

## DOCKETED

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<b>TN #:</b>	202710
<b>Document Title:</b>	Applicant's Email to Parties re HBEP Land Use LORS, dated July 14, 2014
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<b>Filer:</b>	Kimberly Hellwig
<b>Organization:</b>	Stoel Rives LLP
<b>Submitter Role:</b>	Applicant
<b>Submission Date:</b>	7/15/2014 1:12:25 PM
<b>Docketed Date:</b>	7/15/2014

## Hellwig, Kimberly J.

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**From:** Castanos, Kristen T.  
**Sent:** Monday, July 14, 2014 5:21 PM  
**To:** Susan Cochran (Susan.Cochran@energy.ca.gov)  
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**Subject:** Huntington Beach Energy Project: Land Use LORS  
**Attachments:** Resolutions.pdf

Susan,

Per your request at the Huntington Beach Energy Project Prehearing Conference, following are the citations for the local Land Use LORS you requested.

[City Zoning Code](#), Title 20, Chapter 201, section 201.06 provides, "The purpose of the zoning and subdivision ordinance is to implement the policies of the City of Huntington Beach General Plan, as provided in the California Government Code, Title 7, Division 1, Planning and Zoning, and Division 2, Subdivisions, and in the California Constitution, Chapter 11, Section 7...." (We did not find a City Charter provision requiring consistency.)

The following citations to the Zoning Code may also be helpful: Zoning Code, Title 24, Chapter 247, sections 247.08, 247.10 and 247.14, requiring a finding of consistency with the General Plan for zoning amendments.

The City's Urban Design Guidelines were adopted by Resolution No. 2000-87 (attached).

Please let us know if we can provide anything else.

Kristen

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RESOLUTION NO. 2000-87

A RESOLUTION OF THE CITY COUNCIL OF  
THE CITY OF HUNTINGTON BEACH  
APPROVING THE URBAN DESIGN GUIDELINES MANUAL  
FOR THE CITY OF HUNTINGTON BEACH

WHEREAS, on July 20, 1998, the City Council directed the preparation of City-wide Urban Design Guidelines; and

The City Council's objective was to (a) provide clear direction to the development community about how to achieve high quality, aesthetically pleasing and functional design solutions which would positively contribute to the City's urban form and character and (b) provide specific criteria for use by regulatory bodies in their review of development proposals; and

On February 24, 2000, following three (3) working sessions, the Huntington Beach Design Guidelines Advisory Committee unanimously voted to approve and issue the draft Urban Design Guidelines Manual for consideration and recommendation by the Design Review board and Planning Commission, and final adoption by the City Council; and

The Huntington Beach Design Guidelines Manual has also been reviewed and recommended for approval by the Planning Commission in accordance with Resolution No. 1555 (by vote of 6-0-1 on July 25, 2000); and

The Planning Department has determined that the Huntington Beach Urban Design Guidelines Manual is exempt from environmental review as a regulatory measure designed to enhance the quality of the environment (Class 8 exemption under CEQA); and

The City Clerk set the time and place for a hearing on said Urban Design Guidelines Manual, and notice of said hearing together with its purpose was given by its publication in a newspaper of general circulation in the City at least 10 days prior to hearing; and

The hearing was held at the time and place as advertised, namely 7:00 p.m. on September 5, 2000, in the Council Chambers, 2000 Main Street, before the City Council and said hearing was thereafter closed.

NOW, THEREFORE, the City Council of the City of Huntington Beach does hereby resolve as follows:

SECTION 1. The Urban Design Guidelines ("the Guidelines") promote high quality development that will:

- Implement goals, objectives and policies of the General Plan for the orderly development of the City;
- Enhance the City's unique identity and character and contribute to a positive City image;
- Stimulate investment and strengthen the economic vitality of the City;
- Contribute to a positive physical image and identity of the City;
- Maintain and protect the value of property;
- Maintain a high quality of life without causing unnecessary high public or private costs for development or unduly restricting private enterprise, initiative or innovation in design.

SECTION 2. The Guidelines will streamline the development review process by providing clear direction to the development community about how to achieve high quality, aesthetically pleasing design solutions which will positively contribute to the City's urban form and character.

SECTION 3. The Guidelines will provide specific criteria for use by City staff and regulatory bodies in the review of development proposals and will minimize subjectivity in design review, and are less quantitative than mandatory development standards and may be interpreted with more flexibility.

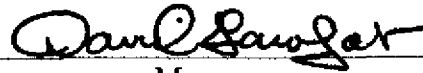
SECTION 4. The Urban Design Guidelines will be implemented as part of the entitlement review process and building plancheck process.

SECTION 5. The City Council hereby finds that the public necessity, convenience, general welfare and good zoning practice justifies the approval and implementation of Huntington Beach Urban Design Guidelines Manual and is consistent with the City's General Plan, and Local Coastal Program.

SECTION 6. On the basis of the findings set forth in this Resolution, that said Urban Design Guidelines Manual, a copy of which is attached hereto as Exhibit "A" and incorporated by this reference as though fully set forth herein, is hereby approved and adopted by the City Council of the City of Huntington Beach.



PASSED AND ADOPTED by the City Council of the City of Huntington Beach at a regular meeting thereof held on the 5th day of September, 2000.



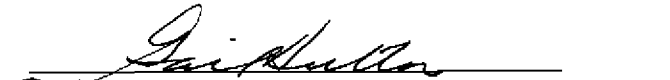
Mayor

ATTEST:



City Clerk 9-21-00

APPROVED AS TO FORM:

  
8-18-00 City Attorney 8/17/2000  
act

REVIEWED AND APPROVED:



Acting City Administrator

INITIATED AND APPROVED:

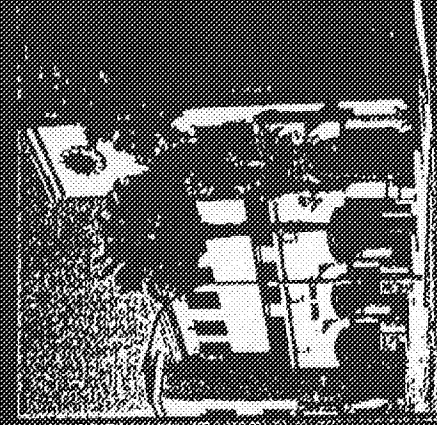
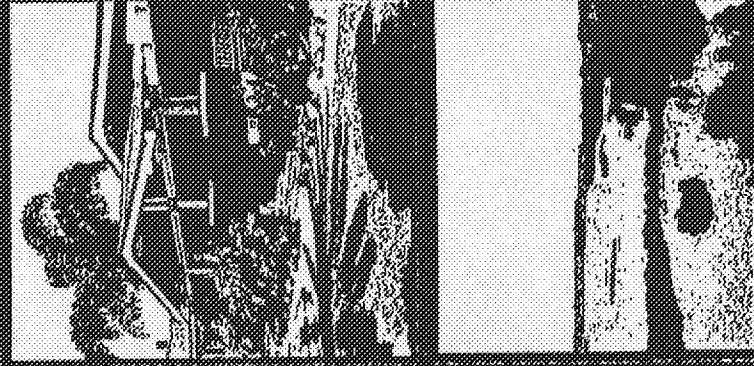
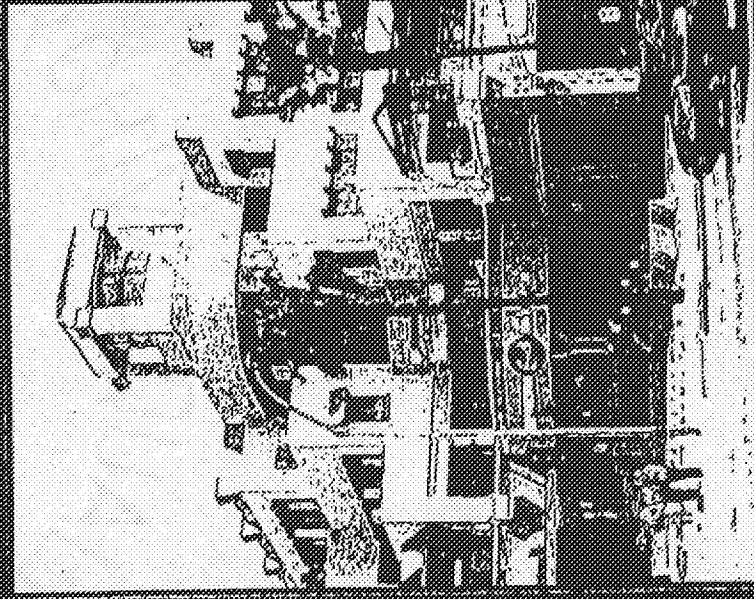
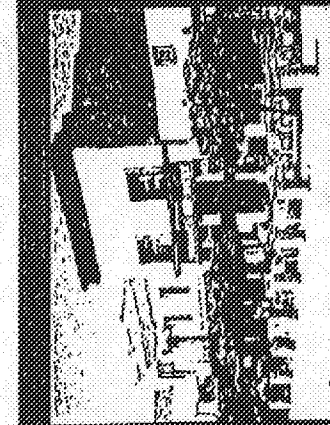
  
