning areas will be developed with detached single-family homes, conventionally sited on individual lots, and zero lot line homes, which are a detached single-family homes sited on smaller lots. Zero lot line homes are designed in a manner that allows placement on one side lot line, creating a usable private outdoor court or patio within the opposite side yard.

Several housing types are expected to be developed within medium density planning areas. These could range from detached single-family to multiple-family and may consist of zero lot line homes, duplexes, townhomes, flats and apartment rentals. It is expected that a majority of the homes to be developed in medium density areas will be attached or multiple-family in nature.

Townhome products designed for several consumer segments (mature families, adult families, growing families and young married) are expected to comprise a significant portion of this residential district. Flats (ownership units) and apartments (rental units) may also be constructed in some portions of the medium density planning areas.

The high density planning areas are expected to be developed primarily in flats and apartments designed for the consumer segments mentioned previously. Some development of higher density townhomes might also occur within the high density planning areas.

The proposed residential program is intended to accomplish the following goals for new residential development expressed in the City of Orange Housing Element:

- Provide a future housing supply on vacant land consistent with City growth policies;
- Provide a variety of housing types which are compatible with the environment;
- Provide new dwellings where they can be served by community services and facilities;
- Provide a variety of dwellings for various economic segments; and
- Encourage the development of housing at affordable costs (available to families earning 120 percent or less of the County median income).

2.4 INFRASTRUCTURE PLANS

The purpose of this section is to establish the framework for the backbone infrastructure systems which will service the Specific Plan area. Minor revisions to the following concept plans may be permitted, subject to the approval of the Director of Public Works, without requiring an amendment of the Upper Peters Canyon Specific Plan. The components of the infrastructure system include:

- Drainage Concept Plan
- Water Concept Plan
- Sewer Concept Plan
- Grading Concept Plan

Drainage Concept Plan

The entire Specific Plan area is situated within the 2,600-acre Handy Creek watershed. Within the Specific Plan area Handy Creek is a shallow drainage swale that originates at the spillway of Peters Canyon Reservoir and flows across the site to the northwest corner where it leaves the site through a 5' X 10' box culvert beneath Newport Boulevard, connecting to a double 3' X 5' box culvert beneath Chapman Avenue. The site is subject to infrequent flow discharges from the Peters Canyon Reservoir spillway. Overflow of reservoir waters has occurred in the past during periods of heavy, prolonged rainfall. Uncontrolled overflow from the reservoir is prevented by a levee that abuts the southern boundary of the site. The reservoir is owned and operated by the Irvine Company.

A short segment of Handy Creek, parallel to Chapman Avenue and downstream of the plan area, has been channelized, but it has not been fully improved to design standards. Reaches of the creek further downstream remain unimproved and frequent flooding of street crossings and private properties occur as a result. Presently, the only improvement plans are for a diversion channel to connect to the lower reaches of Santiago Creek. No drainage or flood control facilities have been constructed within the Specific Plan area. The County of Orange has scheduled a comprehensive drainage study of the Handy Creek watershed for 1984.

Long-term solutions to the flood control problems of Handy Creek, which would probably require substantial improvements to the entire drainage course downstream of the Specific Plan area, have been stymied in the past by local sentiment in favor of maintaining the existing natural condition of the creek. The existing flooding problems downstream of the project site will continue until adequate flood control facilities are provided downstream. Flood control facilities for development on the project site cannot remedy these downstream deficiencies, but flows from the Specific

Plan area will be controlled so that flooding problems downstream will not be aggravated significantly. The County is responsible for flood control in the downstream area and is currently investigating the flooding problem.

Peters Canyon Reservoir serves as an Irvine Company agricultural irrigation facility, formed by an earthen dam across Peters Canyon Wash. A low levee of approximately 15 feet in height is located on the spillway side of the reservoir.

Flood control and drainage analyses are included in the appendix to the EIR. These analyses conclude that a Handy Creek Corridor, which includes recreation areas, trails and landscaped areas, is compatible with flood control facilities necessary to protect habitable structures from the 100-year flood.

The analyses indicate that by providing flood control storage in Peters Canyon Reservoir it is possible to reduce substantially the design discharge to the downstream areas. The proportion of reduction would be in an amount to offset the increased runoff due to development.

Under California drainage law, the downstream landowner is required normally to accept the increased flows caused by development of upstream property. However, because downstream drainage deficiencies in Handy Creek may not be corrected prior to project development upstream, the landowner agrees to avoid aggravation of the existing situation and to improve the situation by reducing existing peak flows.

The approach to reducing Handy Creek peak flood flows involves use of Upper Peters Canyon Reservoir for retarding purposes. This will be accomplished by installing drainage facilities in the reservoir to ensure it always has capacity to accommodate a 100-year flood. In addition, to handle flows from 10 to 25-year storms, a portion of the neighborhood park (approximately two acres out of eight acres) will be used as a retarding basin. This basin will be located within the passive portion of the park. The basin will be designed to be compatible with passive park uses. From a flood control standpoint, a basin in the park location makes it possible to reduce the existing 25-year flood flow at Newport Boulevard to the capacity of the existing drainage pipe under the roadway.

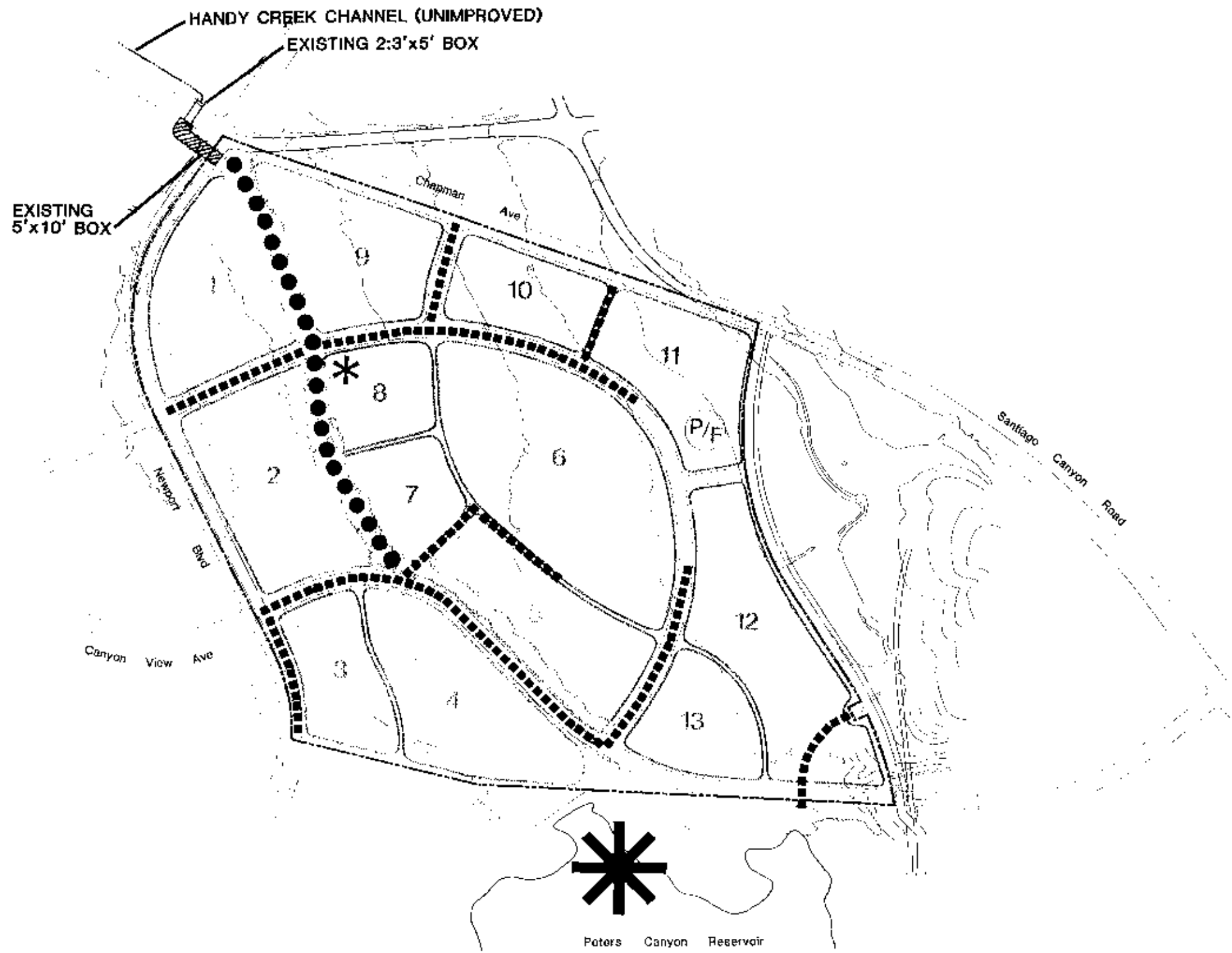
Prior to the approval of the first tentative map in the Specific Plan area, a Drainage Plan will be prepared by the applicant and approved by the City and County. The Drainage Plan will implement the following concepts and standards.

- . The floodway in Handy Creek will be designed to carry 100-year floodflow. This will assure at least 100-year flood protection for all inhabited structures.
- . Existing and post-development peaks will be determined by the hydrologic procedures and assumptions established by the OCFCO Hydrology manual.
- . Ten-year storm flows will be carried in underground storm drainage systems generally south of and parallel to Canyon View Avenue. Twenty-five-year storm flows will be carried in underground storm drainage systems between Canyon View Avenue and Chapman Avenue/Newport Boulevard.
- . A method to store 100-year flood flows in Peters Canyon Reservoir or in other similar facilities will be provided.
- . The use of Peters Canyon Reservoir for flood storage shall not preclude a satisfactory recreational water level.
- . A method will be provided to store flood flows in a portion of the public park (PA 8) so that the 25-year flood flow at Newport Boulevard is reduced to the capacity of the existing culverts.


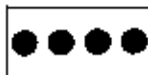
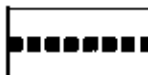
Water Concept Plan

The Specific Plan area is presently within the boundaries of the Irvine Ranch Water District (IRWD). The City and IRWD have agreed in concept to supply the general area, including the Specific Plan area, with IRWD acting as the water wholesaler and the City of Orange acting as water retailer.

DRAINAGE CONCEPT PLAN



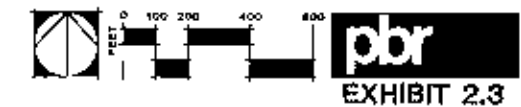
LEGEND

-  RETENTION FACILITY
-  OPEN CHANNEL OR UNDERGROUND CONDUIT
-  STORM DRAINS

THIS IS A GRAPHIC REPRESENTATION OF A PLANNING/ENGINEERING CONCEPT. FINAL DESIGN SOLUTIONS WILL BE PROPOSED AND REVIEWED AS PART OF SUBSEQUENT PLAN APPROVALS.

UPPER PETERS CANYON SPECIFIC PLAN

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A water supply analysis (included in the appendix of the EIR) concludes that there is sufficient supply and capacity in existing facilities to serve the Specific Plan area. The City of Orange has an 18-inch diameter transmission line at Chapman Avenue and Newport Boulevard with adequate capacity to serve the study area. No additional storage or pumping facilities will be required.

The total average daily demand of the Specific Plan area, at complete build out of the project, is estimated to be .96 MGD (million gallons per day). Peak flows have also been projected for the project. Peak Hour demand is estimated at 2.39 MGD, and a minimum fire flow requirement in residential areas of 1,500 GPM (gallons per minute) for a four-hour period.

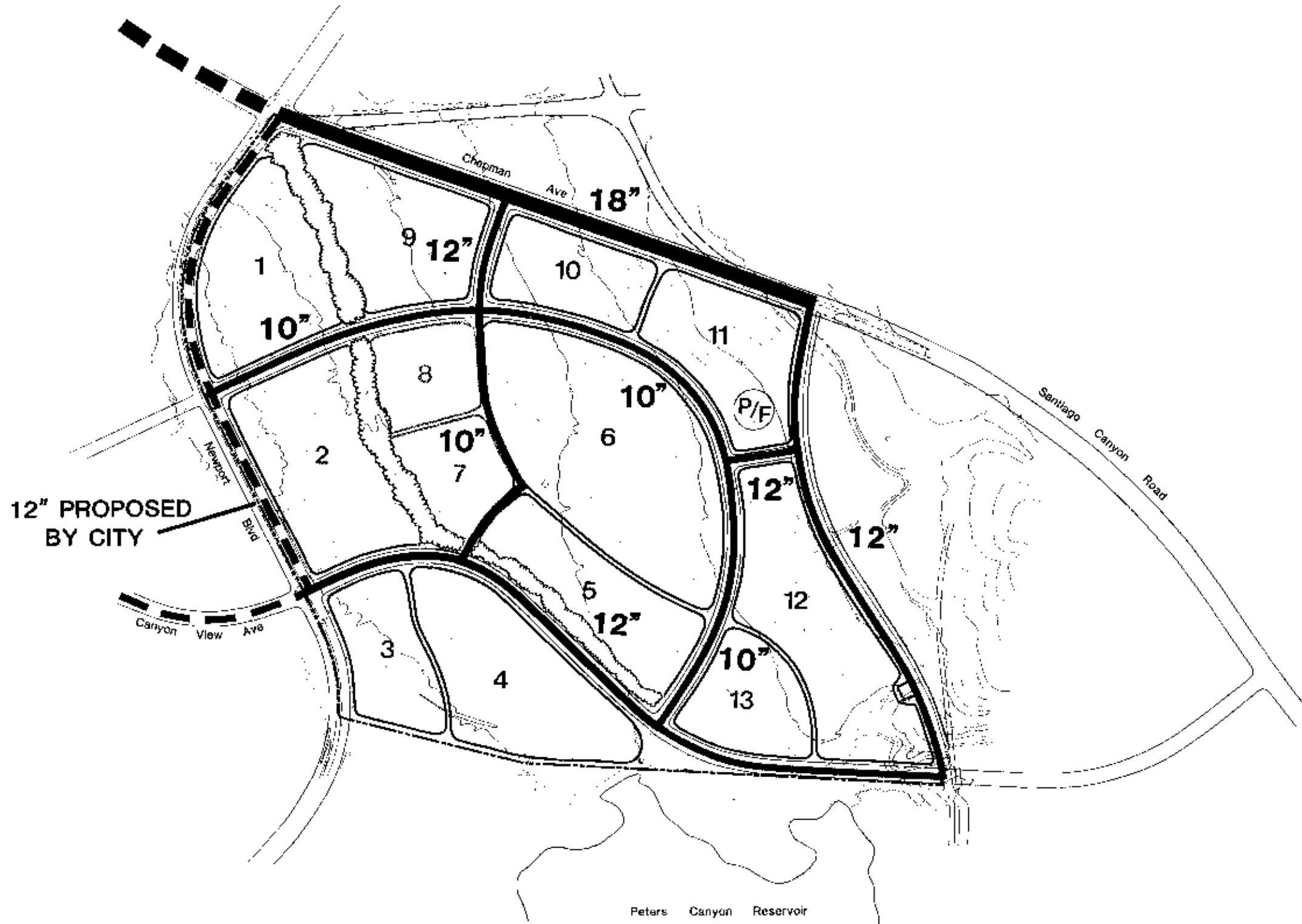
The backbone water supply system is shown on Exhibit 2.4. The system is proposed to be inter-connected to adjoining areas in the same pressure zone to produce a grid network and provide better service. The anticipated improvements required to service the Specific Plan area include:

- . Extension of the City's 18-inch transmission main along Chapman Avenue to the eastern boundary of the site.
- . Connection to the proposed Newport Boulevard 12-inch water main.
- . Extension of the 12-inch water main proposed for Canyon View Avenue to the site's eastern boundary.
- . Construction of a grid network of 12-inch and 10-inch water mains.


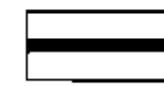
Sewer Concept Plan

The Specific Plan area is currently within the sewer service area of the Irvine Ranch Water District (IRWD). Upon annexation of the property into the City of Orange, whose sewer system is in the Orange County Sanitation District (OCSD), it will be necessary for the Specific Plan area to be de-annexed from IRWD, and incorporated into the OCSD's proposed new District No. 13.

WATER CONCEPT PLAN



LEGEND

-  EXISTING OR BY OTHERS
-  PROPOSED

12" PROPOSED
BY CITY

THIS IS A GRAPHIC REPRESENTATION OF A PLANNING/ENGINEERING CONCEPT. FINAL DESIGN SOLUTIONS WILL BE PROPOSED AND REVIEWED AS PART OF SUBSEQUENT PLAN APPROVALS.

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Orange County Sanitation District's sewage treatment plant is now operating at about 225 million gallons per day. The plant can expand to about 240 million gallons per day and still provide adequate treatment to satisfy the State Regional Water Quality Control Board and EPA requirements. The district's Plant Expansion Master Plan will provide for treatment of 300 million gallons per day by the year 2000. The Specific Plan area will produce about 0.8 million gallons per day, which can be accommodated by the existing plant.

A new 18-inch trunk sewer has recently been constructed by Orange County Sanitation District to the Chapman Avenue/Newport Boulevard intersection to serve the general area including the Specific Plan area. This line has sufficient capacity to serve the Specific Plan area as well as the adjoining areas. Downstream trunk sewer capacity is sufficient to accept the additional load generated in the Specific Plan area, except for one relatively minor restriction in the OCSD system downstream in the City of Orange. OCSD has plans to alleviate this restriction within the next five years by construction of a section of parallel relief sewer.



A wastewater analysis (contained in the Specific Plan appendix) was conducted by Parsons-Brinckerhoff. Based on the Land Use Plan and the City of Orange's suggested sewage flow generation rates, it is anticipated that the sewage load generated by development of the Specific Plan area will be 1.26 CFS (Cubic Feet per Second).

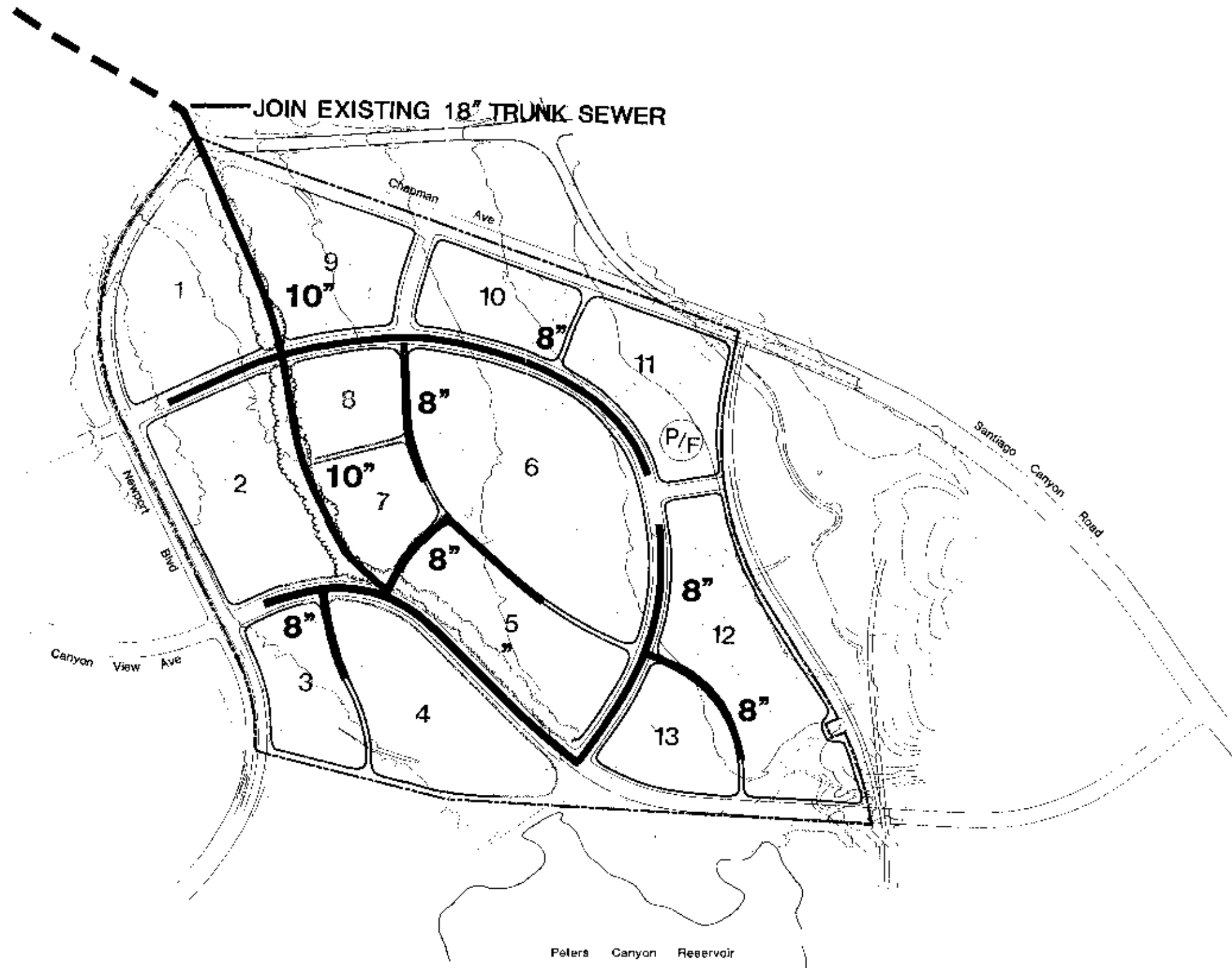
With a peak flow factor of 1.92, the design flow of sewage from the Specific Plan site will be 2.36 cfs (1.92×1.23 cfs). Areas adjoining the Specific Plan area generate a peak sewer flow of 1.59 cfs. The combined flow ($2.36 + 1.59$) is 3.95 cfs. The existing trunk sewer has capacity for 4.0 cfs at three-quarters full, so the Specific Plan area will not overload the 18 inch OCSD trunk sewer.