Director of Planning

**EXHIBIT A**

# UNION

Orange County,  
California

## DESIGN GUIDELINES



# *City of Huntington Beach*

## *Urban Design Guidelines*

*( July 25, 2000)*

*Prepared by the City of Huntington Beach Planning Department and Urban Design Studio*

*Adopted by City Council Resolution No. 2000-87, on 09-05, 2000*

### *City Council*

*Dave Garofalo, Mayor*  
*Tom Harman, Mayor Pro-temp*  
*Peter Green*  
*Ralph Bauer*  
*Shirley Dettloff*  
*Pam Julien*  
*Dave Sullivan*

# *Acknowledgements*

## *Planning Commission*

*Gerald Chapman, Chair*  
*Connie Mandic, Vice Chair*  
*Bob Biddle*  
*Edward Kerins*  
*Tom Livengood*  
*Jan Shomaker*  
*Fred Speaker*

## *Design Review Board*

*Robert Eberle, Chair*  
*Edward Kerins, Vice Chair*  
*Chuck Davis*  
*Kristin Doerschlag*  
*Howard Zelefsky*

## *Urban Design Guidelines Subcommittee*

### *City Council Members:*

*Ralph Bauer*  
*Shirley Dettloff*

### *Planning Commission Members:*

*Tom Livengood*  
*Connie Mandic*

### *At Large Members:*

*Mike Adams*  
*Stephen Bone*  
*Bob Corona*

### *City Staff:*

*Howard Zelefsky*  
*Scott Hess*  
*Amy Wolfe*  
*Mike Mudd*  
*Daryl Smith*

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# Chapter 1

## User Guide to the Urban Design Guidelines Manual

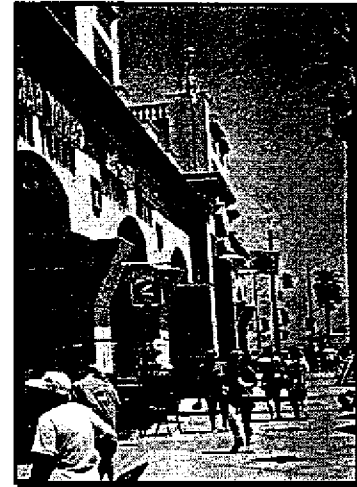
### A. Introduction/ Urban Design & City Image

Urban Design is the aspect of architecture and planning that deals with the design of structures and spaces. As a profession or product, it is considered both an "art" and "science" and could be utilized to enhance the form, character and vitality of communities.

The City of Huntington Beach currently projects an overall weak visual image. Most areas within the City are simply spaces of residential, commercial, governmental, and employment activities. Numerous visual elements confuse, diffuse, and weaken the community's identity. Proper urban design principles can and should be used to mitigate existing poor planning and architectural design in Huntington Beach.

Fostering or enhancing the positive identity elements of individual community areas that make up the City is key to strengthening the City's overall image and ability of a person to identify it uniquely with Huntington Beach. Minimizing weaknesses that negatively contribute to the visual quality of the community (e.g. residential tract walls along collectors, secondary and arterial streets; poorly designed buildings; inconsistent sign styles and sizes; lack of landscaping along some street medians) is necessary in order to improve the visual and functional quality of the existing built environment.

The Urban Design Element of the General Plan includes a comprehensive list of urban design issues that must be considered and addressed by new development. The guidelines in this document in conjunction with the goals, objectives, policies standards and principles set forth in the General Plan are intended to improve the City's image and strengthen the public and private realm.



*Downtown Huntington Beach*

### B. Urban Design Guidelines Objectives

The Urban Design Guidelines promote high quality development that will:

- Implement goals, objectives and policies of the General Plan for the orderly development of the City
- Enhance the City's unique identity and character and contribute to a positive City image
- Stimulate investment and strengthen the economic vitality of the City
- Contribute to a positive physical image and identity of the City
- Maintain and protect the value of property
- Maintain a high quality of life without causing unnecessary high public or private costs for development or unduly restricting private enterprise, initiative, or innovation in design.

The guidelines acknowledge the prevailing development patterns within the area today, promote positive existing design characteristics, encourage design freedom, foster innovative design solutions and complement mandatory development standards.

### C. Applicability

The provisions of this manual are applicable to most development types within the City of Huntington Beach. Each chapter specifies the types of development to which it applies. Where General Plan goals, objectives and policies and Land Use Element Community District and/or Subarea schedule design and development standards and/ or site specific plans guide development of a location within the City, this Urban Design Guidelines Manual will serve as a supplement.



The Urban Design Guidelines will be utilized during the project review process to encourage the highest level of design quality, and creativity.

Any new building, additions, exterior alterations, or landscaping, and any modification to an approved landscaping plan or parking lot design should adhere to the applicable Design Guidelines.

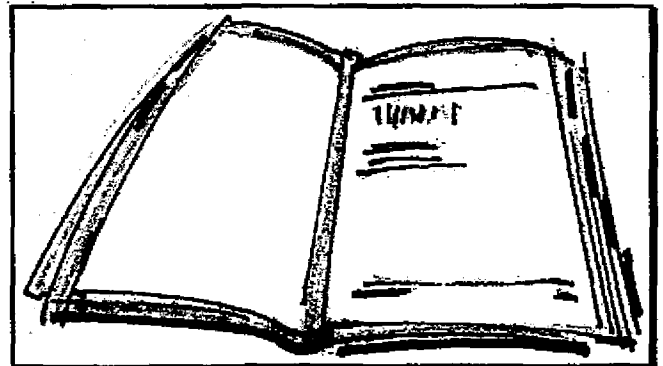
### D. Exemptions

When in compliance with all other City ordinances, the following projects are exempt from all provisions of this Design Guidelines Manual:

- Projects that involve the development of three (3) or less single-family units and are not subject to any other discretionary review or approval
- Underground construction, which will not leave any significant, permanent marks on the surface after completion. Utility boxes, piping and appurtenances, are considered "significant permanent marks"
- Maintenance work on buildings, landscaping, or grounds (including parking lots) which does not significantly alter the appearance or function of the building, landscaping, or grounds
- Interior remodeling work
- Temporary uses and structures as defined by the City of Huntington Beach Zoning and Subdivision Ordinance

### E. Organization

The Urban Design Guidelines manual is organized in 11 chapters which cover major land use categories including residential, commercial and industrial uses. Separate chapters are dedicated to Downtown/ Main Street, Streetscape, Special Consideration Commercial, District Specific, Sign and Public Art guidelines. Project applicants should review relevant chapters of this Design Guidelines Manual prior to beginning a project's design.



## **F. How to Use the Design Guidelines**

The Urban Design Guidelines should be used as a starting point for the creative design process and should not be looked upon as the only solution for design. Owners of properties within the City of Huntington Beach should strive to be creative and innovative, and should look beyond franchise or boilerplate architectural and landscape design treatment.

Developers and property owners should involve City staff, community groups, affected property owners, tenants, merchants, and business owners in the design process prior to making a significant investment.

## **G. Interpretation**

The Urban Design Guidelines are less quantitative than mandatory development standards and may be interpreted with some flexibility.

Guidelines which employ the word "*shall*" are intended to be mandatory and applied as stated. Guidelines which employ the word "*should*" are discretionary and alternative measures may be considered if the measures meet or exceed the intent of the guidelines. Guidelines using the words "*encouraged*" or "*discouraged*" are not mandatory, but express a more or less desirable design solution.

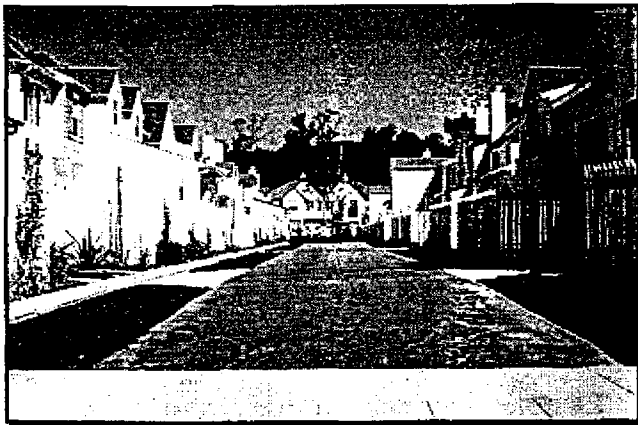
## H. Glossary of Terms

The following terms are used within this guideline manual. For terms not defined in this glossary, please refer to the City of Huntington Beach General Plan and/or Zoning Ordinance.

**Aesthetics** - The branch of philosophy that deals with the nature of aesthetic beauty, design and taste.

**Alignment (Architectural)** □ The alignment and placement of architectural elements such as windows, cornice elements, soffits, awnings, etc. or structures in order to promote blockscape continuity.

**Alley** - A public or private way permanently reserved for primarily vehicular access to the rear or side of properties.



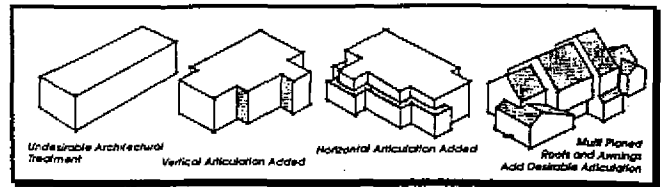
*Alley*

**Arcade** - A series of arches supported on piers or columns.

**Arch** - A curved structure for spanning an opening such as a door or window.

**Arterial** - Any street, highway or road designated as an arterial street in the General Plan.

**Articulation** - A method or manner of joining that makes the united parts clear and distinct in relation to each other. A highly articulated surface is typically composed of a number of different planes, usually made distinct by their change in direction (projections and recesses) and/or changes in materials, colors or textures.



*Various types of articulation.*

**Awning** A roof like cover of canvas or other material extending over building openings to provide protection from the sun and rain.

**Balcony** - A platform that projects from the wall of a building, typically above the first level, and is surrounded by a rail, balustrade or parapet.

**Baluster** - Any of a number of closely spaced supports for a railing. Also called a banister.

**Balustrade** - A series of balusters surmounted by a rail.

**Bay (Structural)** - A spatial division element in a building defined by beams or ribs and their supports.

**Bay Window** - A window that projects out from an exterior wall.



*Balcony*



**Blockscape/ Blockface** - The properties abutting on one side of a street and lying between the two nearest intersecting or intercepting streets, or nearest intersecting or intercepting street and railroad right-of-way, unsubdivided land, watercourse, or city boundary.

**Building** - Any structure having a roof supported by columns or walls for the housing or enclosure of persons, animals, chattels, or property of any kind.

**Bulkhead** - The space located between the pavement/sidewalk and the bottom of a traditional storefront window.

**Canopy** - A projection over a niche or doorway; often decorative or decorated.

**Carport** - A permanent roofed accessory structure with not more than two enclosed sides intended for vehicle storage.



*Carport*

**Casement Window** - Window with hinges to the side and a vertical opening either on the side or in the center.

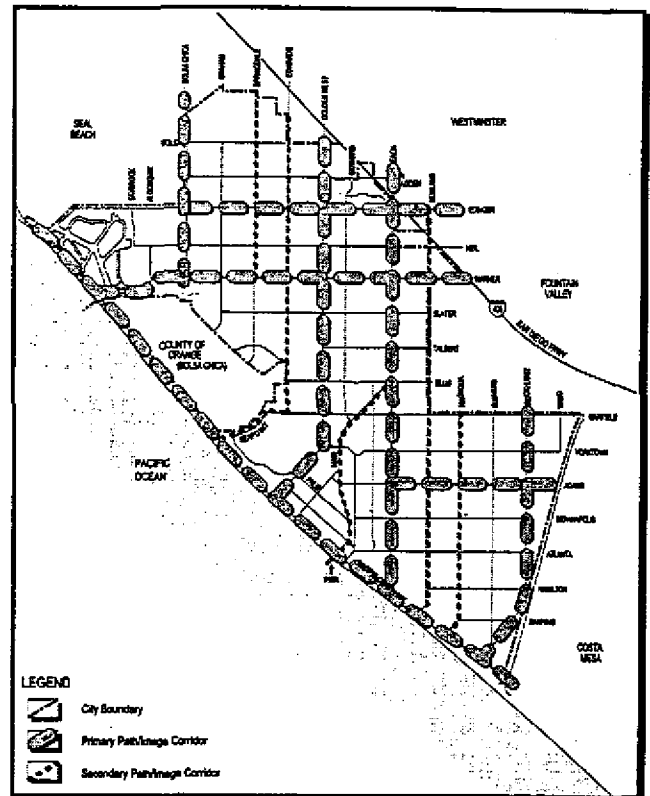
**City** - The City of Huntington Beach.

**Colonnade** - A series of regularly shaped columns supporting a roof structure.

**Column** - A vertical support, usually cylindrical, consisting of a base, shaft and capital, either monolithic or built up of drums the full diameter of the shaft.

**Cornice** - A continuous molded projection that crowns a wall or other construction or divides it horizontally for compositional purposes.

**Corridor** - The passageway providing the principal or occasional means of vehicle and pedestrian movement in the community, interconnecting land uses and activities



*Huntington Beach corridors*

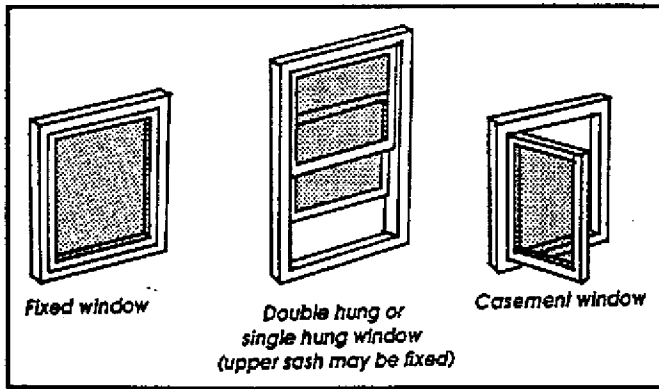
**Curb Cuts** - The elimination of a street curb to enable vehicles to cross sidewalks and enter driveways or parking lots.

**Defensible Space** - A term referring to spaces (e.g. courtyard, parking lot, or street frontage) designed to discourage crime. Elements that contribute to establishing defensible spaces are entryways and windows that open toward the space, unobstructed views, lighting, and active use.

**Density** - The number of housing units per unit of land; usually density is expressed "per acre."

**District** - Part of a larger urban area with common distinguishing characteristics such as building form, detail, building type, use, activity, and/or topography.

**Double Hung Window** - A window with an upper and low sash arranged so that each slides vertically past the other.



*Double Hung Windows*

**Eaves** - The overhang at the lower edge of the roof which usually projects out over the exterior walls of the structure.

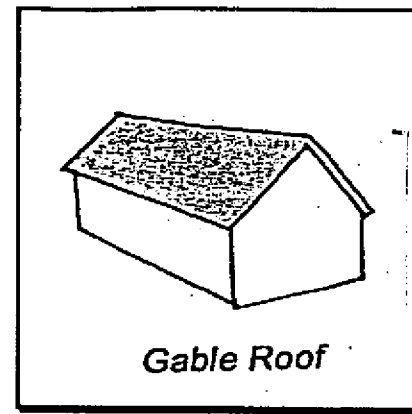
**Facade** - The front of a building or any of its sides facing public way or spaces frequently distinguished by its architectural treatment.

**Fascia** - The outer horizontal surface on a cornice or eave.

**Fenestration** - The arrangement and design of windows and other exterior openings of a building.

**Focal Point** - A building, object or natural element that serves as a point of attraction, attention or activity.

**Gable** - The triangular portion of a wall enclosing the end of a pitched roof from cornice or eaves to ridge.

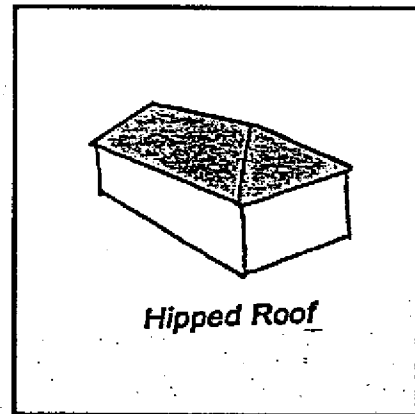


*Gable Roof*

**Grade/Street** - The top of the curb, or the top of the edge of the pavement or traveled way where no curb exists.

**Hardscape** - Any type of a decorative paving material such as interlocking pavers, stamped concrete, natural stone tiles etc. which are integrated within the landscape concept of a development proposal.