The backbone sewer collection system is shown on Exhibit 2.5. It is anticipated that the major collection line of the onsite system will be extended from the OCSD trunk sewer at Chapman Avenue and Newport Boulevard to the southeast in the Handy Creek Corridor. This corridor is the low area on the site, and it creates a natural point of collection for gravity

SEWER CONCEPT PLAN

LEGEND

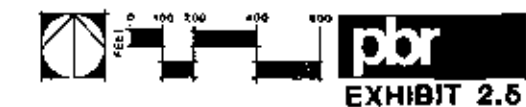
-  EXISTING
-  PROPOSED



THIS IS A GRAPHIC REPRESENTATION OF A PLANNING/ENGINEERING CONCEPT. FINAL DESIGN SOLUTIONS WILL BE PROPOSED AND REVIEWED AS PART OF SUBSEQUENT PLAN APPROVALS.

UPPER PETERS CANYON SPECIFIC PLAN

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flow. The main collector line will be a 10-inch main. All other sewer mains will be 8-inch. Collection sewer mains will extend outward from the primary collection line in the circulation streets to connect with the individual developments in the Specific Plan area. All sewers will be gravity flow so there will be no sewage pump plants in the Specific Plan area.

Grading Concept Plan

The Grading Concept Plan for the Specific Plan is shown on Exhibit 2.6. Project grading will be necessary to create level building sites, streets and drainage improvements. Due to the very gentle nature of the existing topography only a minimal amount of grading, with relatively shallow depths of cuts and fills, will be required. The general grading concept proposes to maintain the basic landform configuration as exists in the natural state, but modified slightly to accommodate development, provide positive drainage and properly designed street alignments.

The overall grading concept proposed would result in estimated earthwork volumes of 580,000 cubic yards of cut and 520,000 cubic yards of fill. This would result in an onsite balance of earthwork, allowing for shrinkage and subsidence.

Final grading plans for individual projects will be approved as part of subsequent site plan and/or tentative tract map processes. Final engineering may result in modifications of the overall grading concept, but they should conform to the general intent of the Grading Concept Plan and the grading design guidelines.

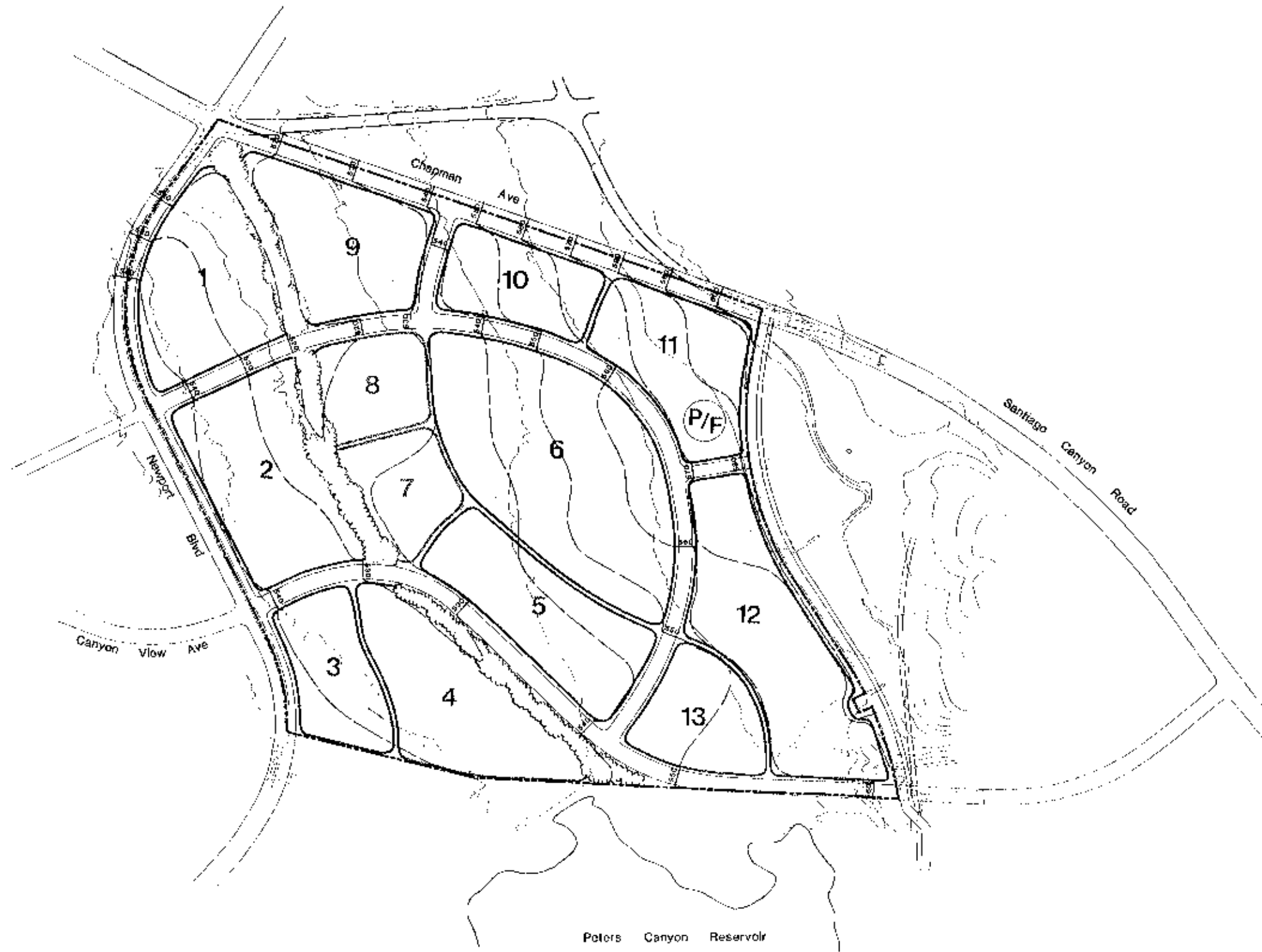
Specific requirements that must be met prior to issuance of grading permits are established by local ordinance. Engineering specifications incorporated in grading plans are determined by local ordinance, uniform building codes and engineering practice, and by the recommendations of registered professional engineers. These requirements and specifications are designed to ensure public safety and sound engineering practices, and to provide for erosion/sedimentation control and storm water management during grading and until disturbed ground can be stabilized.

In addition to these code requirements, the following grading guidelines are recommended:

- The maximum gradient for all slopes should generally not exceed a 2:1 inclination.
- All manufactured slopes in excess of two feet should be planted with materials that stabilize the slopes and minimize erosion.
- Large-scale grading operations should employ adequate measures to minimize sedimentation of Handy Creek. Temporary de-silting basins may be necessary to ensure that this potential problem is minimized.

Exhibits 2.6(a) through 2.6(d) illustrate several grading design features which are recommended as guidelines for the purpose of enhancing the appearance of finished graded slopes. The use of slope bank variations, contour transitioning, undulating banks and berms, and rounded tops and toes of slopes is encouraged. These design practices can be effectively used to create manufactured slopes that have a natural appearance.

GRADING CONCEPT PLAN



LEGEND

 PROPOSED CONTOUR

 540 CONTOUR ELEVATION

THIS IS A GRAPHIC REPRESENTATION OF A PLANNING/ENGINEERING
CONCEPT. FINAL DESIGN SOLUTIONS WILL BE PROPOSED AND
REVIEWED AS PART OF SUBSEQUENT PLAN APPROVALS.