**Hip Roof** - A roof having sloping ends and sides meeting at an inclined projecting angle.



*Hipped Roof*

**Infill** - Improvements within an existing developed area.

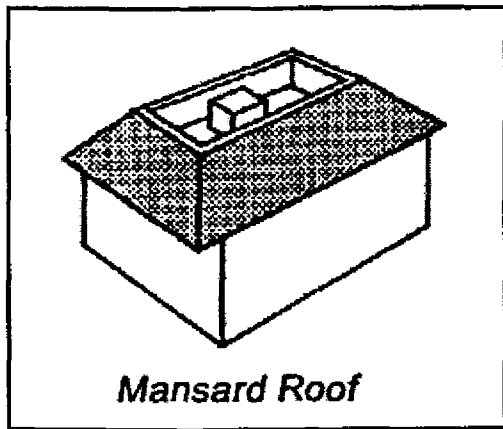
**Intensity** - the degree to which land is used. Intensity typically refer to the levels of concentration or activity of land uses.

**Landscaping** - An area devoted to or developed and maintained with native or exotic planting, lawn, ground cover, gardens, trees, shrubs, and other plant materials, decorative outdoor landscape elements, pools, fountains, water feature, paved or decorated surfaces of rock, stone, brick, block, or similar material (excluding driveways, parking, loading, or storage areas), and sculpture elements. Plants on rooftops, porches or in boxes attached to buildings are not considered landscaping.

**Lintel** - A horizontal support member (beam) that supports a load over an opening, as a window or door opening, usually made of wood, stone or steel; may be exposed or obscured by wall coverings.

**Lot** - Any numbered or lettered parcel shown on a recorded final map, record of survey pursuant to an approved division of land, or a parcel map and abuts a street, alley or recorded access easement.

**Mansard** - A roof having on each side a steeper pitched lower roof part and a shallower pitched roof upper part. In contemporary commercial development, the second portion of the roof is replaced with a flat roof or an equipment well.



**Masonry** - Construction with units of various natural or manufactured products as stone, brick and concrete block.

**Mass** - The physical volume or bulk of a solid body. Mass describes three-dimensional forms, the simplest of which are cubes, boxes (or "rectangular solids"), cylinders, pyramids and cones. Buildings are rarely one of these simple forms, but generally

are composites of varying types of assets. This composition is generally described as the "massing" of forms in a building.

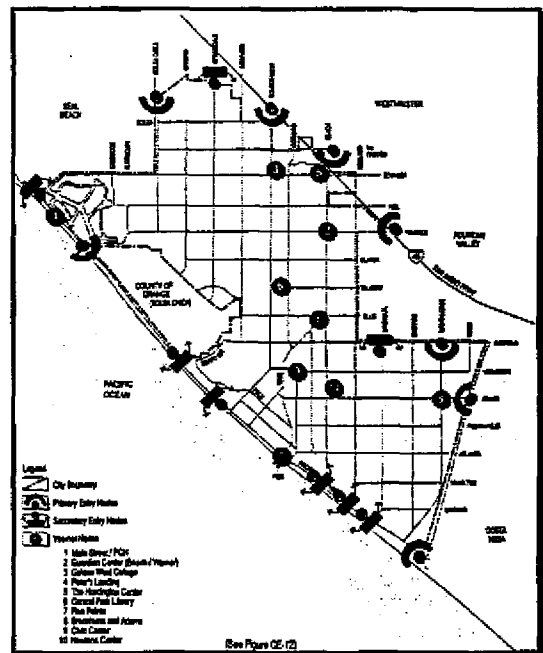
During the design process, massing is one of many aspects of form considered by an architect or designer and can be the result of both exterior and interior design considerations. Building massing can identify an entry, denote a stairway or simply create a desirable form.

Landscape architects utilize the concept of massing in the design of open space areas, parks and plazas. Plant masses area often used to fill a space, define the boundary of an open area, or extend the perceived form of an architectural element.

**Monolithic** - A single large flat surface (facade) without relief. A massive uniform structure.

**Mullions** - The divisional members in a multi-paned window.

**Node** - A significant focal point in an urban environment, such as a public square or street intersection, that is a center or junction of movement and activity.



**Off-Street Loading Facilities** - A site or portion of a site devoted to the loading or unloading of motor vehicles or trailers, including loading berths, aisles, access drives, and landscaped areas.

**Off-Street Parking Facilities** - A site or portion of a site devoted to the off-street parking of motor vehicles, including parking spaces, aisles, access drives, and landscaped areas.

**Ornamentation** - Accessories, articles or details added to a structure solely for decorative reasons (i.e. to add shape, texture or color to an architectural composition).

**Parapet** - A low protective wall at the edge of a terrace, balcony or roof especially that part of an exterior wall, firewall or party wall that rises above the roof surface.

**Pattern** - The use of construction materials to add texture, character, scale, and balance to a building.

**Pergola** - A structure consisting of parallel colonnade supporting an open roof of cross rafters.

**Pier** - A vertical supporting structure, column or pillar.

**Pilaster** - A column attached to a wall or pier. A vertical feature projecting from a wall, architecturally treated as a column.

**Pitch** - The slope of a roof commonly expressed in terms of inches of vertical rise per foot of horizontal run.

**Planned development communities** - A development pattern which includes a mix of residential unit types and densities, community commercial uses, schools and open spaces.

**Porch** - An opened or covered platform, usually having a separate roof, at an entrance to a dwelling, or an open or enclosed gallery or room, which is not heated or cooled, that is attached to the outside of a building.



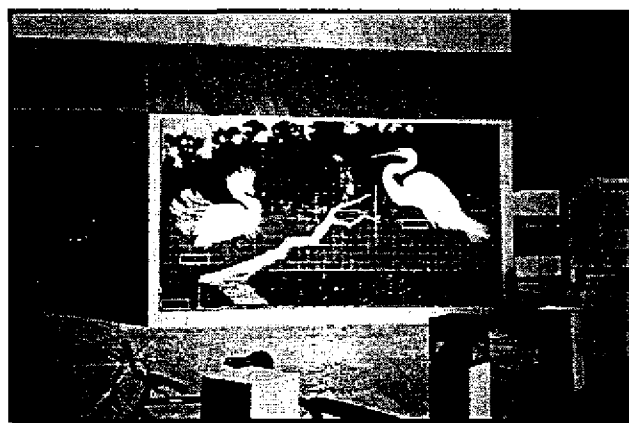
**Project** - Any proposal for new or changed use, or for new construction, alteration, or enlargement of any structure, that is subject to the provisions of this manual.

**Private Property** - Property owned in fee by an individual, corporation, partnership, or a group of individuals as opposed to public property.

**Proportion** - The comparative, proper or harmonious relation of one part to another or to the whole with respect to magnitude quantity or degree.

**Public Art** - Any form of art located in a public space or private space open to public view.

**Public Property** - Property dedicated through acquisition or easement for public use which includes but is not limited to streets, alleys, parks, public rights of ways, landscaped areas, and sidewalks.



*Public Art*

**Reconstruction** – The act or process of depicting, by means of new construction the form, features, and detailing of a non-surviving site, landscape, building, structure or object for the purpose of replicating its appearance at a specific period of time and in its historic location.

**Recycling, Adaptive Reuse** - The reuse of older structures that would have otherwise been demolished, often involving extensive restoration or rehabilitation of the interior and/or exterior to accommodate the new use.

**Rehabilitation** – The act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural or architectural values.

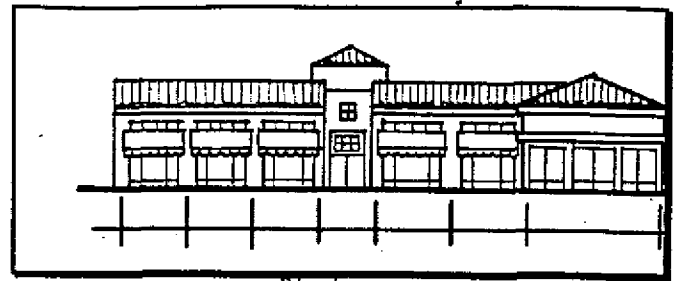
**Remodeling** - The upgrade of the interior or exterior faces of a building or structure without altering to any degree the structural integrity.

**Relief** – A projection of a figure or form from the flat background plane on which it is formed.

**Restoration** – The act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period. The limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a restoration project.

**Reveal** - The vertical side section of a doorway or window frame.

**Rhythm (Horizontal, Vertical)** - The regular or harmonious recurrence of lines, shapes, forms, elements or colors, usually within a proportional system.



**Ridge** – A horizontal line of intersection at the top between two sloping planes of a roof.

**Rustication** - A method of forming stonework with recessed joints and smooth or roughly textured block faces.

**Sash** - The framework into which windowpanes are set.

**Scale (Human)** – The size or proportion of a building element or space relative to the structural or functional dimension of the human body.

**Setback Line** - A line across the front, side, rear of any property or public property which delineates an area adjoining a property line in which erection of a building, fence, or other structure is prohibited except as otherwise provided in the zoning ordinance.

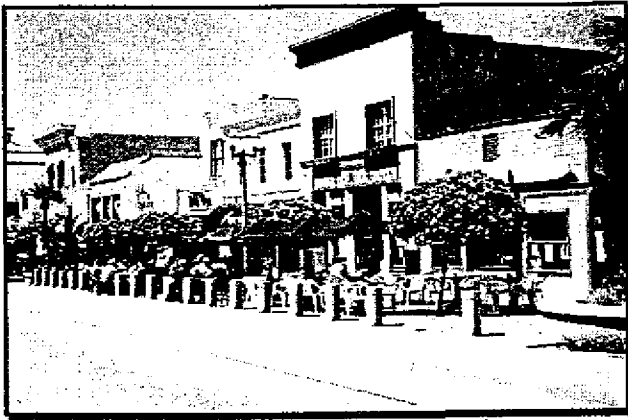
**Shake** - Split wood shingles.

**Siding** – A material such as shingles or boards used for surfacing the exterior of a frame building (with the exception of masonry). The term cladding is often used to describe any exterior wall covering, including masonry.

**Sill** - The horizontal framing member that forms the lower side of an opening.

**Site** - A lot, or group of contiguous lots that are proposed for development.

**Storefront** - The traditional "main street" facade bounded by a structural pier on either side, the sidewalk on the bottom and the lower edge of the upper facade on top.



*Outdoor dining in front of storefronts  
in Huntington Beach.*

**Story** - The portion of a building included between the surface of any floor and the surface of the floor or finished undersurface of the roof directly above it.

**Street Wall** - The edges created by buildings and landscaping that enclose the street and create space.

**Stucco** - An exterior finish, usually textured, composed of cement, lime and sand mixed with water.

**Superblock** - A development pattern defined by arterials based on a one mile grid.

**Transom** - The horizontal division or crossbar separating a doorway from a window or fan light above it.

**Texture** - The visual and especially tactile quality of a surface apart from its color and form. A building texture refers to variations in the exterior facade and may be described in terms of roughness of the surface material, the patterns inherent in the material or the patterns in which the material is placed. Texture and lack of texture influence the mass, scale and rhythm of a building. Texture can add intimate scale to large buildings by the use of small detailed patterns (e.g. brick masonry patterns).

**Town lot** - A development pattern which consists of small lots and short blocks developed on a consistent grid pattern.

**Trellis** - (Graph) A frame supporting open lattice

work used as a screen or a support for growing vines or plants.

**Trim** - The decorative finished woodwork or the like used to decorate border, or protect the edges of openings or surfaces.

**Yard** - An open space on the same site as a structure, unoccupied and unobstructed by structures from the ground upward except as otherwise provided in the zoning ordinance, including a front yard, side yard, or rear yard.

**Z-Lot** - A parcel designed in a "Z" configuration.

**Zero-lot-line Lot** - A parcel which may be developed with zero side, rear or front yard building setbacks.

# Chapter 2

## Single-Family Detached Residential

### A. Introduction

The urban form of the City of Huntington Beach has been determined by subdivisions that have occurred since the City's founding. The design and configuration of lots and uses reflect planning styles that were typically used at the time of their development; the "town lot", the "superblock" and the "planned development" pattern. The street pattern is primarily comprised of curvilinear streets and cul-de-sacs with limited access points to surrounding major vehicular corridors.

This chapter provides guidelines which are applicable to single-family detached residential development. The guidelines apply to smaller infill as well as larger master planned projects and encourage the highest level of design quality while allowing maximum flexibility in the design of single-family residential development.

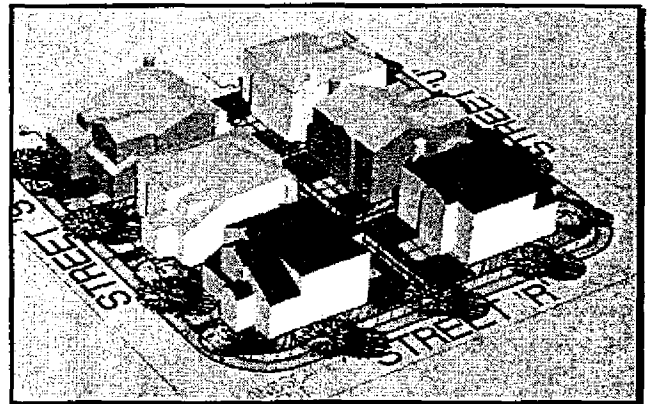


Site specific standards and guidelines for Planned Unit Developments and Specific Plan areas shall take precedence when in conflict with the following guidelines. Where such standards or guidelines are silent, these guidelines will serve as a supplement.

### B. General Design Objectives

The design of single-family residential development projects in Huntington Beach should:

- Respect the scale proportion and character of the surrounding area
- Mitigate existing adverse automobile oriented planning patterns by providing pedestrian friendly design solutions
- Establish attractive, inviting, imaginative and functional site arrangement of buildings and parking areas, and a high quality architectural and landscape design



- Create visual interest and variety, while maintaining a sense of harmony and proportion along street frontages and other portions of the project exposed to public view
- Provide for adequate open space and other single-family detached residential development design characteristics such as ample street parking and privacy
- Preserve and incorporate natural amenities unique to the site such as ocean views, topography, mature trees, etc. into the project development proposal
- Preserve and incorporate structures which are distinctive because of their age, cultural significance, or unique architectural style into the project development proposal.

## C. Site Planning

### 1. Grading

- a. Development should be sensitive to its natural surroundings. Grading should be minimized by following the natural contours to the greatest extent possible. Graded slopes should be rounded and contoured to blend with the existing terrain.
- b. Grading should emphasize and accentuate scenic vistas and natural landforms.
- c. Large manufactured slopes should be avoided in favor of several smaller slopes integrated throughout the project. Smaller slopes are less obtrusive, more easily vegetated and can be used to add visual interest, preserve views and provide visual buffers where necessary
- d. Significant natural vegetation should be retained and incorporated into the project.



### 2. Compatibility

- a. The arrangement of structures, circulation and open spaces should recognize the particular characteristics of the site and should relate to the surrounding built environment in pattern, function scale, character and materials. In developed areas, new projects should meet or exceed the standards of quality which have been set by surrounding development.
- b. Structures which are distinctive due to their age, cultural significance, or unique architectural style should be preserved and incorporated in the project development proposal.
- c. Residential uses should be buffered from incompatible development. Intensified landscaping, increased setbacks and appropriate building orientation should be utilized as a means of providing adequate separation between such land uses.





### 3. Site Entry and Edge Design

- a. Neighborhoods in Huntington Beach should be distinguished by entry and edge design features such as ornamental landscaping, open space areas, natural features, architectural monumentation and enhanced paving.