UPPER PETERS CANYON SPECIFIC PLAN

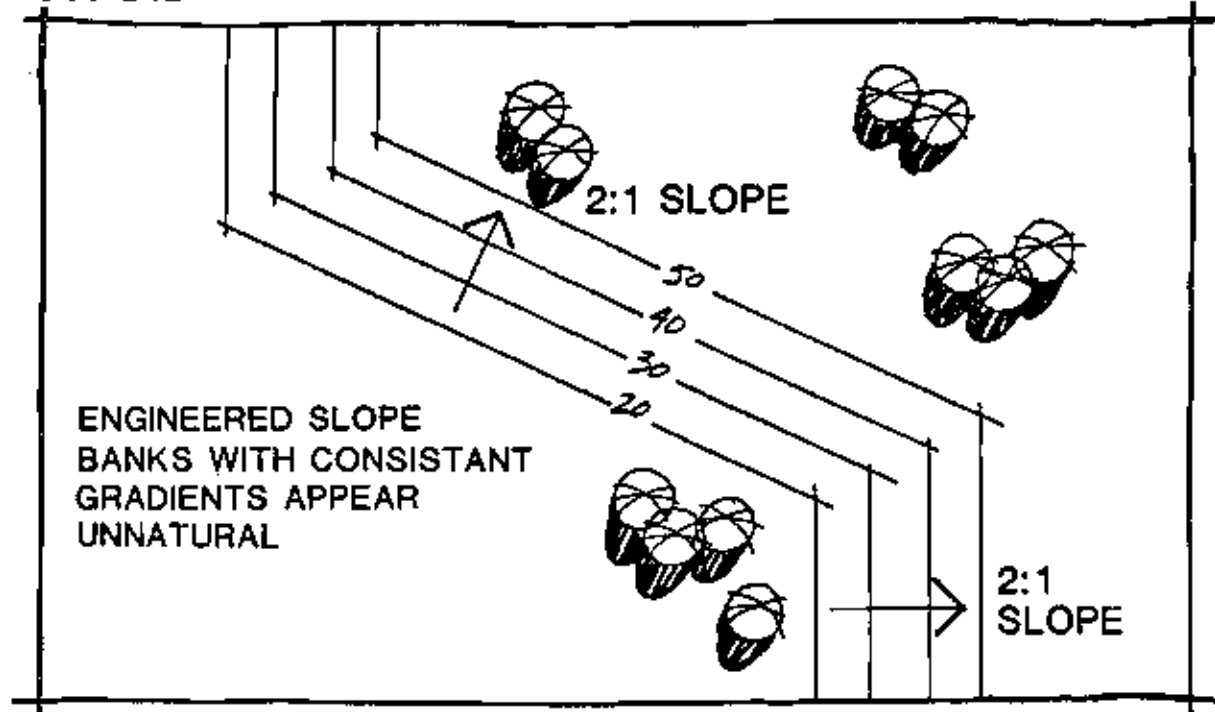
PREPARED FOR: THE IRVINE COMPANY •
CITY OF ORANGE • COUNTY OF ORANGE



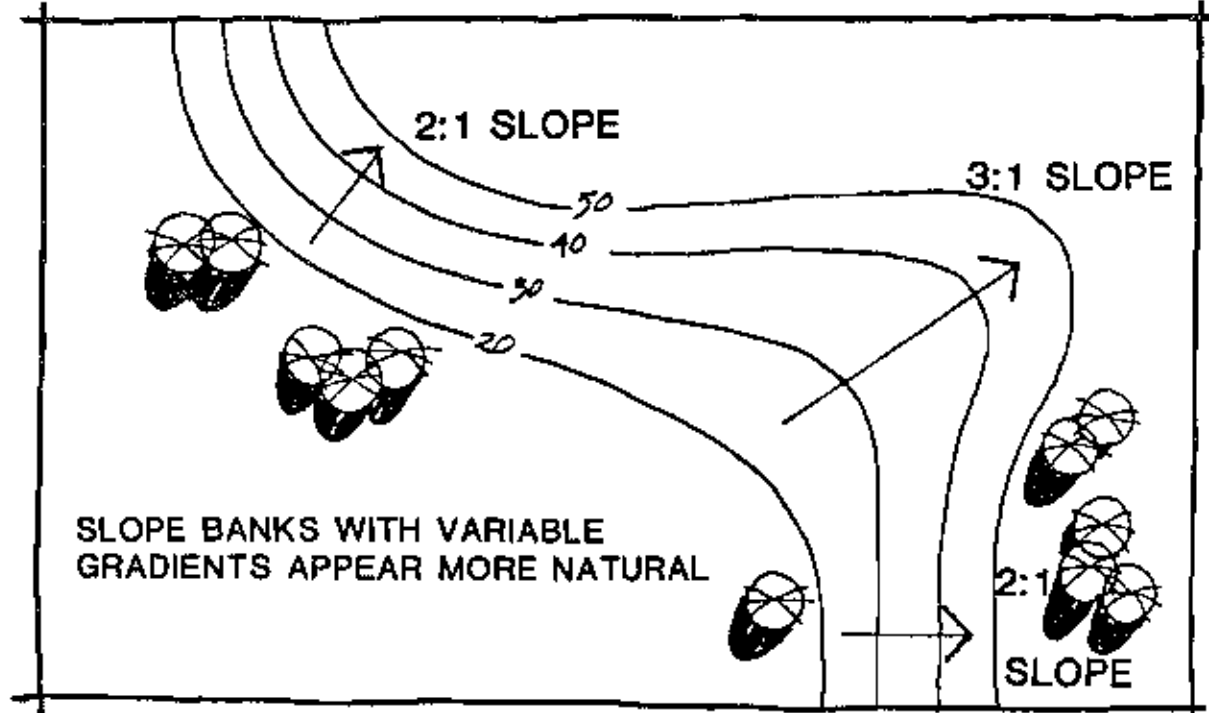
GRADING DESIGN GUIDELINES

SLOPE BANK VARIATIONS

AVOID THIS



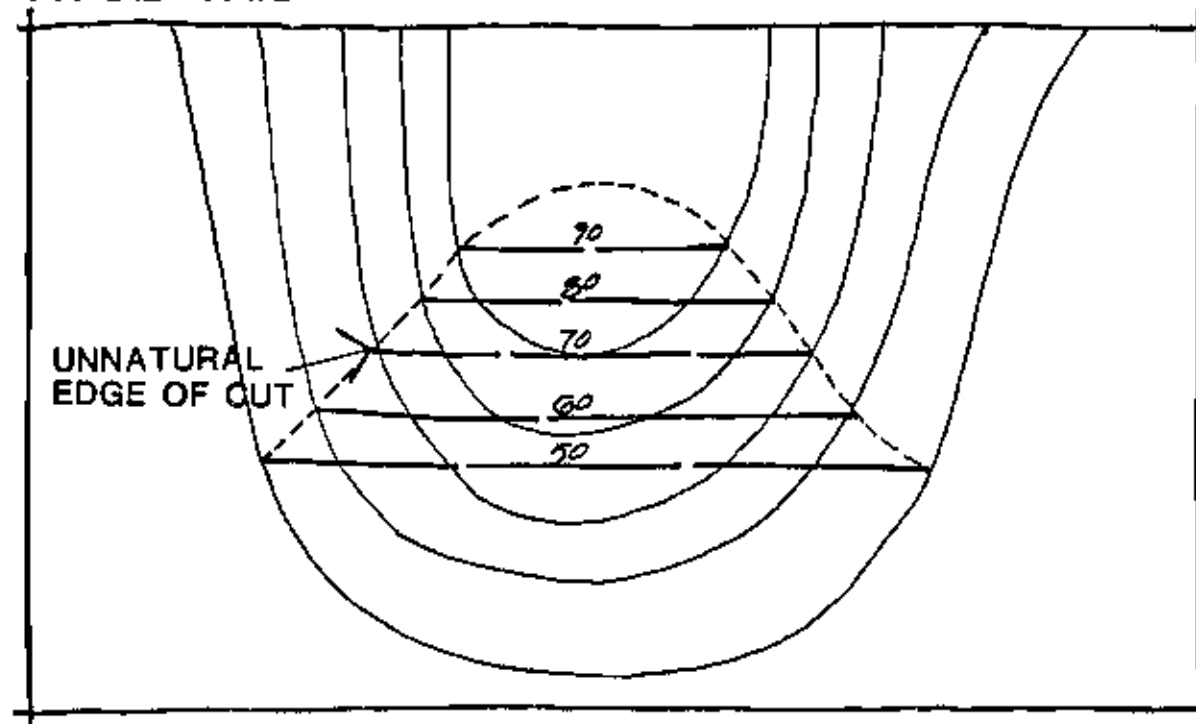
DO THIS INSTEAD



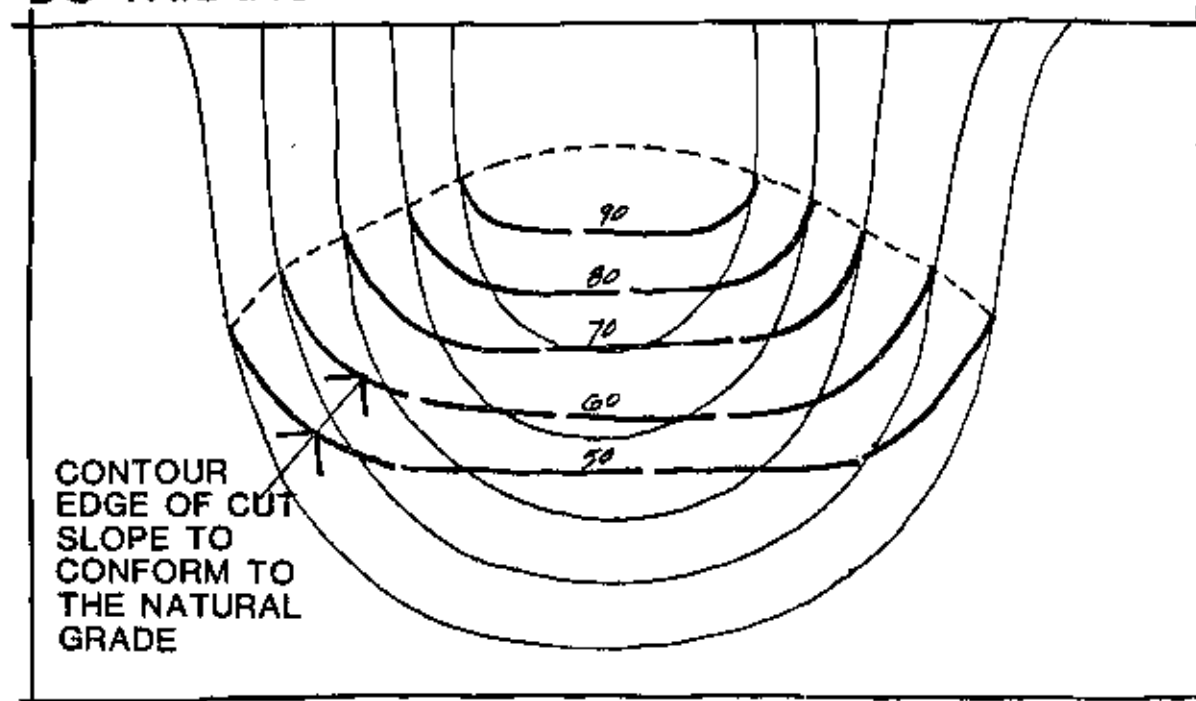
GRADING DESIGN GUIDELINES

CONTOUR TRANSITIONING

AVOID THIS



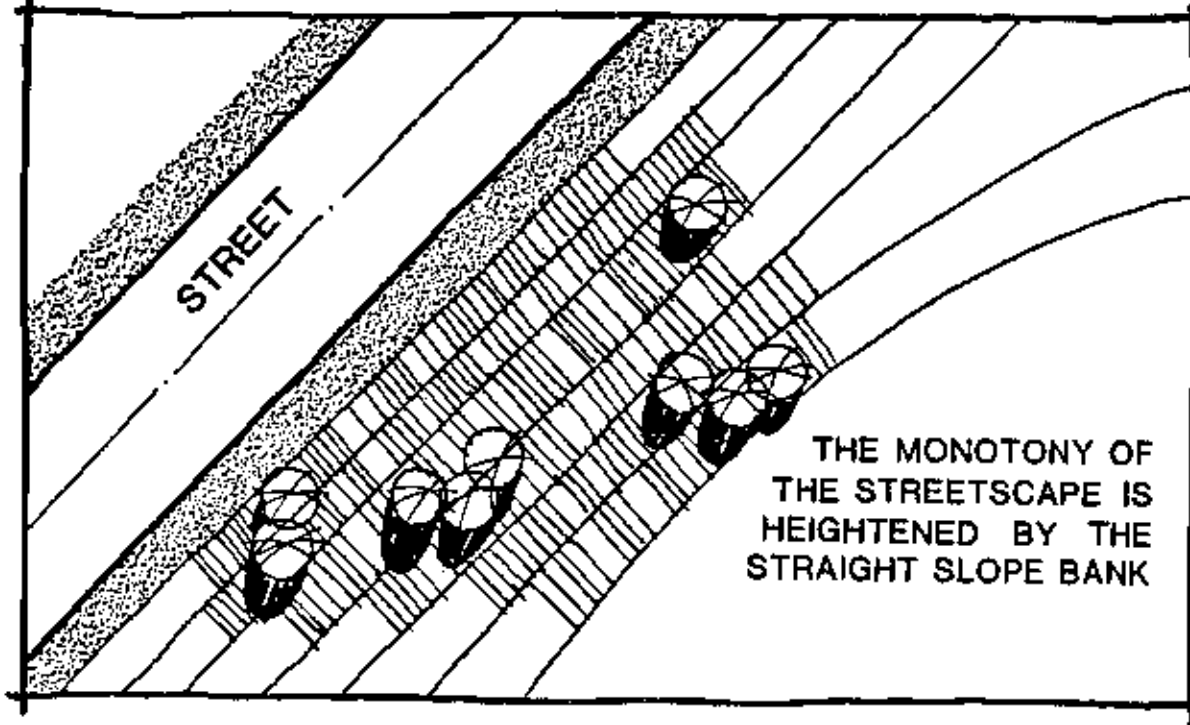
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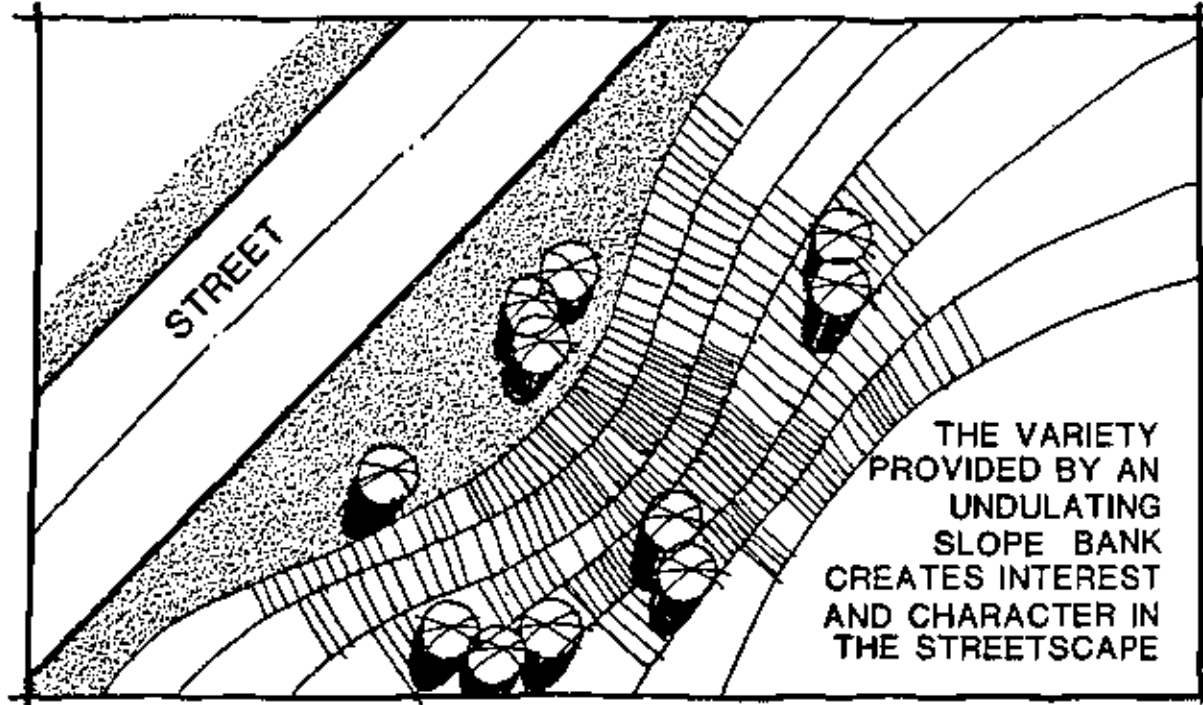
GRADING DESIGN GUIDELINES

UNDULATING BANKS and BERMS

AVOID THIS



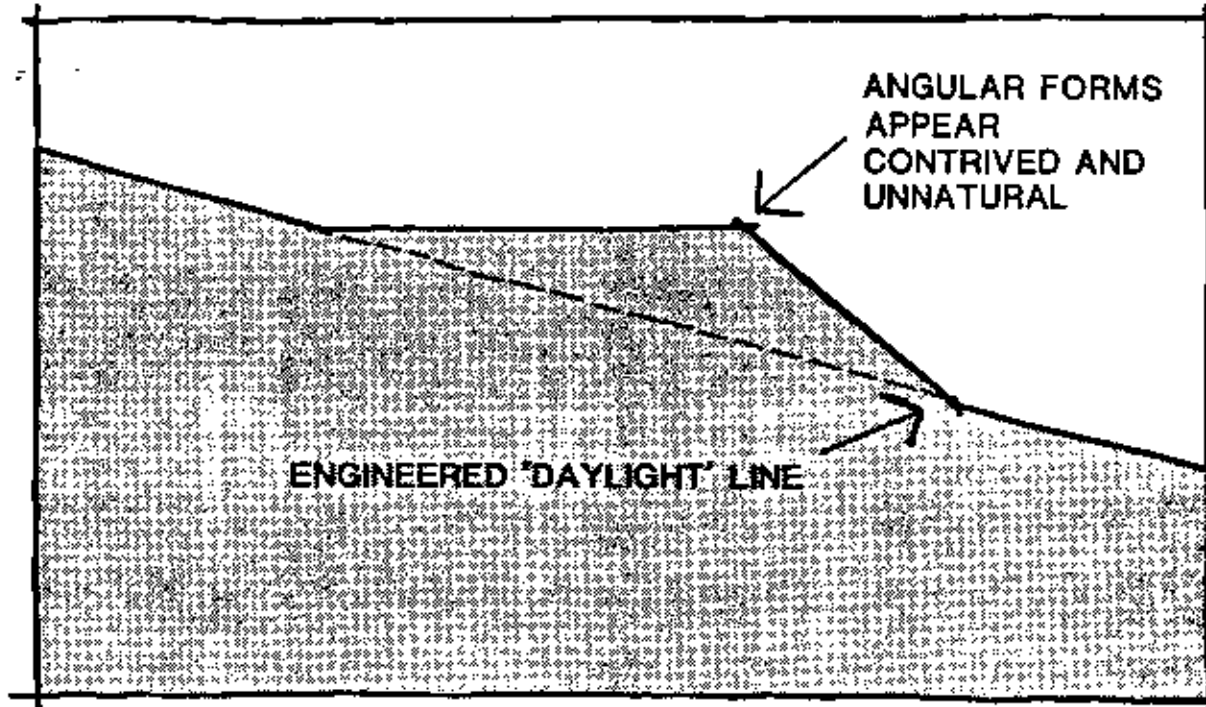
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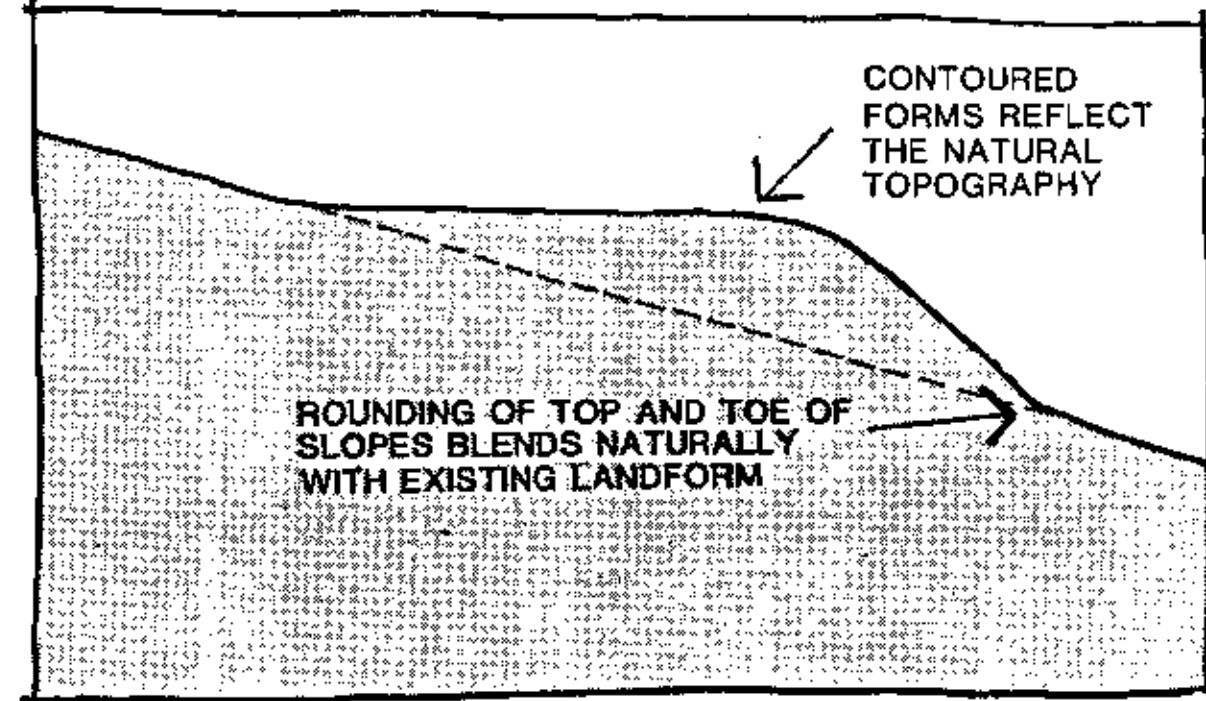
GRADING DESIGN GUIDELINES

SLOPE TOPS and TOES

AVOID THIS



DO THIS INSTEAD



2.5 PUBLIC FACILITIES PLAN

The Land Use Plan identifies two public facilities elements for the Upper Peters Canyon Specific Plan. These elements include an elementary school site (Planning Area 7) and a Police/Fire Facilities (P/F) overlay within the Mixed Use area (Planning Area 11).

Schools

The plan area is within the boundaries of the Orange Unified School District (OUSD). The nearest existing elementary school is Panorama Elementary. This facility is currently operating at 64 percent of intended capacity. The School District expects that the completion of other developments outside of the Specific Plan area (High Horse Trails, Rocking Horse Ridge, Chateau Country and the William Lyon tract) will result in this school being over capacity.

The development of the Specific Plan area to a maximum of 2,000 dwelling units at build out is expected to generate 348 elementary school students. The following table shows the breakdown of all school children based upon generation rates currently experienced by OUSD.

The 348 elementary students represent approximately 58 percent of the standard capacity of 600 students for an OUSD elementary facility. The Specific Plan reserves an 8-acre site (Planning Area 7) to accommodate the students generated by the project and other students expected to come from beyond the Specific Plan area. This site is located adjacent to a local park site to take advantage of joint-use opportunities. (The concept of adjacent school and park sites which are developed for joint-use is further explained in Section 2.6). Centrally located and situated next to the Handy Creek Corridor, the school site will be easily accessible to the entire community. The elementary school site will be provided to OUSD by one or more of the following sources: 1976 Greene Act funds, community facilities financing district funds, and special developer dedications.

Projected Student Population

Grade Level	Unit Type	Dwelling units ¹	Factor ²	Student Population
Elementary (K-6)	Low	358	.2768	99
	Medium	1,145	.1335	153
	High	497	.1936	<u>96</u>
				348
Junior High (7-9)	Low	358	.1648	59
	Medium	1,145	.0809	93
	High	497	.0640	<u>32</u>
				184
High School (10-12)	Low	358	.1534	55
	Medium	1,145	.0665	76
	High	497	.0506	<u>25</u>
				156
TOTAL STUDENTS				688

Ultimate development of the Specific Plan area may add to the current overcrowding problem at El Modena High School and cause enrollment at Santiago Junior High School to exceed present design capacity. Additional classroom space (offsite) may need to be provided to accommodate additional students generated at the junior high school and high school levels. Methods of providing such additional space, without the construction of a new school (eg., use of portable classrooms) are available and will be considered by the school district as development proceeds.

¹ For purposes of a "worst case" analysis, the upper limits of proposed low and medium density residential units is utilized, with the amount of high density units (lower student generators) added, as shown, to balance the proposed 2,000 unit ceiling.

² Factors provided by Orange Unified School District.

Police/Fire Facility

A 1-acre site to be used for a joint Police and Fire facility will be reserved in Planning Area 11 or in a location acceptable to the City outside the boundaries of the Specific Plan. Acquisition of the police/fire facility site by the City will be accomplished through special developer dedications and/or a community facilities financing district prior to or concurrent with the construction of the 1,001st residential unit in the Specific Plan area.

The facility will include a 6,000 square-foot substation for joint use by police and fire departments. Construction of this facility will be funded by special developer dedications and/or a community facilities financing district prior to or concurrent with the construction of the 1,001st residential unit in the Specific Plan area.

A quick-attack brush fire-fighting apparatus will be provided to the City by special developer fee and/or a community facilities financing district prior to or concurrent with the construction of the first residential unit in the Specific Plan area.

2.6 OPEN SPACE AND RECREATION PLAN

The Open Space and Recreation Concept Plan for the Specific Plan area contains provisions for a local park, Handy Creek Corridor, trails and private recreation facilities.

The Open Space and Recreation Concept Plan shown on Exhibit 2.7 identifies the local neighborhood park site and Handy Creek Corridor. Exhibit 2.8 shows the general location of the backbone trail system.

School/Park Joint Use

The concept of adjacent school and park sites which are developed for joint use embodies cooperation of public agencies in order to maximize site utilization and minimize cost and duplication of facilities. This concept is incorporated into the Specific Plan and will be implemented by separate agreements between the City and the Orange Unified School District.

The school/park site will be designed to provide overlapping recreation areas which will increase the total recreation area available for elementary school and community use. The total usable activity acreage is increased for school and recreational purposes, while the individual acreage requirements are reduced, thereby decreasing overall capital and maintenance costs.

The City will own a park site adjacent to the elementary school. This park will provide active recreation opportunities for the residents of the Specific Plan area. Lighted facilities, stadiums and similar facilities which are not compatible with surrounding residential uses shall not be permitted. Approximately one-third of the park area will be reserved for neighborhood use at all times and contain children's recreation facilities such as tot lots and picnic areas. Two-thirds of the overall area will be made available for school activities during school hours and contain youth group recreation facilities such as baseball, football, and soccer fields.

The school district will own the elementary school site, approximately one-third of which will be devoted to recreation facilities and made available for neighborhood recreational use during non-school hours.

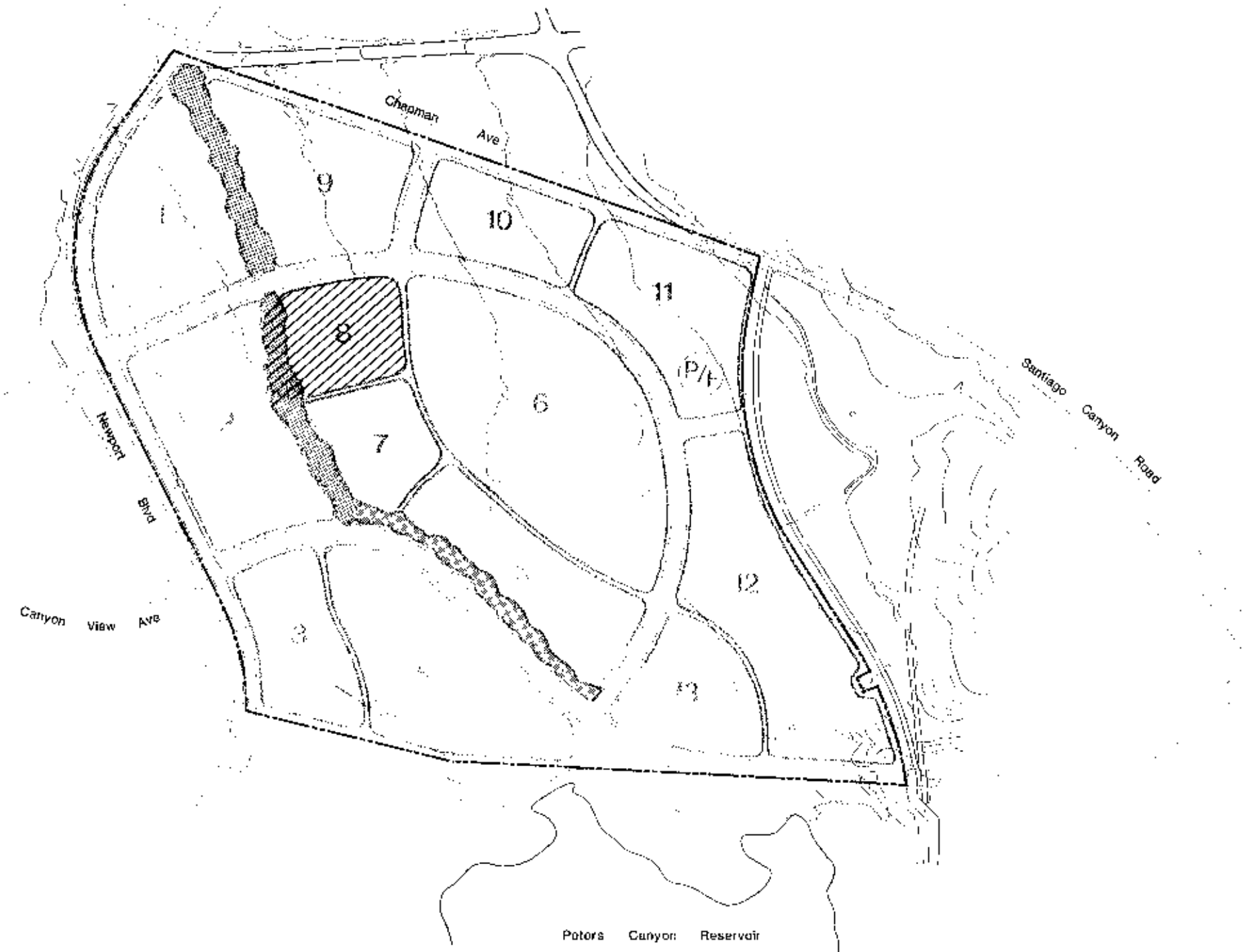
Handy Creek Corridor

The corridor is intended to provide a linear open space amenity, a local bicycle and pedestrian trail, and opportunities for passive recreational areas and small active recreation areas (such as tot lots). North of Canyon View Avenue, the corridor will be a greenbelt with an average width of 75 feet, connecting to the neighborhood park. Other local trails will be designed to link with the pedestrian/bicycle trail located in the corridor greenbelt. Parallel to Canyon View Avenue (from the school site to the Collector Loop Road), the corridor will be a 30-foot greenbelt, including the pedestrian/bicycle trail and appropriate landscaping, on the north side of the roadway and an equestrian trail on the south side of the roadway.

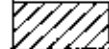

Trails

The backbone trail system shown on Exhibit 2.8 consists of the following regional and community network:

OPEN SPACE AND RECREATION CONCEPT PLAN



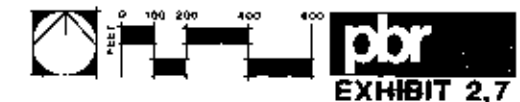
LEGEND

-  LOCAL NEIGHBORHOOD PARK
-  HANDY CREEK CORRIDOR

THIS IS A GRAPHIC REPRESENTATION OF A PLANNING/ENGINEERING CONCEPT. FINAL DESIGN SOLUTIONS WILL BE PROPOSED AND REVIEWED AS PART OF SUBSEQUENT PLAN APPROVALS.