*Huntington Seacliff Community  
landscaped entry*

### 4. Building Siting/Lot Design

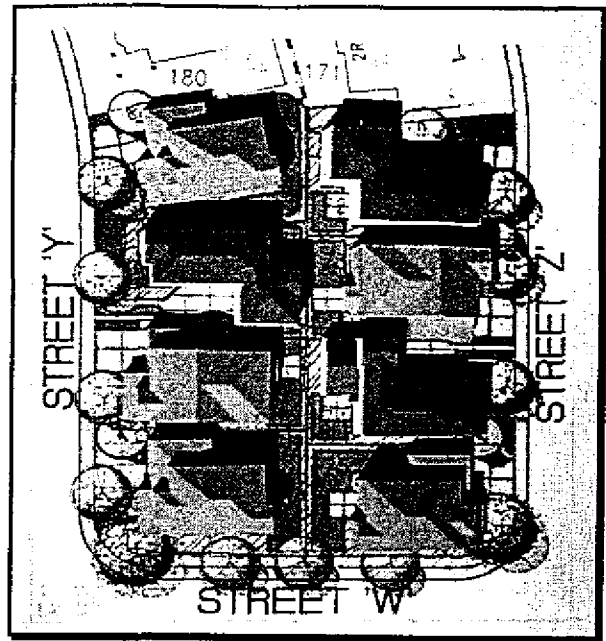
Variation of building placement and lot development patterns is essential to achieve visual diversity and avoid monotony. One or more of the following techniques shall be incorporated into residential project design solutions:

#### a. Varied Front Setbacks

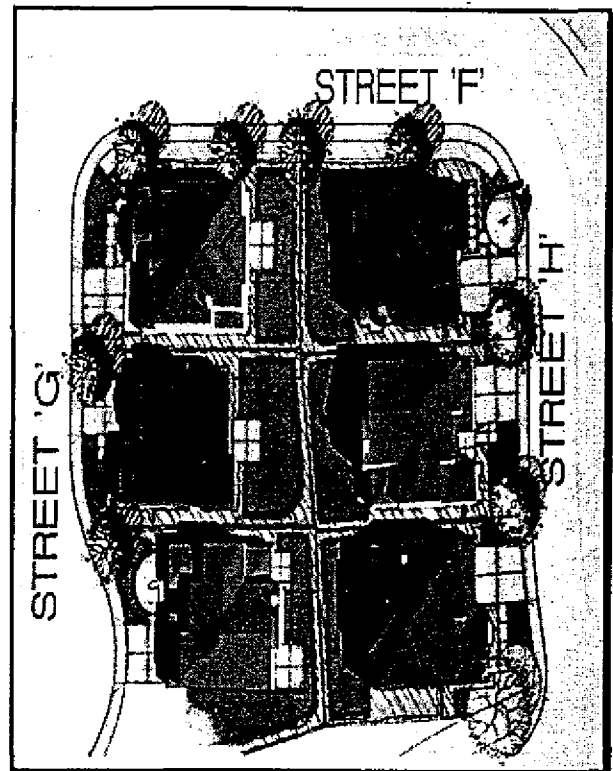
Placement of homes and garages at variable setbacks establishes different patterns of visible open spaces and creates a visually interesting streetscape.

#### b. Varied Side Yard Setbacks

Varying the distance between adjoining homes, or between homes and fences, results in different types/sizes of yards and private patio areas, maximizing use of land and enhancing dwelling privacy.



*Varied Front and Side Yards*



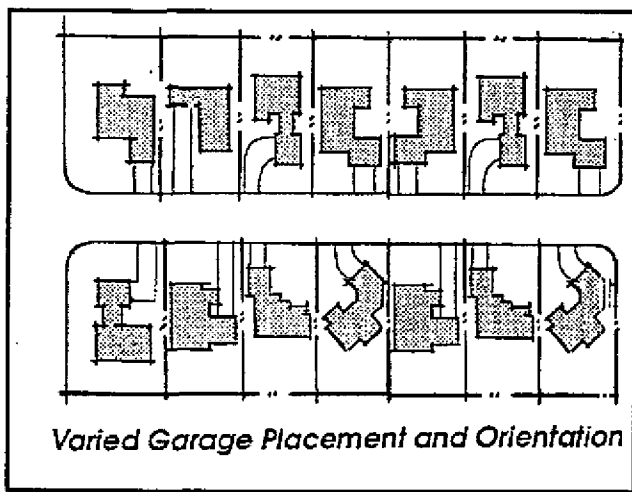
*Desirable Building Siting/ Lot Design*

## c. Varied Lot Widths

Making some lots wider, and some narrower than the average can provide different amounts of open space areas between structures and allows siting of different types and sizes of homes. On narrow lots, a variation of only three or four feet can make a perceptible difference.

## d. Varied Garage Placement and Orientation

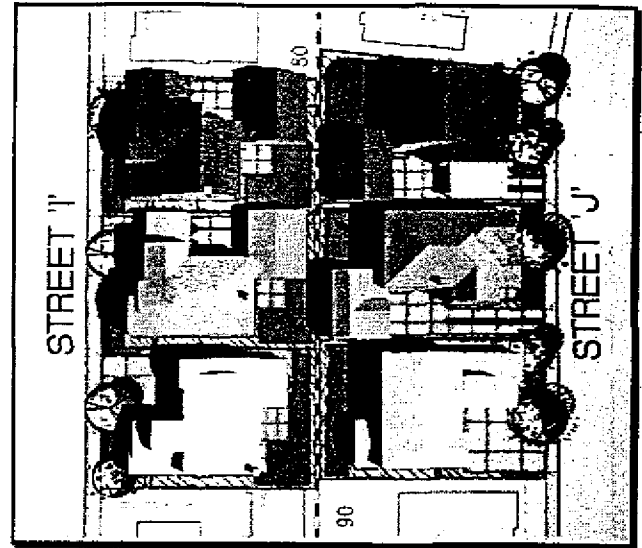
Angled or side-entry garages can be used to break up the monotony of garage doors facing the street. Vary driveway locations whenever possible to add variety to the street scene.



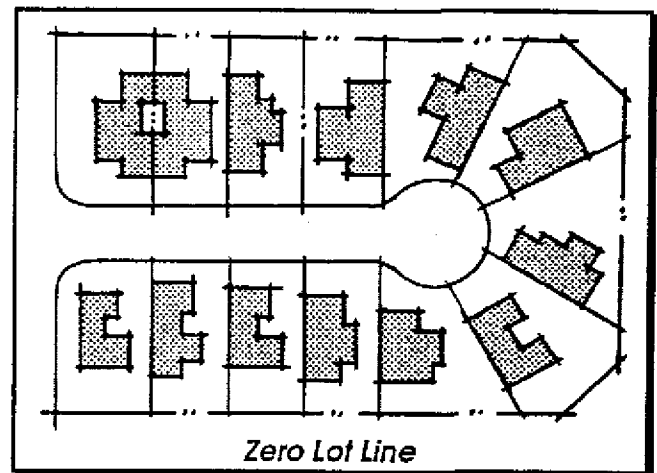
*Side entry garages and siting of garages towards the rear of the lot is encouraged*

## e. Clustering - Zero Lot Line

Clustering homes or using a zero lot line arrangement may be an effective method of achieving a desired density.



*Clustering - Zero Lot Line building siting*



*Zero Lot-Line arrangements create different types of open spaces.*

## f. "Z" Lots

Making some lots wider than the average can provide different amounts of open area between structures. Innovative techniques such as "zippered", "z" and wide-shallow lots can enhance the street scene and lessen the impact of closely spaced homes on the street.

## 5. Streets

- a. New residential streets should connect with adjacent streets to form a continuous neighborhood network of streets whenever possible.
- b. The length of blocks within single-family subdivisions should be between 300 and 400 feet. Longer blocks may be considered provided they incorporate at least one of the following design features:
  - Varied building design: A significant difference in the massing and composition (not just finish materials) of each adjacent house. No design may be repeated more frequently than every fourth house.
  - Varied front setbacks

## 6. Sidewalks

- a. Sidewalks should be at a minimum (4) ft. in width and should be separated from streets by a minimum six (6) ft. parkway or planting strip.
- b. Sidewalks should be safe, visually attractive, and well defined by landscaping and lights. Use of decorative pavement is encouraged on private property.
- c. Use of meandering sidewalks is encouraged.



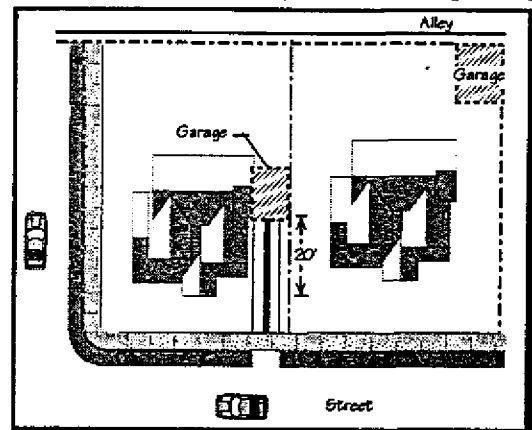
*Well-landscaped sidewalk*

## 7. Driveways

- a. Driveways should be located as far as possible from street intersections.
- b. Adequate space should be provided between two adjacent driveways. Driveways should be at least 8 feet apart to allow planting and growth of landscaping materials and minimize the continuity of driveway surfaces.