UPPER PETERS CANYON SPECIFIC PLAN

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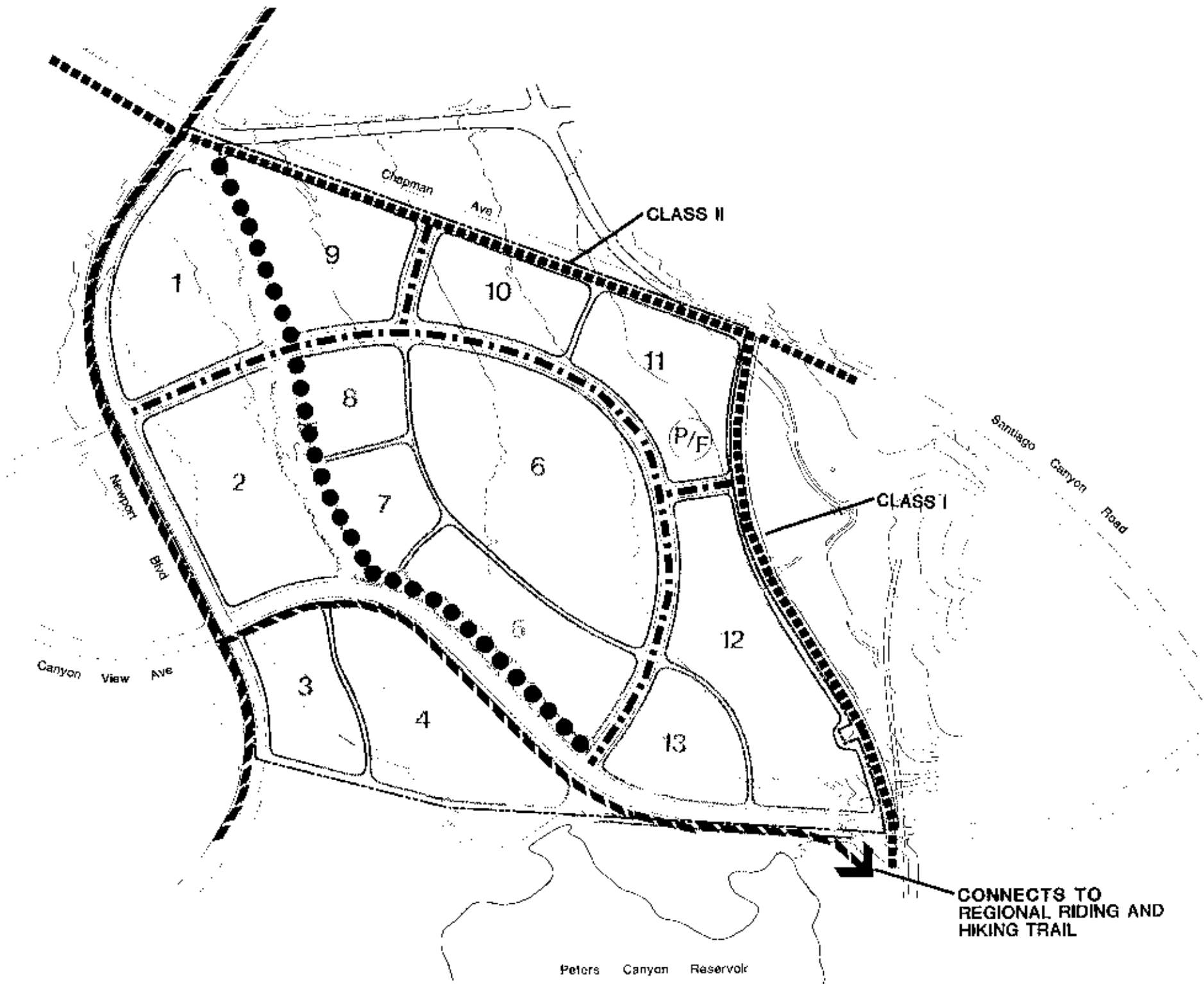
- . A Class II (County Regional, on-road) bike trail along Chapman Avenue
- . A Class I (County Regional, offroad) bike trail within the Allen-McColloch pipeline easements. (This trail is outside the Specific Plan area and will be implemented in conjunction with future public or private projects.)
- . Local bike lanes (both directions) in the emergency stopping lane of the collector loop road.
- . A 10-foot wide equestrian trail along the southerly side of Canyon View Avenue connecting the Newport Boulevard trail with the proposed Peters Canyon Wash County Regional Riding and Hiking Trail.
- . A 10-foot wide equestrian trail offsite, connecting the existing local trail at Newport Boulevard/Santiago Canyon Road with Irvine Park.

Local Park Dedication Requirement

A general standard of 2.5 acres of local park land for each 1,000 persons will apply to the Specific Plan area. Assuming construction of the maximum of 2,000 dwelling units, 13.5 acres, or an allowable equivalent in improvements, will be dedicated for neighborhood and public park and recreational purposes in accordance with the following provisions. If fewer than 2,000 dwelling units are approved, the acreage required for local park dedication will be reduced proportionally (.00675 acres per each dwelling unit). Park land dedicated under these provisions shall be rough graded, and unless otherwise provided herein, the City or a designated agency or district will be responsible for all park improvements, operation and maintenance.

1. **Local Park Site.** The plan establishes Planning Area 8 as a local neighborhood park, located adjacent to the elementary school site and the Handy Creek Corridor. A total of eight acres will be dedicated to the City and rough graded in this Planning Area as part of the local

TRAILS



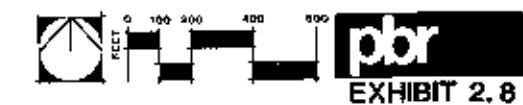
LEGEND

- REGIONAL BIKE TRAIL
- LOCAL BIKE LANES
- LOCAL PEDESTRIAN/BIKE TRAIL
- //// //// EQUESTRIAN TRAIL

NOTE: THE FEASIBILITY OF PROVIDING AN OFF-ROAD EXTENSION OF THE HANDY CREEK LOCAL PEDESTRIAN/BIKE TRAIL TO THE CLASS I REGIONAL BIKE TRAIL WILL BE CONSIDERED IN THE FUTURE PLANNING AND IMPLEMENTATION OF THE PETERS CANYON RESERVOIR AREA, SOUTH OF THE SPECIFIC PLAN AREA.

UPPER PETERS CANYON SPECIFIC PLAN

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park dedication requirements. The dedication will be made in two equal increments. The first four acres will be dedicated with the issuance of the 501st residential building permit in the Specific Plan area. The second four acres will be dedicated with the issuance of the 1,001st residential building permit or with the construction of the elementary school in Planning Area 7, whichever occurs first. As an alternative to the above and by mutual agreement of the City and the developer, Planning Area 8 and the amount of land to be dedicated therein may be reduced in order to provide a land dedication for community park purposes outside the Specific Plan area.

2. **Canyon View Avenue Trail.** The developer will dedicate to the City land and improvements for the equestrian trail along Canyon View Avenue. The dedication and improvements will be provided in conjunction with the street improvements. Upon completion of the full trail section through the Specific Plan area, the trail will be counted as the equivalent of 2.5 acres in partial fulfillment of the local park dedication requirement.
3. **Newport Boulevard Trail (offsite).** The Irvine Company will dedicate to the City for local park credit land for a 10-foot-wide equestrian trail along its ±600-foot property line between Newport Boulevard/Santiago Canyon Road and Irvine Park. The width and/or location of the trail dedication may be adjusted by mutual agreement of the City and the company at such time that more precise development plans for the adjoining property are available to take into account topographic constraints, safety and adjoining development. Fee dedication shall be accomplished on or before tract map approval of the adjoining property. Prior to fee dedication and upon the recordation of the first tract map in the Specific Plan area, the Irvine Company will grant to the City a temporary, relocatable 10-foot-wide easement for public equestrian trail purposes in a location in the general vicinity acceptable to both the City and the company. All grading, improvements and maintenance of this trail will be the responsibility of the City.
4. **Optional Park Requirement Credits.** The remaining three acres of park dedication may be provided in any of the following ways:

- a. **Community Park Site.** Recognizing that the City has a shortage of community parks containing playing fields available to all City residents and groups, land dedication to the City by the developer outside the boundaries of the Specific Plan for community park purposes may be credited against the park dedication requirements within the Specific Plan area.
- b. **Handy Creek.** Recreation areas or portions thereof in the Handy Creek Corridor will be credited against the local park dedication requirements provided that the following standards are met:
- 1) That flood control structures which are above ground and unsuitable for recreational purposes, such as concrete channels, will not be included in the computation of park land.
 - 2) That the area is reasonably adaptable for passive or active park and recreational uses.
 - 3) That the area will be dedicated to and accepted by the City.
- c. **Park Improvements.** The cost of park or recreational improvements provided by the developer to City-owned parks (other than grading) in the Specific Plan area or immediate vicinity may be credited against the local park land dedication requirements. In such cases, the land dedication requirement for the Specific Plan area will be reduced by the amount which results from dividing the cost of the improvements by the fair market value per acre of land being developed as determined by an independent land appraiser mutually acceptable to the City and developer.
- d. **Trails.** Land and improvements for public trails may be credited against the local park dedication requirements. Where improvements are provided, credit for the local park dedication requirement will be given as provided in c. above.

2.7 LANDSCAPING PROGRAM

This section contains design concepts and guidelines to establish a consistent streetscape character and to promote a consistent landscape theme through subsequent levels of design for individual projects.

Landscape Concept Plan

The Landscape Concept Plan is shown on Exhibit 2.9. This plan identifies major entries, streets and edge conditions which depict the proposed character of the community-wide elements.

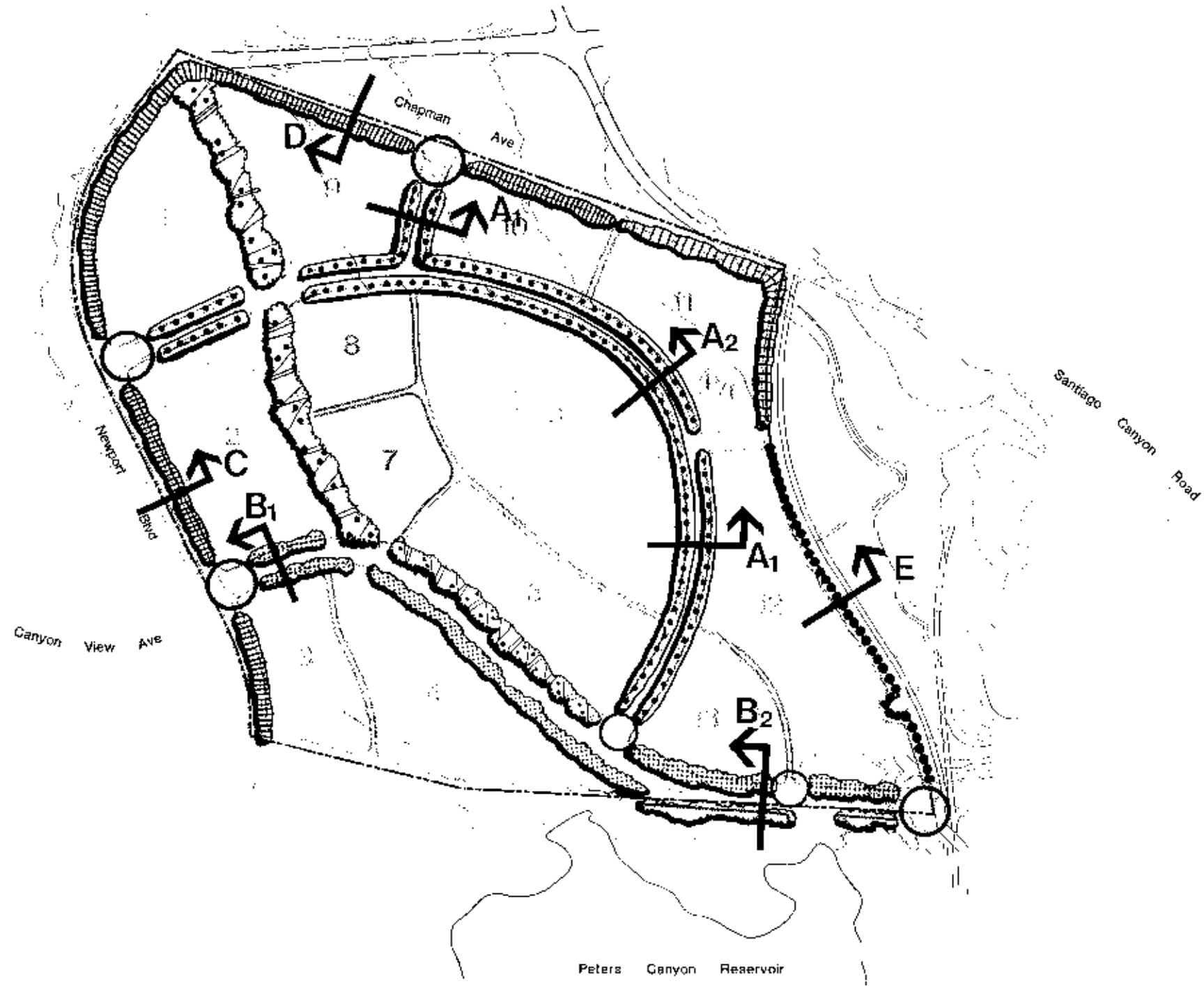
The Landscape Section sketches illustrate suggested methods of landscape treatment which might be considered. The landscape plan and sections are conceptual in nature and alternative landscape concepts and designs which accomplish the stated objectives are permitted.


General Guidelines


The following guidelines have been established to promote a cohesive reinforcement of the community's character and ensure a consistency in the Specific Plan area's visual image.


- Plant material should be used to integrate the architectural form with the landscape. Expansive horizontal and vertical surfaces should be modulated or interrupted by foliage masses.
- Key nodes such as entries, transition and destinations should receive special planting that emphasizes such features through color, form, texture, massing, etc.
- Landscaped setbacks along the site's perimeter should effectively buffer offsite views.
- Landscape zones should be established along the loop road to accommodate a well-defined streetscape for the community's major circulation spine.

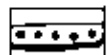
LANDSCAPE CONCEPT PLAN



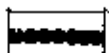
-  **ENTRY**
 1. PRIMARY: TO FRAME AND DEFINE SPECIFIC AREAS AS ENTRANCE STATEMENTS TO THE COMMUNITY.
 2. SECONDARY: VERY SIMILAR TO PRIMARY ENTRIES EXCEPT IN MAGNITUDE, PROVIDING AN ATTRACTIVE ENTRY AT A SMALLER SCALE.

-  **PRIMARY ARTERIAL:**
 1. PROVIDES A LINK AND ESTABLISHES A TRANSITIONAL ZONE BETWEEN COMMUNITIES. DENSE SHRUB PLANTINGS FURTHER PROVIDE A BUFFER/SCREEN BETWEEN COMMUNITY AND ARTERIAL.
 2. MAINTAINS TRANSITIONAL THEME AND PROVIDES LIMITED SCREENING OF AND VISUAL ACCESS TO COMMERCIAL USES.

-  **SECONDARY ARTERIAL:**
 1. INFORMAL TRANSITIONAL PLANTING DESIGNED TO PROVIDE PERIODIC OPEN VISTAS OF RESERVOIR EDGE AND SCREEN PROPOSED RESIDENTIAL DEVELOPMENTS.
 2. PROVIDES INTER-COMMUNITY IDENTITY AND ENHANCES COMMUNITY IMAGE.

-  **COLLECTOR LOOP:**

MAJOR COMMUNITY THEME STATEMENT WITH ENRICHED TREATMENT.

-  **EASTERN EDGE:**

PROVIDES SPECIAL BUFFERING EDGE TREATMENT AND SCREEN OF POTENTIAL TRANSPORTATION CORRIDOR.

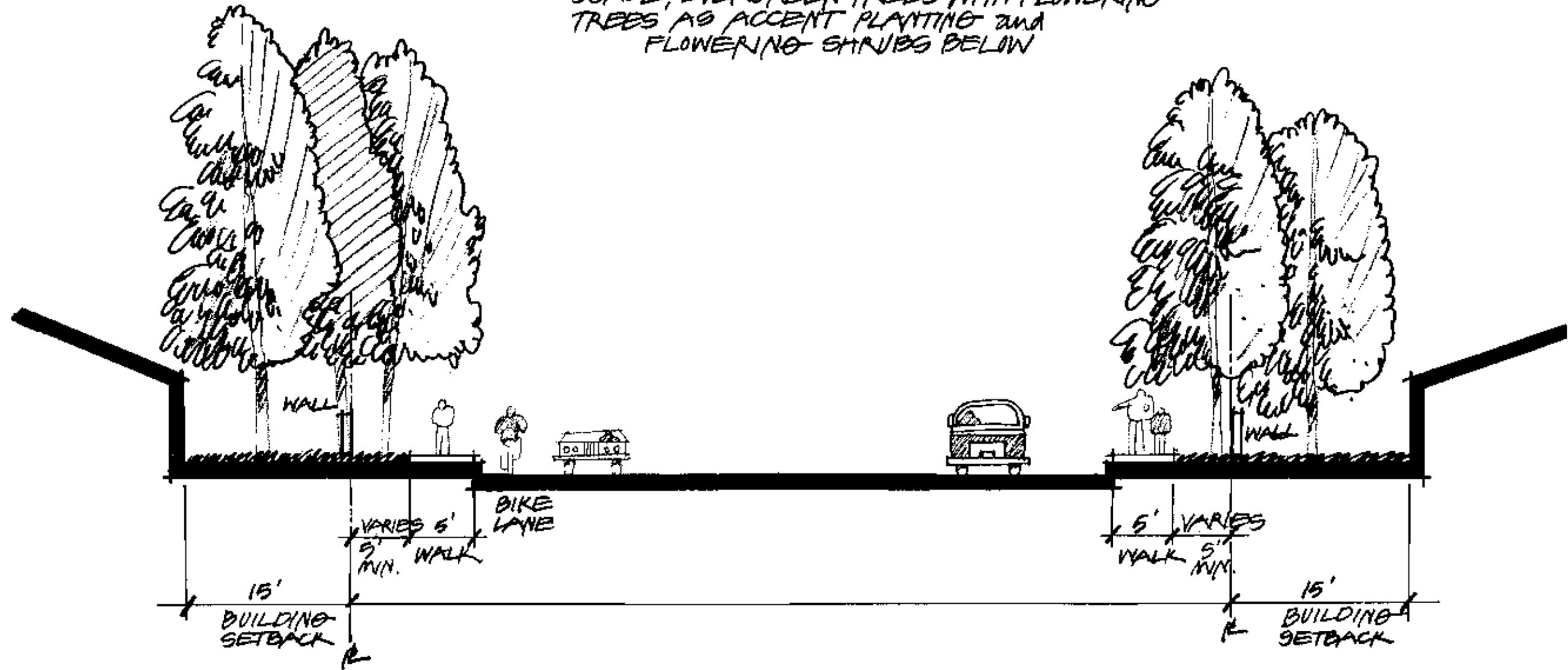
THIS IS A GRAPHIC REPRESENTATION OF A PLANNING/ENGINEERING CONCEPT. FINAL DESIGN SOLUTIONS WILL BE PROPOSED AND REVIEWED AS PART OF SUBSEQUENT PLAN APPROVALS

UPPER PETERS CANYON SPECIFIC PLAN

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RANDOM PARKWAY PLANTING OF LARGE
SCALE, EVERGREEN TREES WITH FLOWERING
TREES AS ACCENT PLANTING AND
FLOWERING SHRUBS BELOW

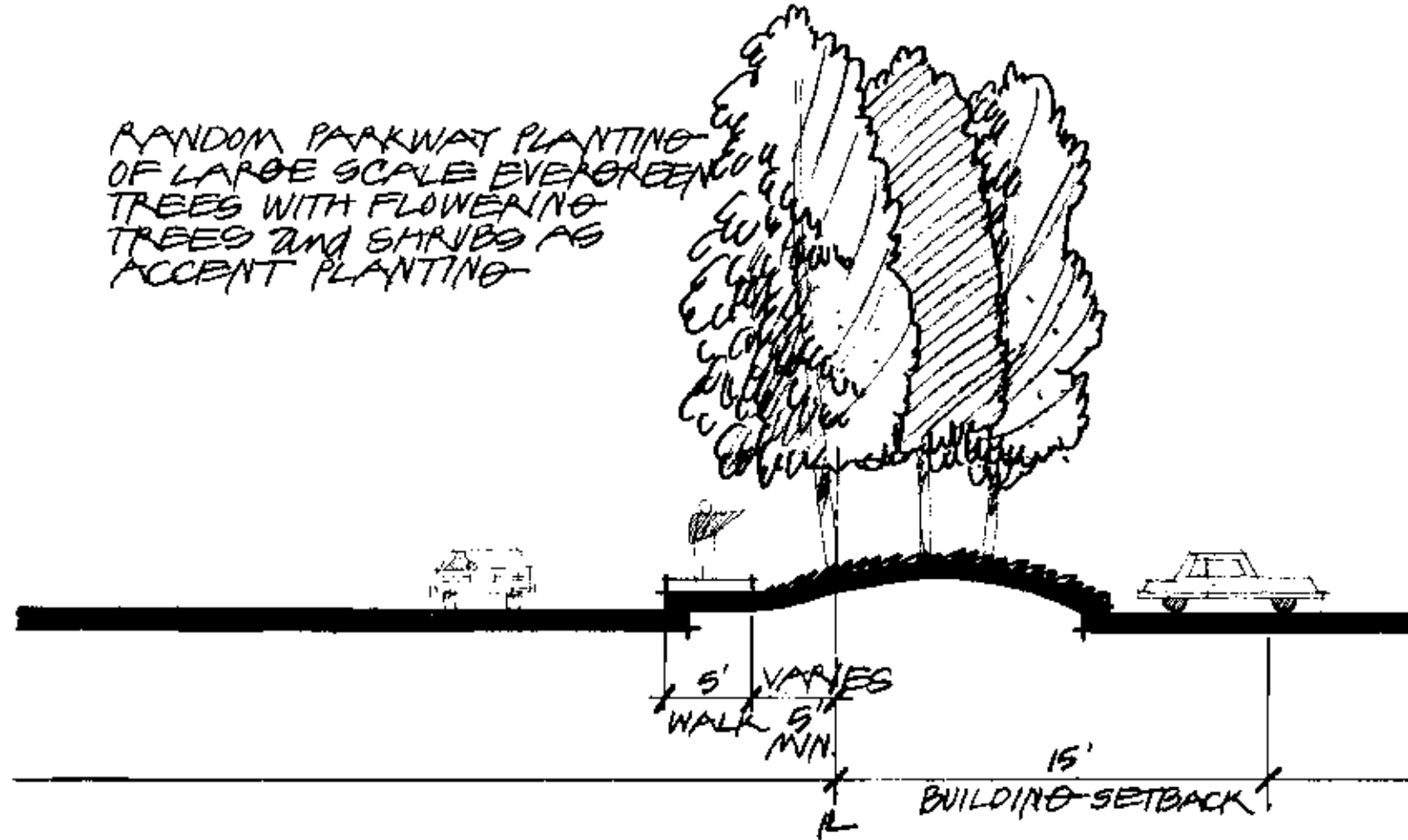


LANDSCAPE SECTION A₁

EXHIBIT 2.10

RANDOM PARKWAY PLANTING OF LARGE SCALE, EVERGREEN TREES WITH FLOWERING TREES AS ACCENT PLANTING AND

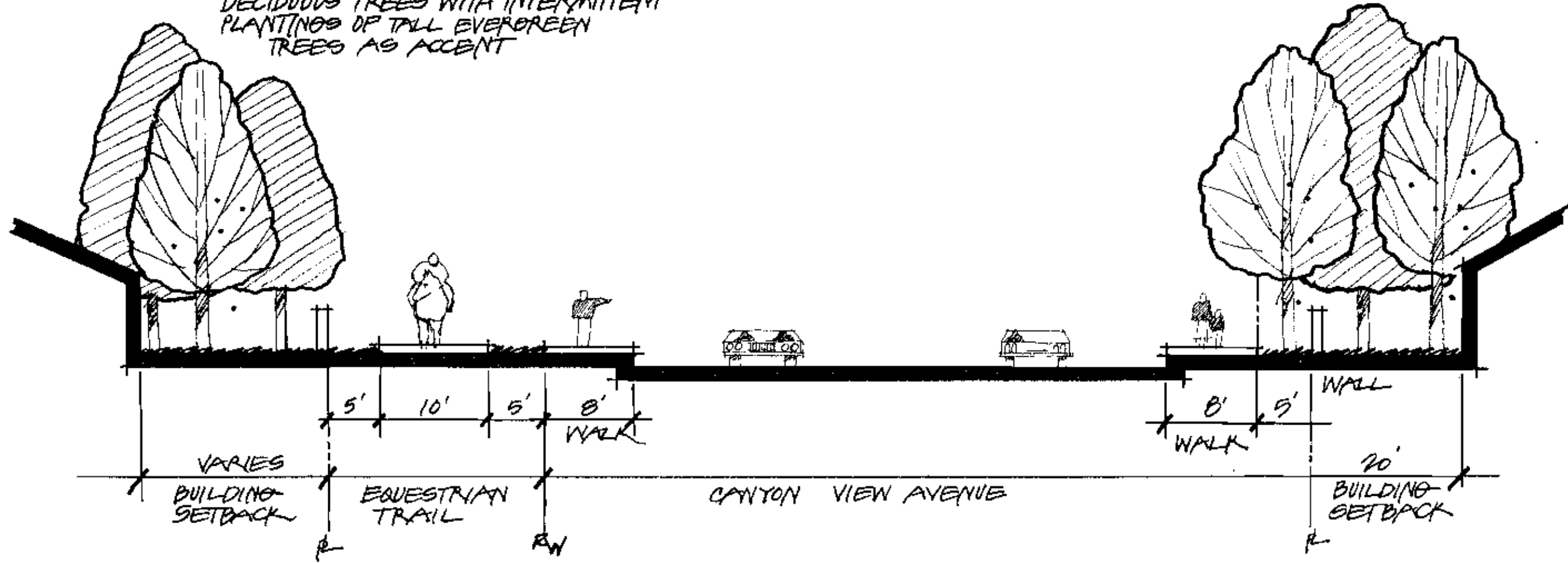
RANDOM PARKWAY PLANTING OF LARGE SCALE EVERGREEN TREES WITH FLOWERING TREES AND SHRUBS AS ACCENT PLANTING



LANDSCAPE SECTION **A₂**

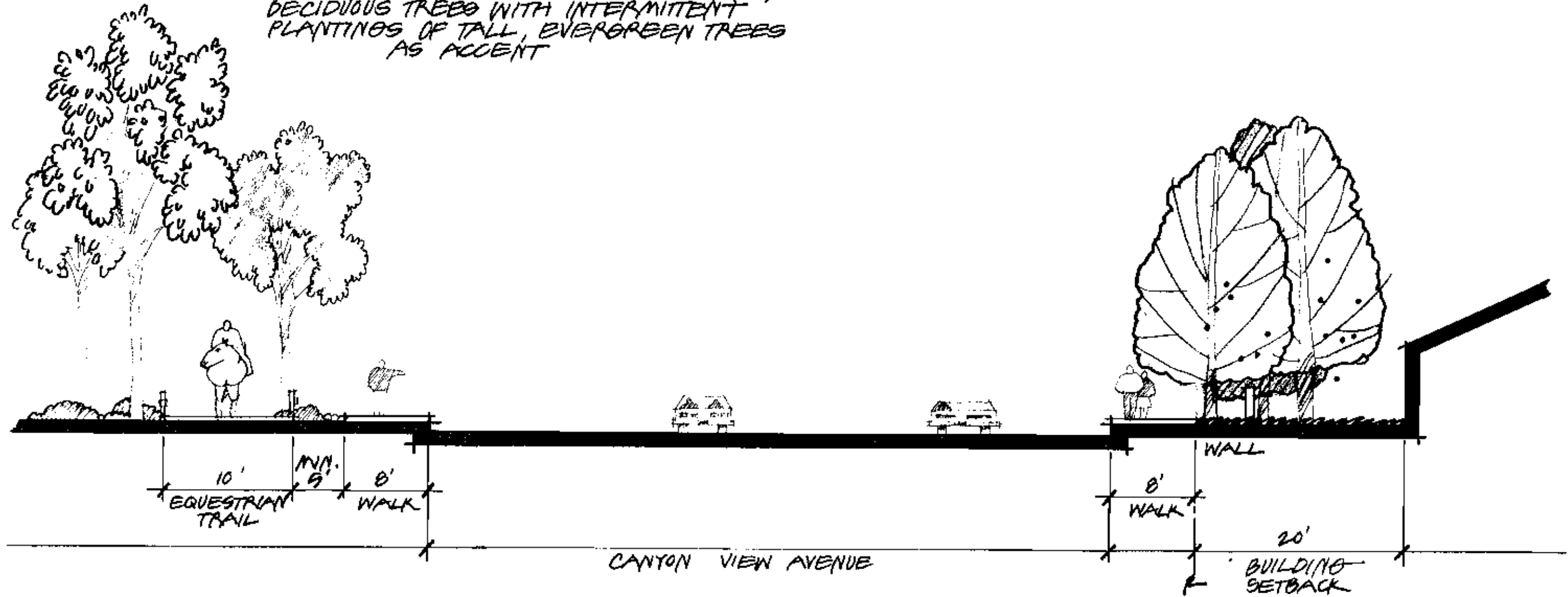
EXHIBIT 2.11

INFORMAL PLANTINGS OF FLOWERING
DECIDUOUS TREES WITH INTERMITTENT
PLANTINGS OF TALL EVERGREEN
TREES AS ACCENT



LANDSCAPE SECTION B₁

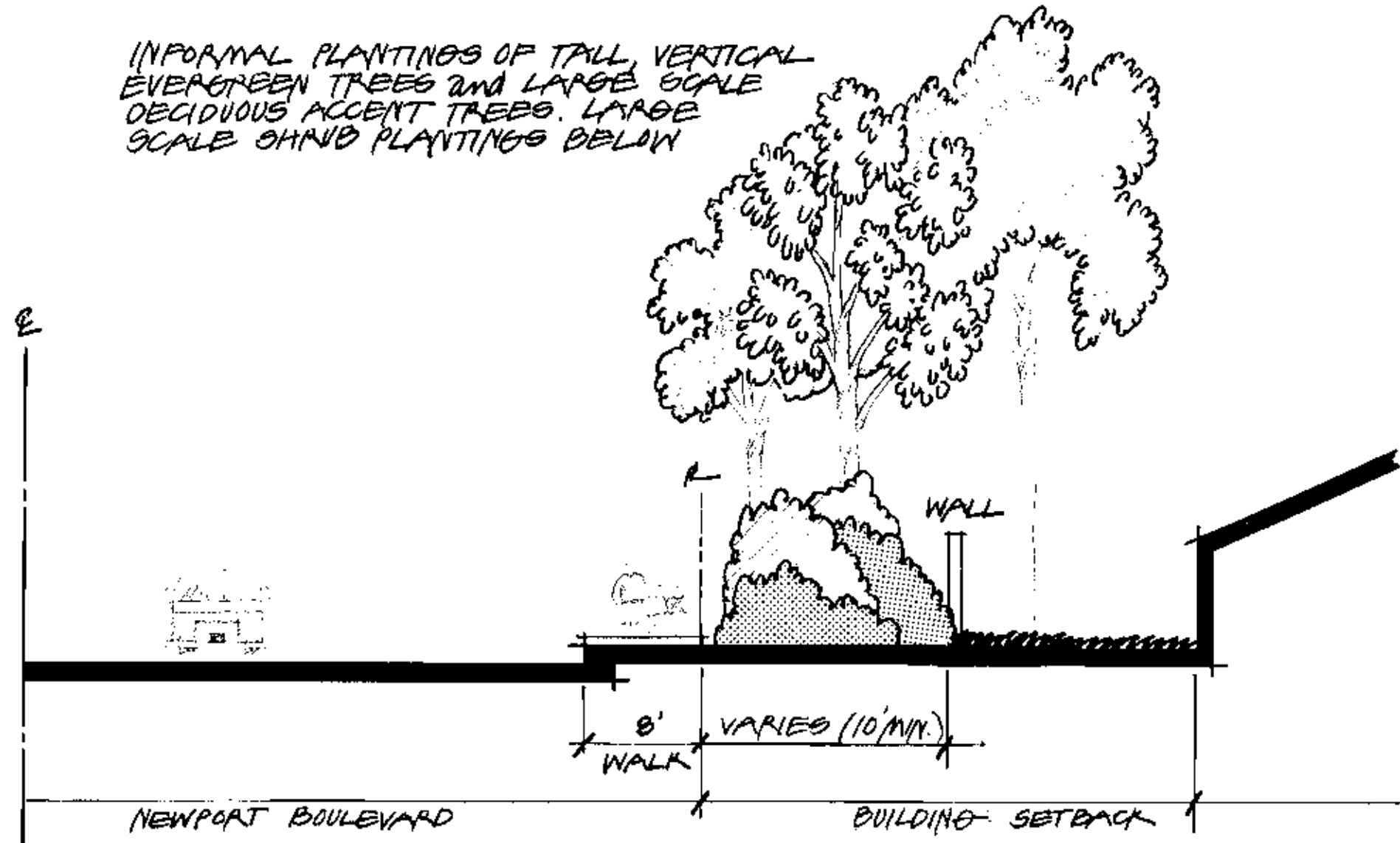
INFORMAL CLUSTERING OF FLOWERING,
DECIDUOUS TREES WITH INTERMITTENT
PLANTINGS OF TALL, EVERGREEN TREES
AS ACCENT



LANDSCAPE SECTION B₂

EXHIBIT 2.13

INFORMAL PLANTINGS OF TALL, VERTICAL
EVERGREEN TREES AND LARGE SCALE
DECIDUOUS ACCENT TREES. LARGE
SCALE SHrub PLANTINGS BELOW

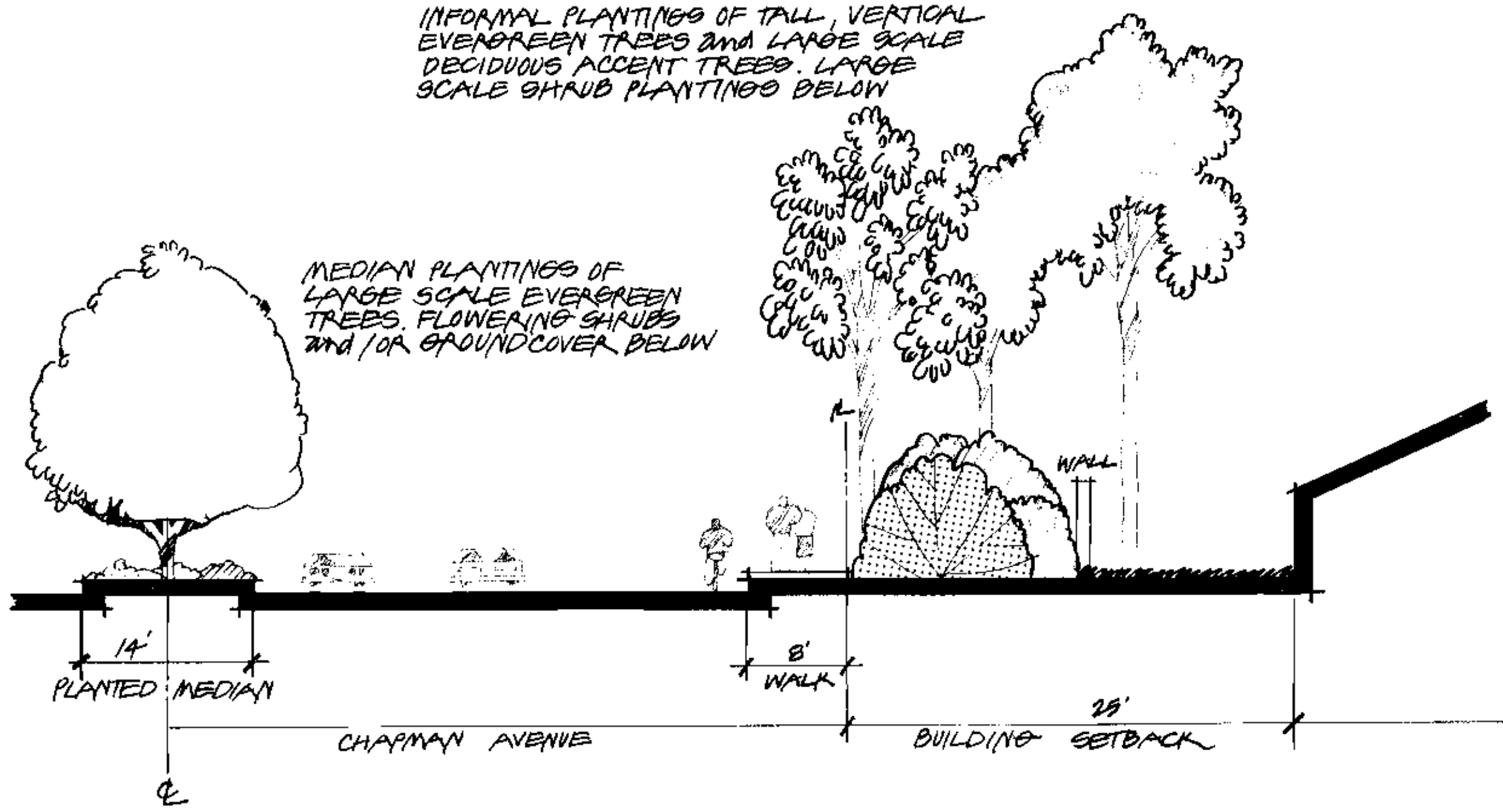


LANDSCAPE SECTION C

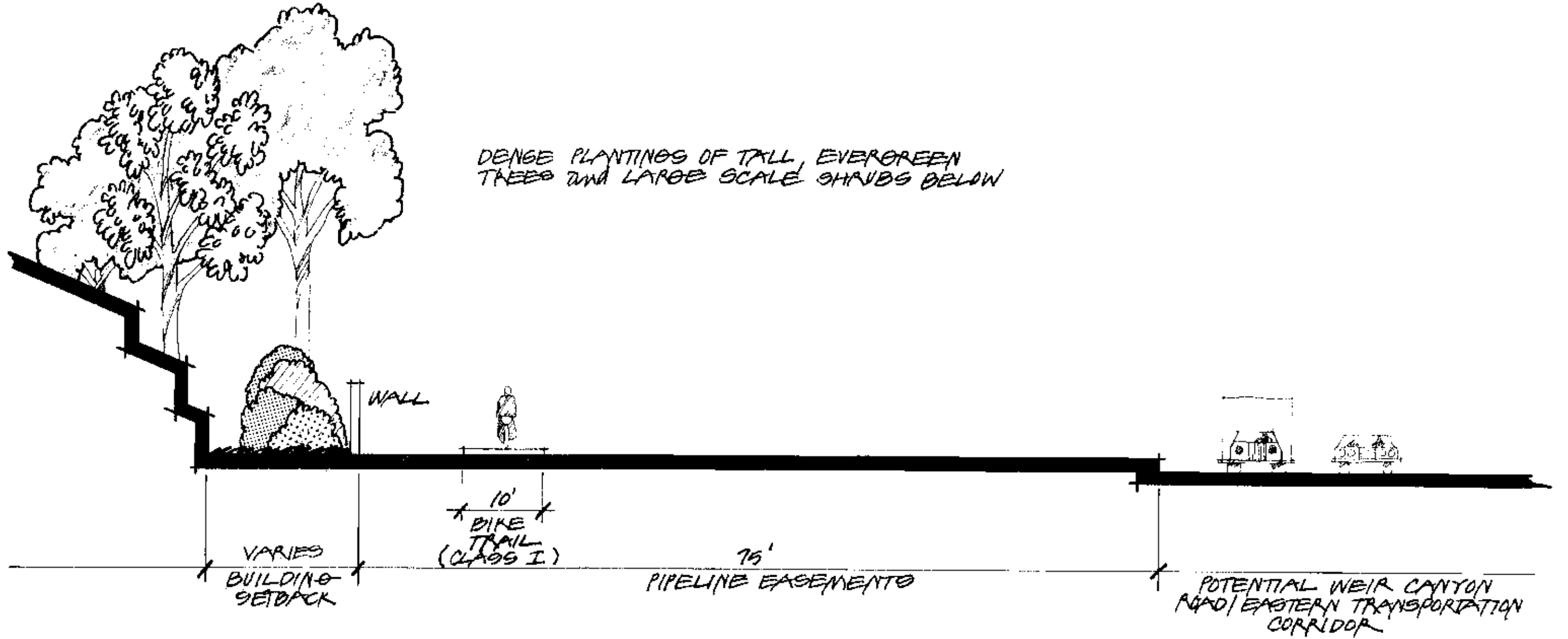
EXHIBIT 2.14

INFORMAL PLANTINGS OF TALL, VERTICAL
EVERGREEN TREES AND LARGE SCALE
DECIDUOUS ACCENT TREES. LARGE
SCALE SHRUB PLANTINGS BELOW

MEDIAN PLANTINGS OF
LARGE SCALE EVERGREEN
TREES, FLOWERING SHRUBS
AND/OR GROUND COVER BELOW



LANDSCAPE SECTION D



LANDSCAPE SECTION E

EXHIBIT 2.16

- Landscape treatment of individual projects should relate to the residential scale and compliment the loop road streetscape.
- Landscaping should frame important views such as street crossings of Handy Creek and the adjacent reservoir.
- All community-wide and common area landscaping shall be provided with permanent watering facilities. Automatic irrigation systems should be utilized to insure continued growth of plant materials.
- Plant materials, architectural features and/or earthen berms should be used to screen elements such as parking areas, trash storage, utility boxes, irrigation controls, etc.
- Trees should be planted within parking areas to break up large expanses of paving, filter views, provide shade and reduce glare.