## 8. Garage Location

- a. Garage design should diminish the visual impact of garage doors along street frontages. Offsetting the garage behind the front facade of the house, providing a side entry garage, accessing the garage from the side or rear of the lot, or locating the garage to the rear of the lot is encouraged.
- b. The siting of garages and their driveways should maximize the availability of on-street parking.



*Garage siting should diminish their adverse streetscene impacts*

## 9. Open Space

- a. Each neighborhood should incorporate passive and active open spaces such as park areas, playing fields, and/or public squares. Some of these open space areas may be integrated with community facilities, schools, churchyards, or playgrounds.



- b. Open space areas should be located within approximately 1,500 feet from every dwelling in the new development.
- c. Open space areas should be provided in large meaningful areas, not unusable fragments.
- d. Natural amenities such as existing mature trees views and topographic features should be preserved and integrated into the design.

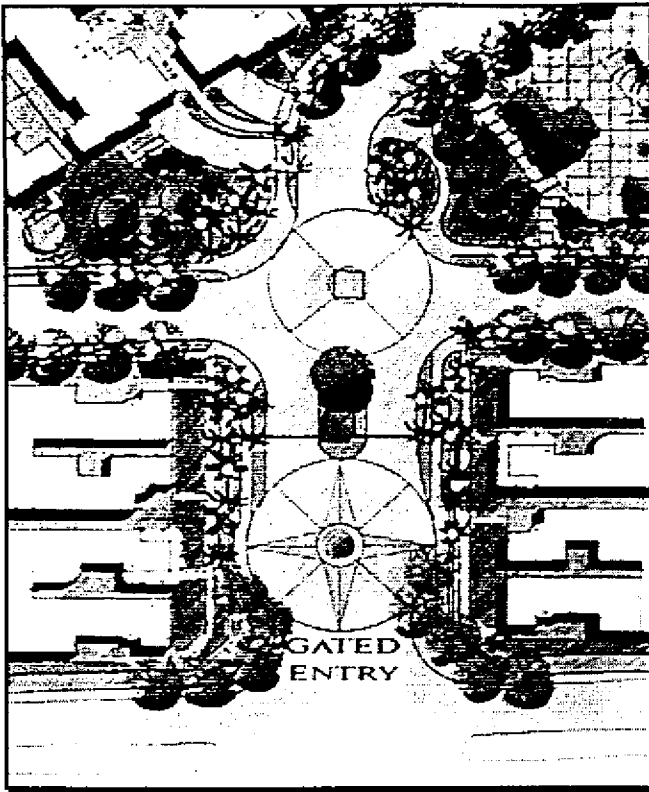
#### 10. Walls and Fences

- a. Walls and fences should be architecturally enhanced and should be constructed with materials such as masonry, metal, wood or a combination thereof. Tiered planting should be provided adjacent to perimeter walls along street frontages to soften their appearance.
- b. Community perimeter walls should be of masonry construction or ornamental metal (view fencing) and sited to accommodate a minimum fifteen (15) ft. landscaped setback.



*Enhanced community perimeter wall*

- c. Walls sections greater than 50 ft. in length should incorporate at least two of the following design features which are proportionate to the wall length:
  - A minimum 2-ft. change in plane for at least 10 ft.
  - A minimum 18-inch high raised planter for at least 10 ft.
  - A minimum 18-inch change in height for at least 10 ft.
  - Use of pilasters at 50 ft. maximum intervals and at changes in wall planes
  - A minimum 4-ft. high view fencing section for at least 10 ft.
- d. Gates should be provided in walls or fences to allow emergency access and to facilitate convenient pedestrian access to activity areas and adjacent uses.
- e. Walls should be eliminated or sited to provide additional setbacks areas at project entries to accommodate distinctive landscaping, ornamental gateways, signage and street furniture.
- f. Walls should be curved or angled at corner locations along street frontages.



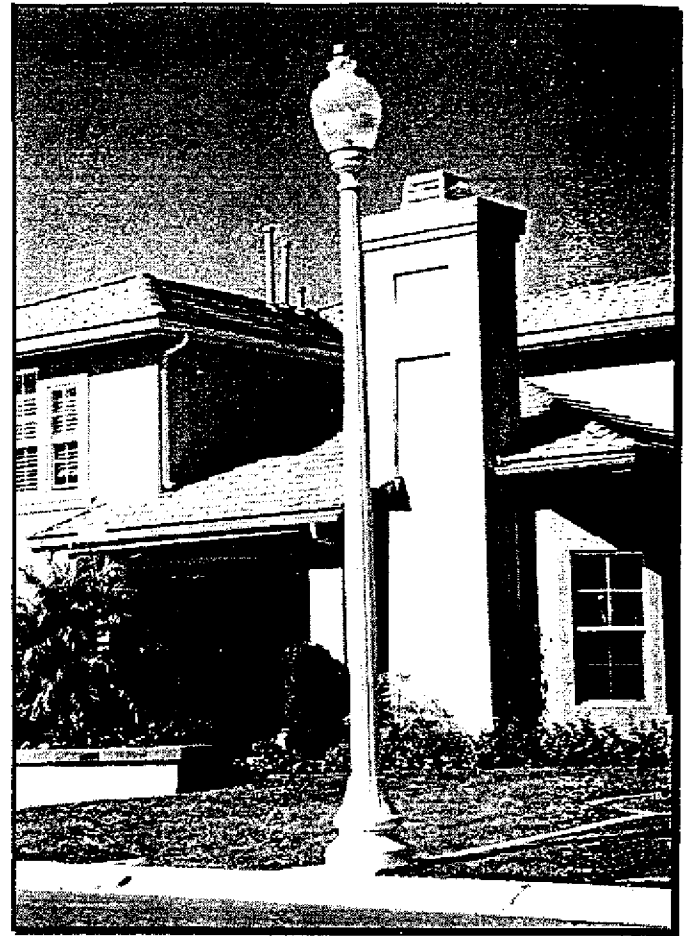
*Walls at project entrances should be eliminated or setback*

#### 11. Paving

- a. Decorative paving should be incorporated into project site planning design; driveway entries, pedestrian walkways and crosswalks.
- b. Paving materials should complement the architectural design. The use of stamped concrete, stone, brick, pavers, and color concrete are encouraged.

#### 12. Lighting

- a. The type and location of site and building lighting should preclude direct glare onto adjoining property, streets, or skyward.
- b. Pedestrian scale/decorative light fixtures are encouraged. "High mast" poles are discouraged.



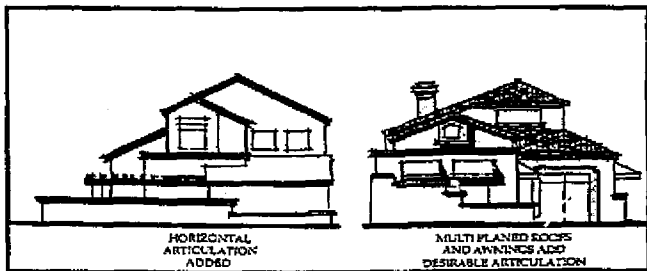
*Pedestrian-scale lighting fixture*

- c. Open spaces should be adequately lighted with durable low maintenance fixtures.

## D. Architectural Guidelines

### 1. Architectural Imagery

- a. There is no specific architectural "style" required for residential structures in Huntington Beach. High quality, innovative and imaginative architecture is encouraged. The building design should take into consideration, take advantage of and enhance the site's unique natural amenities. "Human scale" form, proportions and architectural building details are encouraged.
- b. The selected architectural style/ design should consider compatibility with surrounding building character, including style, form, size, color, materials and roofline. In developed areas infill projects should meet or exceed the standards of quality which have been set by surrounding development.
- c. The designer is expected to employ variations in form, building materials, building details and siting in order to create visual interest. In all cases the chosen architectural style should be employed on all building elevations.
- d. Architectural elements such as windows, doors, cornice elements, etc. should create a rhythmic composition, taking into consideration scale, style and proportion of architecture elements.



*Alignment of architectural elements is encouraged*

- e. Clear entry space sequences, extending from sidewalks to the private front door are encouraged.
- f. Front porches which create architecturally attractive semi-private front yard spaces and foster community interface are encouraged.