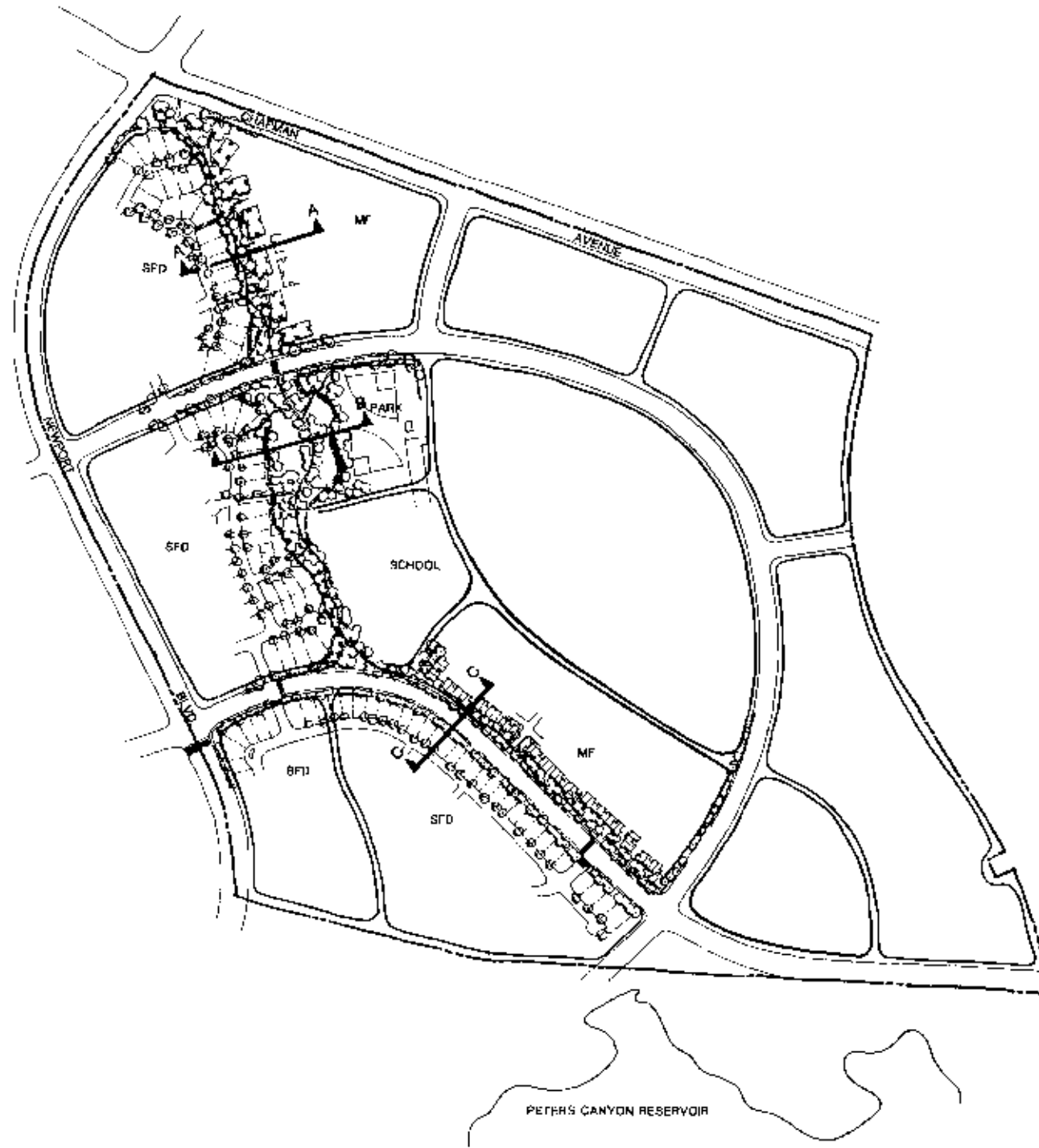
Handy Creek Corridor Development Guidelines

General Corridor Guidelines (see Exhibit 2.17)

- The Handy Creek corridor should serve as a highly visible open space amenity, creating a positive image within and for the community. Corridor/street intersections should frame and encourage visual participation.
- Major community activities and pedestrian circulation should occur within and along Handy Creek. Recreational uses and activities for residential areas should be encouraged adjacent to the corridor.
- Residential dwellings should be oriented toward and take advantage of Handy Creek Corridor.
- Planting materials used within the Handy Creek Corridor should be riparian in nature.

Subarea A Guidelines (see Exhibit 2.18)

HANDY CREEK CORRIDOR ILLUSTRATIVE PLAN



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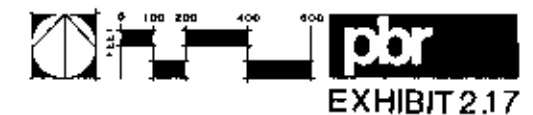
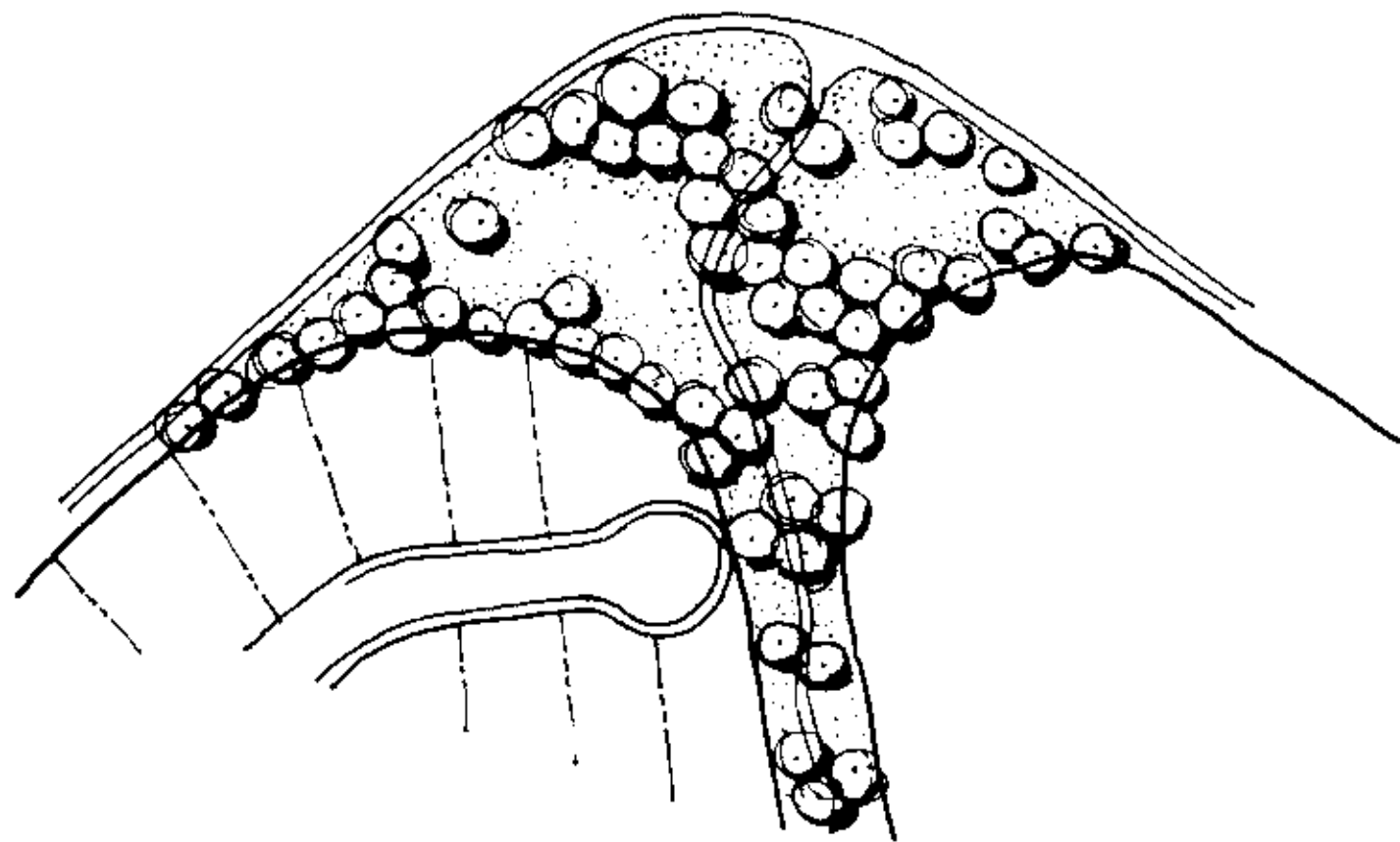


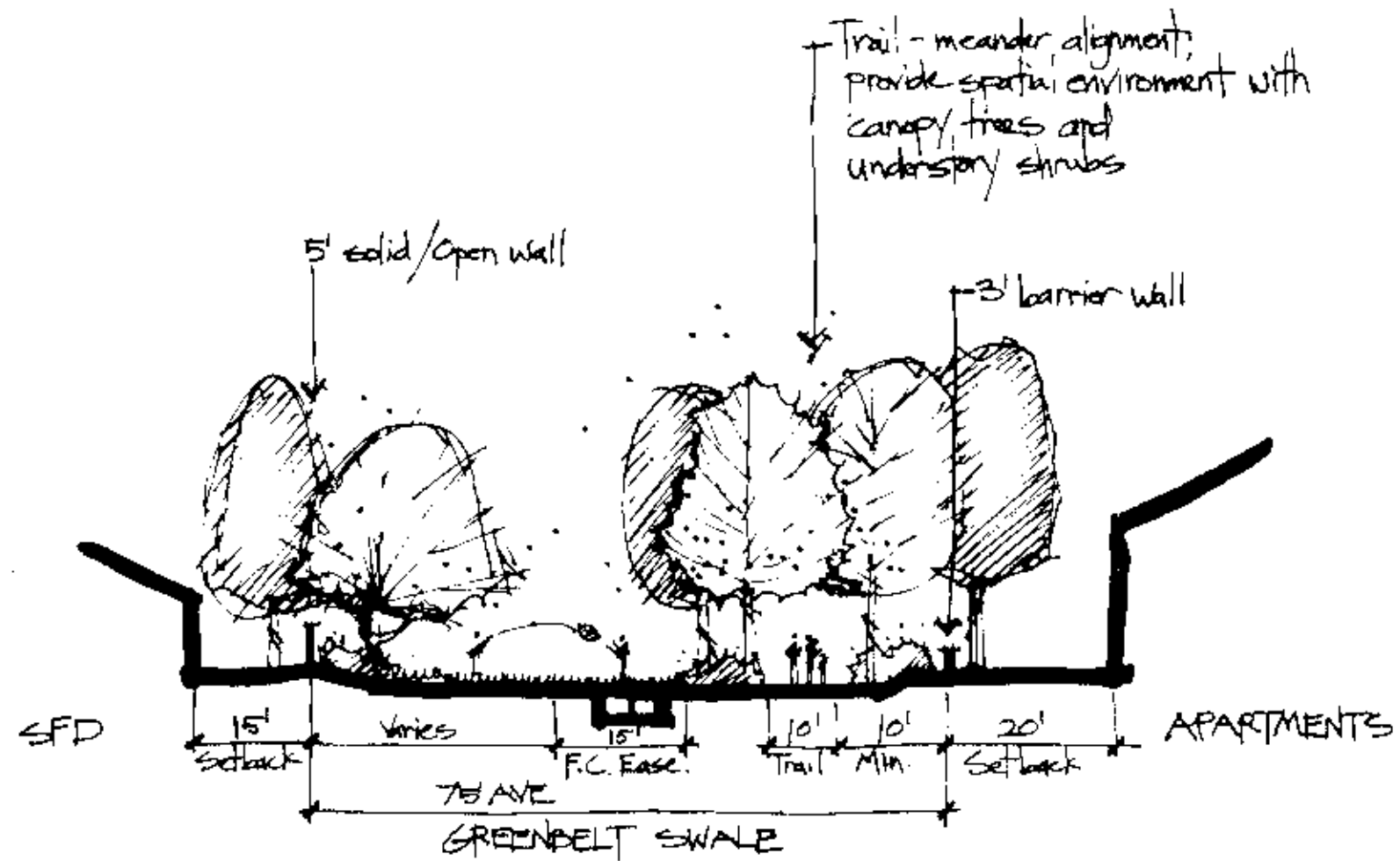
EXHIBIT 2.17

SOURCE: RAPP & FRENCH

SECTION SUBAREA A



CORNER AREA



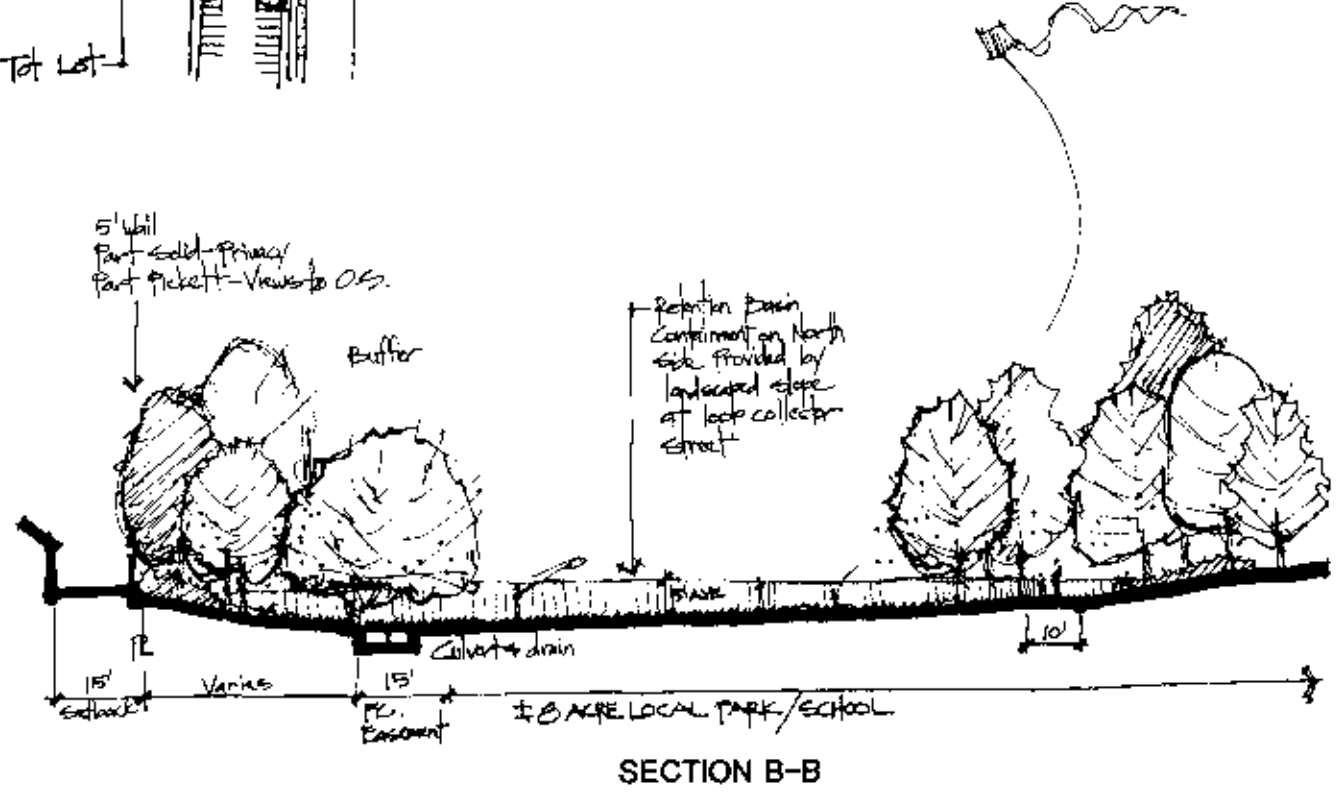
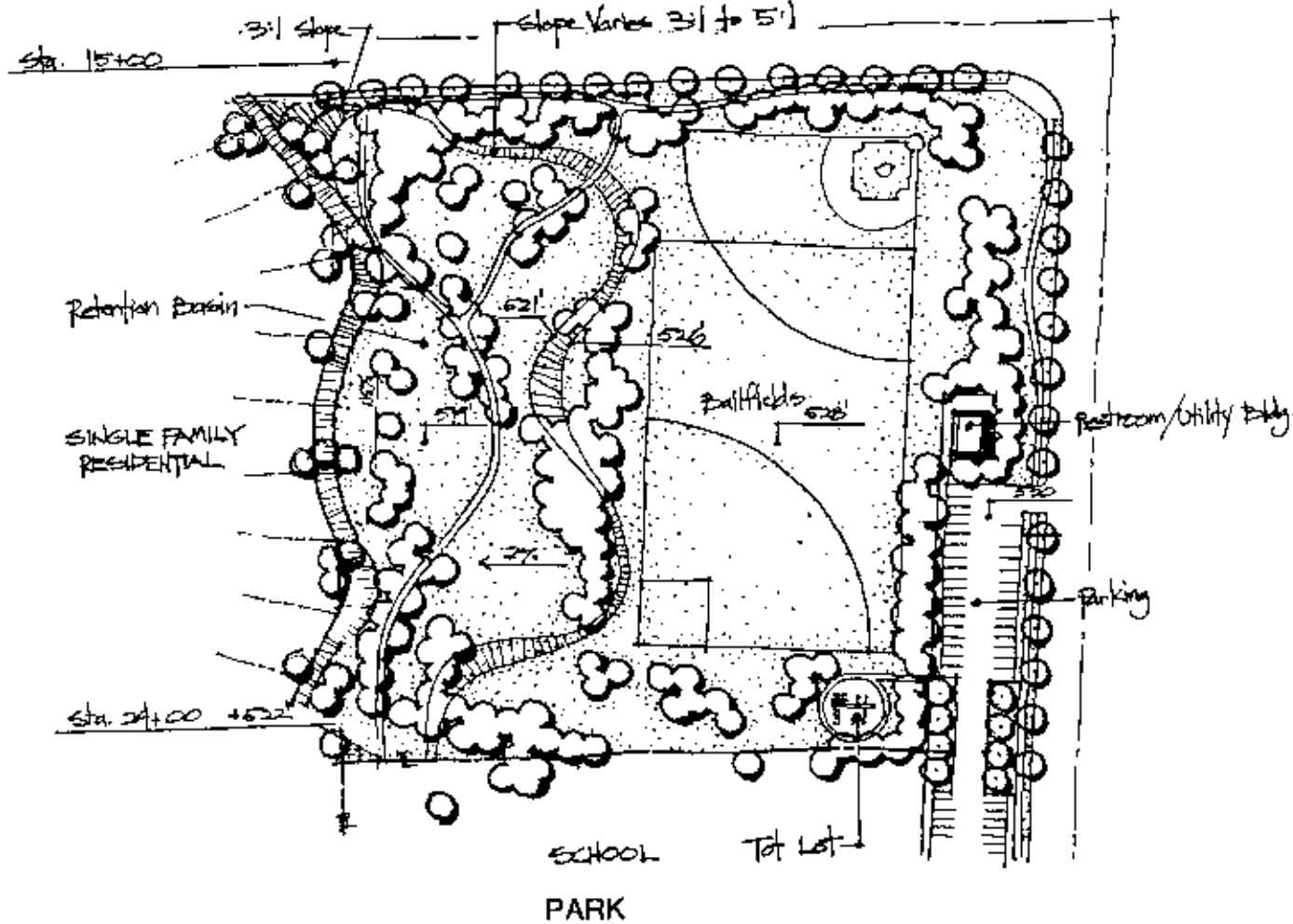
SECTION A-A

- . Building orientation and setbacks should vary along the Handy Creek Corridor, maximizing views, privacy and creating visual interest in the edge treatment.
- . Building pads should be at slightly higher grade elevations than Handy Creek, enhancing views to the corridor while protecting privacy.
- . The Handy Creek Corridor should average 75 feet in width, reducing to a minimum of 30 feet in width in areas of minimal activities and/or views.
- . Planting materials should include canopy trees and understory shrubs to create enclosed, shaded trails and to create visual interest for pedestrians.
- . A meandering trail system providing pedestrian and bikeway circulation for community residents should be included in Handy Creek. The trails should set back from residential dwellings and lots to protect privacy.
- . The use of planting materials, low walls or other physical elements should be encouraged to delineate the extents of Handy Creek Corridor and adjacent residential areas. Alternatives to high block walls or wooden fences which restrict views shall be encouraged.
- . The corner of Chapman Avenue and Newport Boulevard should provide a positive public image for the community and provide an extension and terminus of the Handy Creek Corridor.

Subarea B Guidelines (see Exhibit 2.19)

- . The Handy Creek Corridor should be integrated into the school and park site. Along the school site the corridor should function only as a minimal width trail system.
- . The Handy Creek Corridor should be located within the retention basin of the neighborhood park.

**SECTION
SUBAREA B
(PARK)**



UPPER PETERS CANYON SPECIFIC PLAN

PREPARED FOR: THE IRVINE COMPANY · CITY OF ORANGE · COUNTY OF ORANGE

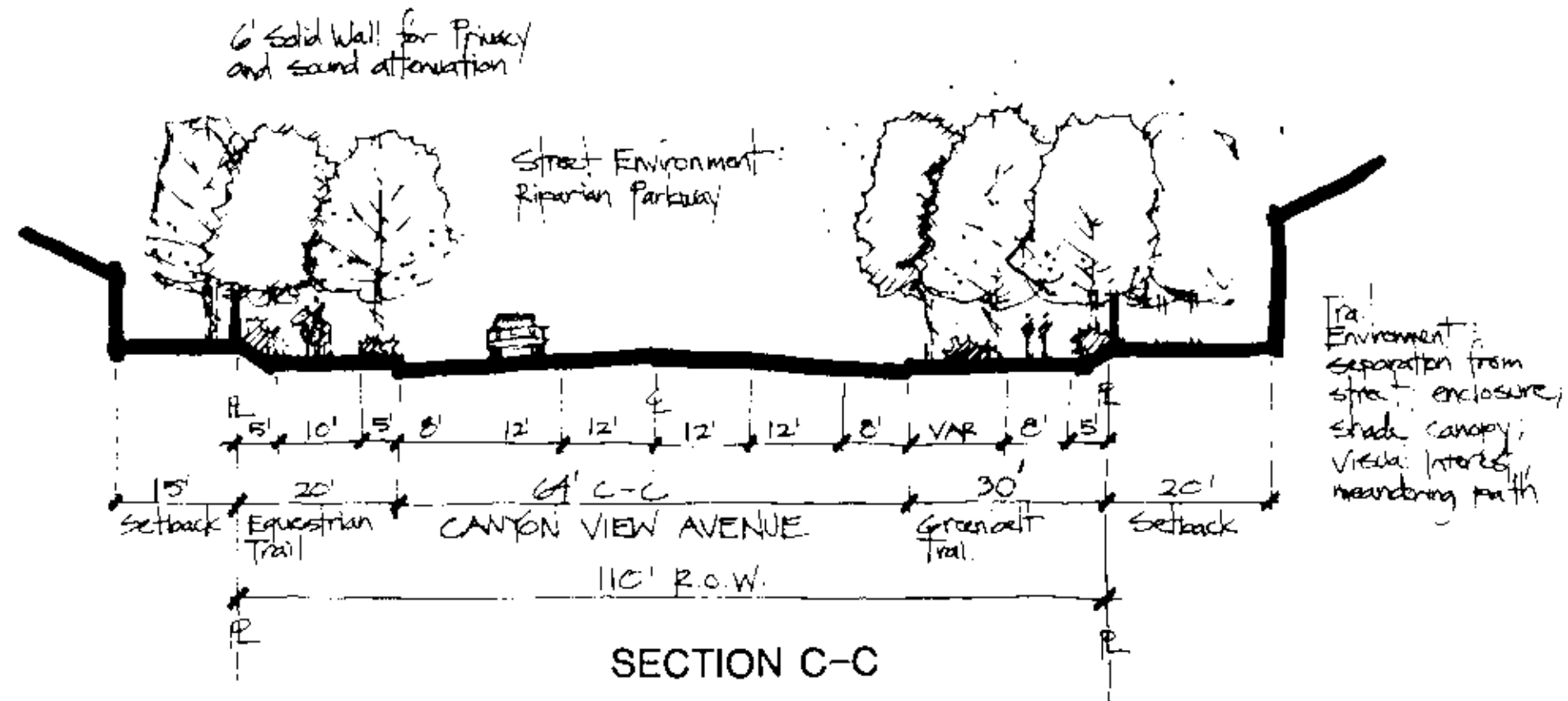
EXHIBIT 2.19
SOURCE: RAPP & FRENCH

- . Single family lots adjacent to the park and school sites should vary in their orientation to the sites. Access between the single family neighborhood and the school and park should be encouraged and incorporated in all residential designs.
- . The single family lots should be at higher elevations than the school and park, enhancing views while protecting privacy. Solid walls or fences shall be discouraged.
- . Planting materials should include canopy trees and understory shrubs to create enclosed, shaded trails and to create visual interest for pedestrians.
- . The use of planting materials, low walls or other physical elements should be encouraged to delineate the extents of the school and park sites and the adjacent residential neighborhood. Such elements shall also serve to identify the extent of the retention basin.
- . Safety measures should be included in the design of the retention basin for the protection of community residents, particularly school age and younger children. Such design measures should include reduced bank slopes, minimal basin depth along the banks and safety grates to all openings to the underground drainage system.

Subarea C Guidelines (see Exhibit 2.20)

- . Canyon View Avenue should include an equestrian trail within its right-of-way and an extension of the Handy Creek Corridor between the school site (PA 7) and the Collector Loop Road.
- . The Handy Creek Corridor extension should be a minimum of 30 feet in width, including the pedestrian/bikeway trail and appropriate landscape screening and buffering.
- . A solid wall and landscaping should be used for screening between the equestrian trail and adjacent residences.

SECTION
SUBAREA C
(CANYON VIEW
AVE.)



- . A landscape setback should be provided between the pedestrian/bike and adjacent residential uses.
- . Planting materials should include canopy trees and understory shrubs to create enclosed, shaded trails and to create visual interest for pedestrian and passing motorists.

2.8 PHASING PROGRAM

This section of the Specific Plan is intended to describe the general time-frame of development and to identify thresholds which will trigger certain critical infrastructure improvements.

Construction is expected to commence as soon as the necessary approvals and permits are granted and will be accomplished over a period of several years. Due to the availability of existing infrastructure systems development will start at the northwest corner near the Chapman Avenue/Newport Boulevard intersection and proceed generally in a southerly and easterly direction. The pace of development will be greatly influenced by several factors including housing market and general economic conditions, regional circulation/transportation system improvements and institutional/jurisdictional requirements.

The initial phase of development of the Specific Plan area will include provisions to mitigate the potential aggravation of the downstream flooding problem of Handy Creek in accordance with an approved Drainage Plan.

Access to the first increment of development could be provided either from Newport Boulevard, or by the relocation of Chapman Avenue to it's proposed alignment (accompanied by modifications to Santiago Canyon Road). Should initial access be taken from Newport Boulevard, this street would be improved to full primary arterial standards in it's easterly half-section from Chapman Avenue south to the collector loop road. The relocation of Chapman Avenue will be accomplished in conjunction with the development of adjacent tracts. Construction will be phased to provide half-section improvements (including a raised, landscaped median) from the Chapman/Newport intersection to Santiago Canyon Road.

Full-width construction of the collector loop road will be staged as adjacent tracts are developed. Canyon View Avenue will be improved in half-section increments as adjacent development is phased.

Construction of full width improvements of Canyon View will be completed from the collector loop intersection east to the project boundary in concert with the development of adjacent residential tracts.

Dedication of the first 4-acre increment of the local neighborhood park will occur with the issuance of the 501st building permit. Phasing of the Handy Creek Corridor will occur as Handy Creek flood control facilities are constructed in association with adjacent residential development. Development of the elementary school is subject to the availability of funding by the Orange Unified School District. Interim measures will be necessary to accommodate students in the initial stages of development.

The most critical factor affecting development phasing of the Specific Plan area is the traffic circulation capacity of the offsite regional network. In order to alleviate the project-related impacts on Chapman Avenue (between Prospect and the Newport Freeway) and Newport Boulevard (south of Weir Canyon Road) it will be necessary to construct two lanes of Weir Canyon Road (or similar north-south arterial) from Chapman Avenue to the Santa Ana Freeway. This improvement will be made prior to the construction of the 1,001st dwelling unit in the Specific Plan.

Extensions of the City's 18-inch water transmission main will be accomplished with the relocation of Chapman Avenue. Other water, sewer and utility lines will be extended as residential tracts are constructed.

DEVELOPMENT STANDARDS

3.0 DEVELOPMENT STANDARDS

3.1 GENERAL PROVISIONS

(a) Purpose and Intent

The regulations set forth in this chapter have been established to provide for the development of 2,000 dwelling units and 15 acres of mixed use in the Upper Peters Canyon Specific Plan area. These standards provide for the arrangement, development and use of a variety of residential housing types and supporting commercial and community facilities compatible therewith. Application of these regulations is specifically intended to encourage the most appropriate use of the land, create a harmonious relationship among land uses and protect the health, safety and general welfare of the community. This Specific Plan is consistent with and satisfies the requirements of the "PC-Planned Community District", Chapter 17.67 of the City of Orange Zoning Code.

(b) General Notes

1. The continued use of the land for agricultural purposes shall be permitted subject to the applicable regulations of the "A1-Agricultural District", Chapter 17.08 of the City of Orange Zoning Code.
2. Any land use proposal not specifically covered by the provisions contained herein shall be subject to the regulations of the City of Orange Zoning Code.
3. Whenever the regulations contained herein conflict with the regulations of the City of Orange Zoning Code, the regulations of the Upper Peters Canyon Specific Plan shall take precedence.
4. The maximum total number of dwelling units permitted by the Upper Peters Canyon Specific Plan shall be 2,000. The maximum number of dwelling units within each residential category is established in section 3.1(d), Statistical Summary. Development of the maximum number of dwelling units within any residential category shall be permitted subject to a corresponding reduction in the total number of dwelling units in one or both of the other residential categories such that the total number of dwelling units does not exceed 2,000.

5. The density of any residential development shall be computed by dividing the total number of dwelling units in the parcel by the gross acres for that parcel. For this purpose, gross acres shall be measured to the center-line of any internal public or private street or to the ultimate right-of-way line of any arterial highway as designated on the City's Master Plan.
6. All areas designated for residential use may be developed at a lower residential density without requiring an amendment to the specific plan.
7. All construction shall comply with all provisions of applicable building codes and the various mechanical codes related thereto.
8. Model homes and their garages and private recreation facilities may be used as offices for the first sale of homes within a recorded tract and within subsequent similar tracts utilizing these same architectural designs subject to the regulations of the City of Orange governing said uses and activities.
9. Grading plans for all projects shall comply with the City Grading Code. A preliminary engineering geological report and soil engineering investigation showing evidence of a recommendation for a safe and stable development is to be submitted with the tentative tract map. The recommendations by the engineering geologist and soil engineer shall be incorporated into the grading plan design prior to grading permit approval. The soil engineer and engineering geologist must certify the stability of the project site prior to issuance of building permits.
10. Grading will be permitted outside of the area of immediate development when it is consistent with an approved grading plan. Stockpile and borrow sites may be permitted within areas scheduled for future development, subject to an approved grading plan.
11. Terms used in this document shall have the same definitions as provided in the City of Orange Zoning Code unless otherwise defined herein.
12. Plans for the noise attenuation of units located near arterial highways shall be subject to the approval of the planning commission to insure that interior noise levels do not exceed 45 CNEL at the time of site plan and/or tentative tract consideration.

13. Conventional developments shall be subject only to tentative tract map consideration. All other development proposals shall be subject to Site Plan approval.
14. The regulations and development standards contained herein shall be subject to the provisions of any pre-annexation or development agreement defining the boundaries and locations of regional transportation and recreation facilities.
15. The property owner shall reserve all Eastern Transportation Corridor routes identified by the Orange County Board of Supervisors until:
 - a. A route alignment is adopted; or
 - b. Such routes are otherwise eliminated by the Board of Supervisors.
16. Private streets may be permitted subject to Site Plan review or the issuance of a Conditional Use Permit.
17. Administrative adjustment permits may be allowed subject to the provisions of Section 17.94.070 of the City of Orange Zoning Code.

(c) General Development Standards

1. Building setbacks from streets: The following minimum setbacks shall apply to all structures abutting the following streets. Setbacks shall be measured from the ultimate right-of-way line or residential property line whichever is greater.

<u>Street Designation</u>	<u>Minimum Setback</u>
Newport Boulevard	25'
Chapman Avenue	25'
Canyon View Avenue	20'
Collector Loop	15'

2. Public street standards: Public street rights-of-way and improvements shall be in accordance with City adopted standards, or as approved by the Director of Public Works.
3. Private street standards: Private streets shall be in accordance with the following standards:
 - a. Private streets serving 4 or less dwelling units and having no parking within the travel way shall have a minimum paved width of 20 feet.
 - b. Private streets more than 150 feet in length, serving more than 4 dwelling units and with no parking within the travel way shall have a minimum paved width of 28 feet.
 - c. Private streets where on-street parking will be limited to one side only shall have a minimum paved width of 32 feet.
 - d. Private streets with on-street parking permitted on both sides shall have a minimum paved width of 36 feet.
 - e. The paved street width (or where required by the City, paved street width and sidewalks) shall constitute the total right-of-way for purposes of establishing setback lines for structures.
 - f. Private streets 150 feet or less in length, serving 4 or more dwelling units and with no parking within the travel way shall have a minimum width of 24 feet.
4. Fences, walls and hedges: Fences shall be limited to a maximum height of 6 feet, provided that walls in excess of 6 feet shall be permitted if required for the purpose of noise attenuation. Fences within front yard setbacks or within intersection areas shall conform to applicable City regulations.
5. Common area landscaping: All commonly owned property within residential developments shall be landscaped with a combination of trees, shrubs and ground cover. Landscaping shall be provided with permanent watering facilities and shall be perpetually maintained in a neat, clean and healthy condition.
6. Trellis: Open trellis and beam construction shall be permitted to attach the garage or carport to the dwelling and may also extend from the dwelling to the property line in the side or rear yard.

(d) Statistical Summary

<u>Land Use</u>	<u>Acres</u>	<u>Maximum Density Units/Gross Acre</u>	<u>Maximum Dwelling Units</u>
RESIDENTIAL			
Low Density	59.7	6.0	358
Medium Density	76.3	15.0	1,145
High Density	36.3	24.0	871
TOTAL	172.3		2,000 ¹
OTHER			
Mixed Use	15.0		
School	8.0		
Park	8.0		
Major Streets and Easements	26.0		
GRAND TOTAL	229.3		2,000 ¹

3.2 DEFINITIONS

For the purpose of these regulations, words, phrases and terms shall be deemed to have the meaning ascribed by this section. Words, phrases and terms not specifically defined herein shall be deemed to have the meaning described in the City of Orange Zoning Code.

When not inconsistent with the context, the word "or" includes "and", and the word "and" includes the word "or".

The words "Specific Plan" shall mean the Upper Peters Canyon Specific Plan.

The word "used" includes the words "arranged for," "design for", "occupied for" or "intended to be occupied for".

¹ Notwithstanding that the sum of the maximum of the dwelling unit for each residential category is 2,374, the maximum total number of dwelling units permitted by the Upper Peters Canyon Specific Plan shall not exceed 2,000. See General Note No. 4, Section 3.1 (b).

The word "permitted" means permitted without the requirement for a discretionary permit but subject to all applicable regulations.

"A"

Abutting land: Having a common boundary except that parcels having no common boundary other than a common corner shall not be considered abutting.

Administrative office: A place of business for the rendering of service or general administration, but excluding retail sales.

Area per Unit: The ratio of the total area, measured horizontally as a level plane, of the total land within the boundaries of a development project, not including any street right-of-ways or easements that prohibit surface use of the property, to the number of dwelling units in a development project.

"B"

Building site: A parcel or contiguous parcels of land which is established in compliance with the building site requirements of this code.

Building site coverage: The area of the land within the perimeter of all structures located on the building site, not including the area under eaves and post supported overhangs and swimming pools, divided by the building site area.

Business or commerce: The purchase, sale or other transaction involving the handling or disposition of any article, substance or commodity for profit or livelihood; the ownership or management of office buildings; recreational or amusement enterprises; maintenance and use of offices by professions and trades rendering services.

"C"

Centerline: A line in the center of the ultimate street right-of-way.

Commercial: Operated or carried on primarily for financial gain.

Commercial recreation: Any use or development, either public or private, providing amusement, pleasure or sport, which is operated or carried on primarily for financial gain including establishments where food and beverages are sold as a secondary or ancillary use.

Common area - commercial (areas used in common): The total area within a unified shopping center, town center, or business park that is not designed for rental to tenants and which is available for common use by all tenants or groups of tenants and their invitees; examples: parking and its appurtenances, malls, sidewalks, landscaped areas, public toilets, and service facilities.

Common area - parking: A parking plan whereby tenants of a commercial site, a shopping center or business center share use of a parking area even though lot lines may bisect the parking area. Some or all of the required parking for a given use may be located on a separate and non-abutting lot.

Common area - residential: The area within a residential development that is not designed as a residential building site, which is owned in common by homeowners in the development, and which is available for common use or enjoyment by all property owners in the development and their invitees; example: common parking facilities, recreation areas, landscaped areas, open space areas, and natural areas.

Community facility: A noncommercial use established primarily for the benefit and enjoyment of the population of the community in which it is located.

Community information center: A temporary or permanent structure principally used as an information pavilion and/or temporary real estate sales office for the first sale of homes in the community including parking and related facilities.

Conventional developments: Conventional developments are defined as areas developed in such a manner that each dwelling unit is situated on a residential lot of record and no lot contains more than one (1) dwelling unit. Designation of conventional development shall be shown on the tentative tract map. Zero lot line subdivisions are considered conventional developments.

Cluster developments: Cluster developments are defined as combining or arranging attached or detached dwelling units and their accessory structures on contiguous or related residential lots of record where the yards and open spaces are combined into more desirable arrangements of common areas which are not a part of the individual lot or record. Designation of cluster development shall be shown on the tentative tract map.

Condominiums: Condominiums are defined as attached or detached dwelling units developed under the statutory condominium requirements established by the state real estate commissioner's office; designation of condominiums shall be shown on the tentative tract map.

"p"

Density: The number of dwelling units per gross acre.

Development project: A project submitted for City review and/or approval in accordance with City codes and ordinances, eg., site plan, tentative subdivision map, conditional use permit, etc.

Drive (driveway): A vehicular passageway for the exclusive use of the occupants of a project or property or their guests. A driveway shall not be considered a street.

"F"

Floor area, gross: The total horizontal floor area of all floors of a building, including the exterior walls thereof, measured in square feet; excepting that for commercial, professional and administrative office or industrial buildings or building complexes, areas used in common such as,

but not limited to, covered malls, covered walkways, hallways, mechanical equipment areas, stairwells, roofed patio areas, covered entries, covered parking, covered driveways and covered loading areas shall not be included when calculating off-street parking requirements.

Floor area ratio: The numerical value obtained by dividing the gross floor area of a building or buildings located upon a lot or parcel of land by the total gross area of such lot or parcel of land.

"G"

Gross area (gross acres): The entire land area (acres) within the boundary of a project, measured to the right-of-way line of any abutting arterial highway or the centerline of any internal public or private street.

Gross residential density: The density of a residential project computed by dividing the total number of dwelling units in the project by the gross area of the project.

"H"

"I"

"J"

"K"

"L"

Lot: Any parcel shown on a recorded tract map, a record of survey recorded pursuant to an approved division of land, lot line adjustments, a parcel map, or recorded Certificate of Compliance. A lot is not necessarily a building site.

"M"

"N"

Net residential area: The area of land remaining in a project, measured in acres or square feet, after deduction of the area contained in public streets, schools, parks, flood control works and any other use, easement or encumbrance which prevents the surface use of the property for a residential building site or construction of structures.

Noncommercial: An enterprise or activity which is not normally conducted for profit or gain.

"O"

"p"

Planning area: An area of land, not necessarily contiguous, which is shown on the Specific Plan Land Use map.

Preliminary landscaping plan: A plan indicating the general location, size, type of plant materials and groundcover to be located in the yards and other open areas of a development.

Principal structure: A structure, building or area housing a primary permitted use. Not an accessory structure.

Professional office: A place where facilities are maintained primarily for the purpose of consulting with and maintaining records for clients and visitors and where office and research services are performed for clients.

"O"

"R"

Retail: The selling of goods, wares or merchandise directly to the ultimate consumer.

Riding and hiking trails: Any trail or way designed for and used by equestrians or pedestrians.

Right-of-way: An area or strip of land, either public or private, on which an irrevocable right of passage has been recorded for the use of vehicles or pedestrians or both.

"S"

Service commercial: A commercial use which charges for a service, rather than a commodity, and which is carried on primarily for financial gain or profit.

Setback area: The area between the building line and the property line, or when abutting a street, the ultimate right-of-way line.

Site plan: A plan showing the details of building locations, structures, parking, vehicular access, landscaping and architectural design for a project or building site.

"T"

"U"

Ultimate right-of-way: The right-of-way shown as ultimate on an adopted precise plan of highway alignment, or the street rights-of-way shown within the boundary of a recorded tract map, a recorded parcel map or a recorded PC development plan. The latest adopted or recorded document in the above case shall take precedence. If none of these exist, the ultimate right-of-way required by the highway classification as shown on the Master Plan of Streets. In all other instances, the ultimate right-of-way shall be considered to be the existing right-of-way in the case of a private street, and the existing right-of-way in the case of a public street.

"V"

Vehicular accessway: A private, nonexclusive easement affording vehicular access to abutting properties.

"W"

"X"

"Y"

"Z"

Zero Lot Line: The siting of dwelling units in such a manner that one side-yard setback is reduced to "0" feet in order to provide a more desirable outdoor living space for the other side-yard area. Dwelling units so sited shall have no door or window openings in walls located on the side property line.

3.3 PROCEDURES

3.3.1 SITE PLAN REVIEW

- (a) The purpose of site plan review is to implement the provisions of this Specific Plan and the City of Orange Zoning Code. The standards and criteria for review shall be solely those contained in this Specific Plan and applicable Zoning Code sections. Where required by this document, a site plan shall be submitted to the Planning Commission in accordance with the following procedures:
- A. The applicant shall submit 20 copies of the site plan to the Planning Department. The site plan shall be drawn to scale and shall indicate clearly and with full dimensioning the following information:
1. Lot dimensions.
 2. All buildings and structures: Locations, size, height, proposed use.
 3. Yards and space between buildings.
 4. Walls and fences: Location, height and materials.
 5. Off-street parking: Location, number of spaces and/or dimensions of parking area, internal circulation pattern.
 6. Access - pedestrian, bicycle, vehicular, service: Points of ingress and egress.
 7. Signs: Location, size, height.
 8. Loading: Location, dimensions, number of spaces, internal circulation.
 9. Lighting: Location and general nature, hooding devices.
 10. Landscaping: Location and general nature.
 11. Street rights-of-way and improvements.
 12. Typical elevations of all structures.
 13. Such other information as may be required by the Planning Director.
- B. Within thirty (30) days after submission of the site plan, the Planning Commission shall approve, approve with conditions deemed necessary to protect the public health, safety and welfare, or disapprove the site plan. If no action is taken within the allotted time the site plan shall be deemed approved, unless the time limit is waived by the applicant.

- C. Appeal: The applicant may appeal in writing to the City Council. Such appeal shall be filed in duplicate with the Planning Department within ten (10) days after the decision. The Planning Director shall forward the duplicate copy of the appeal to the City Clerk. The City Council shall consider the appeal at a regular meeting within thirty (30) calendar days following the receipt by the Clerk of the duplicate copy of the appeal, or within such time as the Council shall continue the matter. The City Council shall review the site plan and shall recommend approval, approval with conditions, or disapproval.
- D. The approved site plan, with any conditions shown thereon or attached thereto, shall be dated and signed by the Planning Commission's Secretary. One copy of said approved site plan and conditions shall be mailed to the applicant.
- E. Before a building permit may be issued for any building or structure in a development requiring site plan review, the building or structure must be in conformity with the approved site plan.
- F. Revisions to an approved site plan shall be made pursuant to the procedure set forth in this section.

(b) Site plans may be processed concurrently with tentative tract maps.

3.3.2 CONDITIONAL USE PERMITS

- (a) Conditional use permits, where required by this document shall be processed in accordance with the requirements of Chapter 17.92 of the City of Orange Zoning Code.

3.3.3 SPECIFIC PLAN AMENDMENTS

- (a) Amendments to the Upper Peters Canyon Specific Plan shall be in accordance with the provisions outlined in California Government Code Section 65500.

3.4 RESIDENTIAL REGULATIONS

3.4.1 LOW DENSITY RESIDENTIAL

(a) Purpose and Applicability

The Low Density Residential district is established to provide for the development of detached single-family dwelling units.

(b) Uses Permitted

- A. Detached single-family dwellings (including zero lot line), with not more than one dwelling on any one lot.
- B. Schools, parks, playgrounds, non-commercial recreation facilities, and riding, hiking, bicycle and pedestrian trails.
- C. Easements and facilities for utilities, including those for storm drain and flood control.
- D. Accessory buildings, structures and uses customarily incidental to a permitted use, including:
 - 1. Garages.
 - 2. Swimming pools, spas and jacuzzis.
 - 3. Fences and walls.
 - 4. Patio covers and trellises.
 - 5. Garden structures and greenhouses.
 - 6. The keeping of pets of a type readily classified as being customarily incidental to a permitted residential use not involving a commercial activity. The keeping of equine, bovine, sheeps, goats and swine shall be prohibited.

(c) Uses Permitted Subject to a Conditional Use Permit

- A. Churches, temples, synagogues and other places of worship.
- B. Private and parochial schools, day care centers.

(d) Temporary Uses Permitted

- A. Model homes, temporary real estate offices.

- B. Temporary construction offices and facilities.
- C. Real estate signs, future development signs and subdivision directory signs in conformance with Section 3.6.

(e) Site Development Standards

- A. Maximum density: 6.0 dwelling unit per gross residential acre.
- B. Minimum area per unit: 6,000 square feet in Planning Areas 1 and 2; 4,500 square feet in Planning Areas 3 and 4.
- C. Minimum building site width: no limitation.
- D. Minimum building setbacks shall be as follows:
 - 1. Front yard - 20 feet minimum measured from curb line. Garages shall be setback a minimum of 8 feet from curb line, provided the garage is equipped with an automatic garage door opener. Garages shall not be setback from the street between 8 and 23 feet to ensure that cars parking in the driveway do not overhang the sidewalk. If no sidewalk is required, the 23-foot setback may be reduced by 5 feet. If living areas are provided above garage, garage setbacks shall apply.

For residential developments with minimum lot areas of 6,000 square feet or greater, a garage setback of 8 feet shall not occur in more than 20 percent of the lots in any planning area.

For residential developments with minimum lot areas less than 6,000 square feet, a garage setback of 8 feet shall not occur in more than 30 percent of the lots in any planning area.

- 2. Side yard - "0" feet one side, provided that the aggregate of both side yards shall be a minimum of 10 feet. Corner lots shall provide a street side yard not less than 10 feet. Detached garages or other accessory structures shall be situated a minimum of 4 feet from the main building and may abut the side lot line provided:
 - a. The height of the building at the side lot line does not exceed 10 feet;

- b. No eave, projection or overhang extends beyond the property line; and,
 - c. Measures are taken to insure the deflection of runoff away from the property line; except that a minimum setback of 10 feet from the streetside property line shall be maintained on all corner lots.
3. Rear yard - 15 feet minimum, except that extensions within 10 feet of the rear property line are permitted provided:
- a. The structure is one story (or if two stories, it abuts a street, alley or public use); and
 - b. The extension does not exceed 50 percent of the area required in conforming to the 15 foot rear yard standard.
 - c. Garages or other accessory structures may abut the rear lot line provided:
 - 1) That same are detached a minimum of 4 feet from the main building;
 - 2) Coverage does not exceed 50 percent of the required rear yard area, including any area covered by extensions permitted by (b) above.
 - 3) The height of the building at the rear lot line does not exceed 12 feet;
 - 4) No eave, projection or overhang extends beyond the property line; and
 - 5) Measures are taken to insure the deflection of runoff away from the property line.
 - d. Where the rear lot line abuts and is common to the boundary of a street, alley or public use, the depth of all rear yard requirements may be reduced by 5 feet.
4. Projections into required setbacks:
- a. Covered patios, unenclosed on at least two sides, shall be setback a minimum of 5 feet from any property line except the street-side property line of a corner lot, in which case a minimum setback of 10 feet shall be maintained.
 - b. Eaves, cornices, chimneys, balconies and other similar architectural features shall not project more than 4 feet into any required front or side yard, nor more than 6 feet into any required rear yard.

- E. Maximum building height: shall be 35 feet.
- F. Offstreet parking requirements: A minimum of two spaces, enclosed within a garage, shall be provided for each dwelling unit.

3.4.2 MEDIUM DENSITY RESIDENTIAL

a) Purpose and Applicability

The Medium Density Residential district is established to provide for the development of a variety of residential uses including detached single-family, attached single-family and multiple-family dwelling units.

(b) Uses Permitted

- A. Detached single-family dwellings including zero lot line.
- B. Attached single-family dwellings sharing one or more common wall(s) (including, but not limited to, duplexes, triplexes, fourplexes, townhomes and stacked flats), subject to an approved Site Plan. Each dwelling may be located on a single lot or two or more dwellings may be located on any one lot so long as the other provisions of this article are complied with.
- C. Multiple-family dwellings including condominiums, stock cooperatives and apartments.
- D. Schools, parks, playgrounds, non-commercial recreation facilities, and riding, hiking, bicycle and pedestrian trails.
- E. Easements and facilities for utilities, including those for storm drain and flood control.
- F. Accessory buildings, structures and uses customarily incidental to a permitted use, including:
 - 1. Garages, carports and open parking areas.
 - 2. Swimming pools, spas and jacuzzis.
 - 3. Fences and walls.
 - 4. Patio covers and trellises.
 - 5. Garden structures and greenhouses.
 - 6. The keeping of pets of a type readily classified as being customarily incidental to a permitted residential use not involving a commercial activity. The keeping of equine, bovine, sheeps, goats and swine shall be prohibited.

(c) Uses Permitted Subject to a Conditional Use Permit

- A. Churches, temples, synagogues and other places of worship.
- B. Private and parochial schools, day care centers.

(d) Temporary Uses Permitted

- A. Model homes, temporary real estate offices.
- B. Temporary construction offices and facilities.
- C. Real estate signs, future development signs and subdivision directory signs in conformance with Section 3.6.

(e) Site Development Standards

- A. Maximum density: 15.0 dwelling units per gross residential acre.
- B. Minimum area per unit:
 - 1. Detached single-family: 2,400 square feet.
 - 2. Attached single-family: 1,400 square feet.
- C. Minimum building site width: no limitation.
- D. Minimum building setbacks for detached single-family dwellings shall be as follows:

1. Front yard

- a. Fifteen feet from any public street right-of-way line. Garage and carports shall be setback a minimum of 8 feet from curb line, provided the garage is equipped with an automatic garage door opener. Garages and carports shall not be setback from the street between 8 and 23 feet to ensure that cars parking in the driveway do not overhang the sidewalk. If no sidewalk is required, the 23-foot setback may be reduced by 5 feet. If living areas are provided above garage, garage setbacks shall apply.

Detached single family residential developments with any lot proposed to have a garage setback of 8 feet shall be subject to site plan review.

- b. Three feet from any private street or drive. Garage and carports shall be setback a minimum of 10 feet from curb line, provided the garage is equipped with an automatic garage door opener. Garages and carports shall not be

setback from the street between 13 and 23 feet to ensure that cars parking in the driveway do not overhang the sidewalk. If no sidewalk is required, these distances may be reduced by 5 feet. If living areas are provided above garage, garage setbacks shall apply.

2. Side yard - "0" feet one side, provided that the aggregate of both side yards shall be a minimum of 10 feet. Detached garages, carports or other accessory structures shall be situated a minimum of 4 feet from the main building and may abut the side lot line provided:
 - a. The height of the accessory structure at the side lot line does not exceed 10 feet;
 - b. No eave, projection or overhang extends beyond the property line; and
 - c. Measures are taken to insure the deflection of runoff away from the property line;
3. Rear yard - 10 feet minimum for main buildings. Garages, carports or other accessory structures may abut the rear lot line provided:
 - a. That same are detached a minimum of 4 feet from the main building;
 - b. Coverage does not exceed 50 percent of the required rear yard area;
 - c. The height of the building at the rear lot line does not exceed 12 feet;
 - d. No eave, projection or overhang extends beyond the property line; and
 - e. Measures are taken to insure the deflection of runoff away from the property line.
4. Projections into required setbacks:
 - a. Covered patios, unenclosed on at least two sides, may abut any side or rear property line.
 - b. Eaves, cornices, chimneys, balconies and other similar architectural features shall not project more than 4 feet into any required front, side or rear yard.

E. Minimum building setbacks for attached single-family and multiple-family dwellings shall be as follows:

1. The minimum building setback from any public street right-of-way line shall be 10 feet, except that the point of entry to any garage shall be a minimum of 20 feet from any public street right-of-way line unless the garage is equipped with an automatic garage door opener, in which case it shall be a minimum of 5 feet.
2. From any private street or drive 3 feet minimum provided that enclosed garages situated within 20 feet of any street or drive shall be equipped with automatic garage door openers.
3. The minimum side yard setback for each dwelling unit and/or accessory structure shall be 10 feet.
4. The minimum rear yard setback for each dwelling unit and/or accessory structure shall be 10 feet.
5. The minimum horizontal distance between principal structures shall be 10 feet.
6. Structures which abut a park, greenbelt or other permanent open space may abut the common property line.
7. Projections into required setbacks:
 - a. Covered patios, unenclosed on at least two sides, may abut any side or rear property line.
 - b. Eaves, cornices, chimneys, balconies and other similar architectural features shall not project more than 4 feet into any required front, side or rear yard.

F. Maximum building height: shall be 35 feet.

G. Trash storage and collection areas: Any residential development proposing three or more dwellings on any one building site shall provide adequate and convenient trash storage area(s) meeting City standards and shielded from view by an opaque screen not less than 6 feet in height.

H. Off-street parking requirements:

1. A minimum of two covered spaces shall be provided for each detached single-family dwelling unit.
2. Attached single-family and multiple-family developments shall provide a minimum number of resident parking spaces per unit as follows:

<u>Unit Type</u>	<u>Parking Spaces/Unit</u>	<u>Covered Space/Unit</u>
Studio	1.0	1
Bedroom	1.5	1
2 Bedroom	1.8	1
3 Bedroom (or more)	2.0	1

Developments proposing 10 or more dwelling units shall also provide guest parking at the ratio of 0.2 parking space per unit.

3. Parking area dimensions, location and access shall conform to the provisions of Section 17.76.060 of the City of Orange Zoning Code.

3.4.3 HIGH DENSITY RESIDENTIAL

(a) Purpose and Applicability

The High Density Residential district is established to provide for the development of attached single-family and multiple-family dwelling units.

(b) Uses Permitted

- A. Attached single-family dwellings sharing one or more common wall(s), (including, but not limited to, duplexes, triplexes, fourplexes, townhomes and stacked flats) subject to an approved Site Plan.
- B. Multiple-family dwellings including condominiums, stock cooperatives and apartments, subject to an approved Site Plan.
- C. Schools, parks, playgrounds, non-commercial recreation facilities and bicycle/pedestrian trails.
- D. Easements and facilities for utilities, including those for storm drain and flood control.
- E. Accessory buildings, structures and uses customarily incidental to a permitted use, including:
 1. Garages, carports and open parking areas.
 2. Swimming pools, spas and jacuzzis.

3. Fences and walls.
4. Patio covers and trellises.
5. The keeping of pets of a type readily classified as being customarily incidental to a permitted residential use not involving a commercial activity. The keeping of equine, bovine, sheep, goats and swine shall be prohibited.

(c) Uses Permitted Subject to a Conditional Use Permit

- A. Churches, temples, synagogues and other places of worship.
- B. Private and parochial schools, day care centers.

(d) Temporary Uses Permitted

- A. Model homes, temporary real estate offices.
- B. Temporary construction offices and facilities.
- C. Real estate signs, future development signs and subdivision directory signs in conformance with Section 3.6.

(e) Site Development Standards

- A. Maximum density: 24.0 dwelling units per gross residential acre.
- B. Minimum area per unit: 1,200 square feet.
- C. Minimum building site width: no limitation.
- D. Maximum building site coverage: 70% of the total gross site area. Covered area shall mean all developed areas including dwellings, streets, drives, garages, carports and parking areas, exclusive of open areas, patios or recreation facilities.
- E. Minimum building setbacks:
 1. The minimum setback from any public street right-of-way line shall be 10 feet for principal structures and 5 feet for accessory structures.
 2. The minimum setback from any private street or drive shall be 10 feet for all structures.
 3. The minimum horizontal distance between principal structures shall be 10 feet.
 4. The minimum horizontal distance between accessory structures shall be 5 feet.
 5. Structures which abut a park, greenbelt or other permanent open space may abut the common property line.
- F. Maximum building height: shall be 35 feet.

G. Trash storage and collection areas: Any residential development proposing three or more dwellings on any one building site shall provide adequate and convenient trash storage area(s) meeting City standards and shielded from view by an opaque screen not less than 6 feet in height.

H. Off-street parking requirements:

1. A minimum number of resident parking spaces per unit shall be provided as follows:

<u>Unit Type</u>	<u>Parking Spaces/Unit</u>	<u>Covered Space/Unit</u>
Studio	1.0	1
1 Bedroom	1.5	1
2 Bedroom	1.8	1
3 Bedroom (or more)	2.0	1

2. Guest parking shall be provided at the ratio of 0.2 parking space per unit.

3. Parking area dimensions, location and access shall conform to the provisions of Section 17.76.060 of the City of Orange Zoning Code.

3.5 MIXED USE REGULATIONS

(a) Purpose and Applicability

The Mixed Use district is established to provide for the development of commercial, retail, office, business, and public/quasi-public uses. All development in the Mixed Use area shall be subject to an approved Site Plan.

(b) Uses Permitted

- A. Banks and financial institutions.
- B. Charitable organizations.
- C. Community facilities and services.

- D. Day care centers.
- E. Fraternal and service clubs.
- F. Offices, administrative, business and professional.
- G. Public facilities including:
 - 1. Libraries
 - 2. Post offices
- H. Restaurants (excluding fast-food establishments and those serving alcoholic beverages).
- I. Retail commercial uses.
- J. Retail service uses.
- K. Accessory uses and structures clearly incidental to any principal permitted use.

(c) Uses Permitted Subject to a Conditional Use Permit

- A. Auto service stations.
- B. Bar, tavern, cocktail lounges.
- C. Commercial recreation.
- D. Hotels and motels.
- E. Public safety facilities (police and fire).
- F. Restaurants, fast-food establishments; restaurants serving alcoholic beverages.

(d) Site Development Standards

- A. Maximum building site coverage: shall be 70% including principal structure(s) and parking areas.
- B. Minimum building setbacks:
 - 1. From any street - 20 feet.
 - 2. Side setbacks - 10 feet; may be reduced to 0 feet provided that the main building on the abutting lot is 0 feet and both parcels are developed at the same time.
 - 3. Rear setbacks - 0 feet.
 - 4. Nonresidential structures and uses which abut a Low Density, Medium Density or High Density residential district shall maintain a minimum setback of 25 feet, 20 feet and 20 feet, respectively, from the abutting common property line.

- C. Maximum building height: shall be 35 feet; a maximum of 60 feet shall be permitted subject to the condition of the Eastern Transportation Corridor in a location adjacent to the Specific Plan area.
- D. Lighting: Exterior lighting is required for all parking areas, walkways and building entrances. All lighting shall be designed and located to confine direct rays to the premises.
- E. Loading: All loading shall be performed on the site. Loading areas and platforms shall be screened from view from adjacent streets and residential areas.
- F. Trash and storage area: All storage, including cartons, containers or trash, shall be shielded from view by containment within a building or area enclosed by a wall.
- G. Offstreet parking requirements: shall conform to the provisions of Chapter 17.76 of the City of Orange Zoning Code.
- H. Landscaping: shall be installed and maintained subject to the following requirements:
 - 1. Boundary landscaping is required for a minimum depth of 5 feet along all property lines adjacent to any street. A landscaped strip with a minimum width of 3 feet is required along all interior property lines.
 - 2. An additional amount, sufficient to make the total landscaped area of the site equal to a minimum of 15% of the building site area shall be landscaped.
 - 3. In addition to requirements 1 and 2 above, a minimum of 15% of that portion of the site devoted to parking shall be landscaped. Parking area shall include parking spaces, drives, aisles and maneuvering areas.
 - 4. Landscaped areas shall be separated from an adjacent vehicular area by a wall or curb at least 6 inches high.
 - 5. All landscaping shall be provided with permanent watering facilities and shall be maintained in a neat, clean and healthy condition.
- I. Screening: shall be installed and maintained subject to the following requirements:
 - 1. All building operating mechanical equipment shall be screened from view.