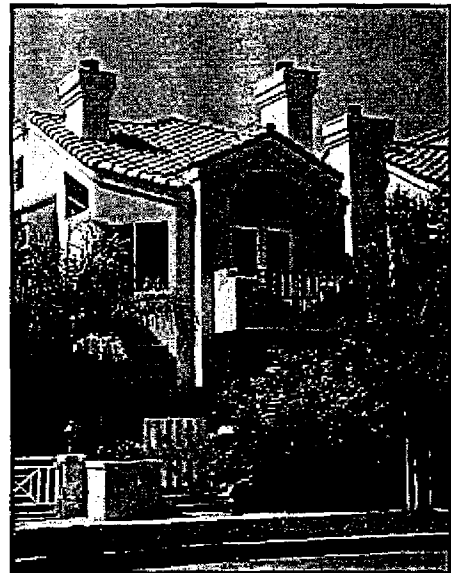
### 2. Building Facade and Roof Articulation

- a. Individual dwellings should relate in terms of mass and bulk but should be distinguishable from one another. Different design compositions, not just finish materials, should be provided on adjacent dwellings. "Cookie-cut" design solutions are not acceptable. The same building elevation should not be repeated more frequently than each fourth house.



*Single-family residential facades*

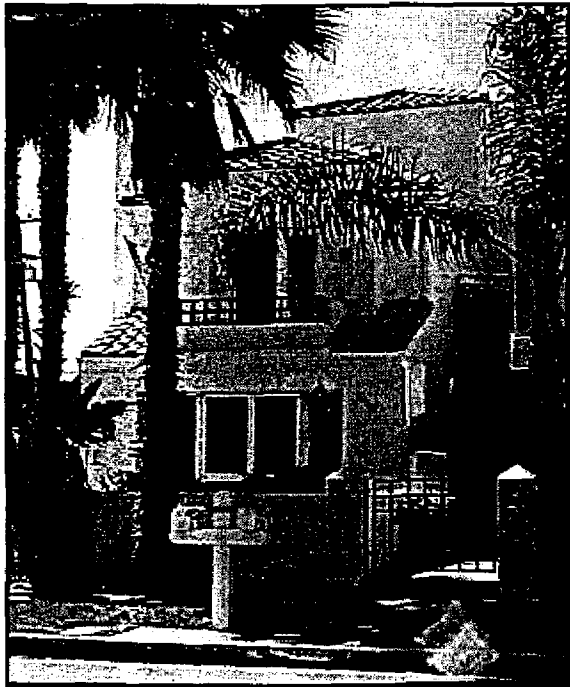
- b. New roof designs should complement qualities of neighboring residential structures such as type, slope, size, materials, and colors.
- c. Long unarticulated exterior walls and monolithic roof forms should be avoided on all structures. Massing offsets, fenestration, varied textures, openings, recesses, and design accents are strongly encouraged.



*"High-quality" architecture is encouraged*

- d. All elevations should be architecturally enhanced. Building elevations which are visible from streets and open spaces, should be significantly articulated. Elements such as recesses of stories, porches, balconies, reveals and awnings are encouraged.
- e. Whenever possible one-story masses should be incorporated into elevation designs. Where two story masses occur, one or more of the following measures should be used to soften the visual impact of a monolithic two-story wall surface;

- Variety of hip and gable roofs
- Trellises and shade structures
- Second-story balconies
- Cantilevered second-story elements



*Incorporate one-story massing in building design  
Exterior materials and details should be stylistically consistent*

- f. Front porches are encouraged. The roof pitch for a porch should be slightly lower than that of the main building.



*Front porches are encouraged*

- g. Vertical and horizontal roof articulation is required. Roof articulation may be achieved by changes in plane of no less than 2 ft. and the use of gables, hips, and dormers. Flat roofs are discouraged, unless appropriate to the architectural style.

### 3. Fenestration

- a. The placement and relationship of window, doors and other building openings plays a significant role in achieving a unified building composition. Where possible, window sizes, should be coordinated vertically and horizontally and window design should be consistent in terms of style and general arrangement on all building sides.

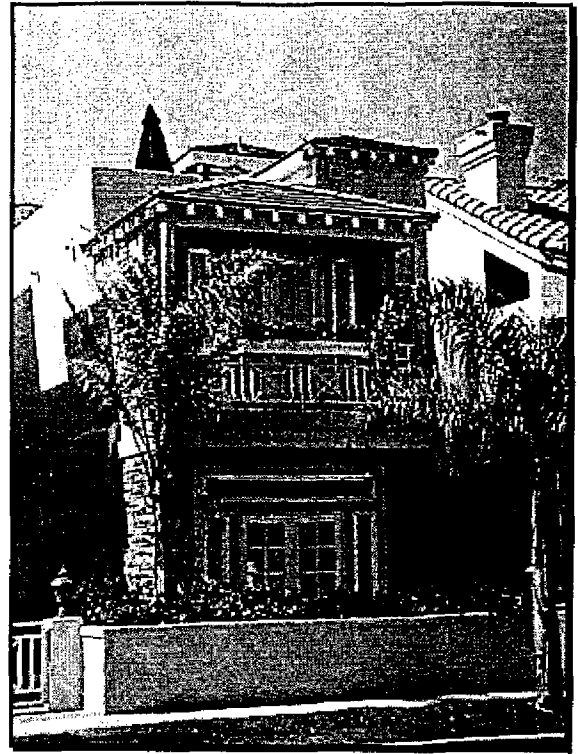
### 4. Garage Design

- a. Garage doors should not dominate the streetscene. Multiple panel door designs, windows or other architectural detailing should be used on garage doors to reduce their impact and scale.
- b. The frontage of any garage should be set back a minimum of 3 ft. from the dwelling's first story frontage. Garages may be recessed less or project in front of the dwelling, only if they occupy no more than 50% of the building frontage and incorporate at least one of the following compensating design features:

- An entry porch or trellis not less than 12-ft. wide, located in front of the living area, and extending not less than 2-ft. beyond the front of the garage; or
- Useable open space (balcony/deck) above the garage with a trellis or roof along the frontage of the garage
- c. Garages that are varied in size, detached, or connected to homes by breezeways are encouraged.
- d. In order to prevent vehicles from blocking sidewalk areas the driveway depth should be a minimum of 20 feet. Garages with parking aprons less than 20 feet in length should have automatic garage door openers with sectional roll-up doors.

#### 5. Building Materials and Colors

- a. The choice and mix of materials on the facades of residential units and garage doors has a significant visual impact. Materials should be consistently applied and should be chosen to work harmoniously with adjacent materials. Piecemeal embellishment and frequent changes in materials should be avoided.
- b. Materials tend to appear substantial and integral to the structure when material changes occur at changes in plane. Material changes not accompanied by changes in plane appear “tacked-on” and are strongly discouraged.
- c. Exterior materials and architectural details should compliment each other and should be stylistically consistent.



*Use of complimentary building materials and colors palette enhances building design*

- d. Exposed gutters and downspouts should be colored to match fascia or wall materials, unless designed as an outstanding architectural feature of the overall theme.



## E. Landscaping Guidelines

### 1. Standard Guidelines

- a. Landscaping should be used to frame, soften and embellish the quality of residential environment, to buffer units from noise or undesirable views, and to break up large expanses of parking.
- b. Layered tree shrub/turf plants and decorative hardscape features complementary to the site and building design should be utilized to enhance the visual character of the project.



- c. Street trees should be incorporated in parkway planting strips along all public and private streets in new single-family neighborhoods.
- d. All new trees should be double staked and secured with a rubber or plastic strip, or other approved commercial tie material. Wire ties should not be used.
- e. Plant materials should be placed so that they do not interfere with lighting of the premises or restrict access to emergency apparatus such as fire hydrants or fire alarm boxes. Trees or large shrubs should not be planted under overhead lines or over underground utilities if their growth might interfere with such public utilities.
- f. Trees and large shrubs should be placed as follows:

- A minimum of 8 feet between center of trees and edge of driveway, 6 feet from water meter or gas meter and sewer laterals.
- A minimum of 25 feet between center of trees and beginning of curb returns at intersections.
- A minimum of 15 feet between center of trees and large shrubs to utility poles and street lights; and
- A minimum of 8 feet between center of trees or large shrubs and fire hydrants and fire department sprinkler and standpipe connections.
- g. Existing mature, healthy trees should be preserved and incorporated within the overall landscaping plan.

### 2. Slope Revegetation and Erosion Control

- a. All slopes to be constructed at a gradient steeper than 6:1 horizontal to vertical and with a vertical height of three feet or greater, should be revegetated within 30 days of completion of grading.
- b. All slopes should be covered with herbaceous or prostrate shrubby ground covers.
- c. All plant materials should be appropriate to the site conditions, water conserving and appropriately spaced to control soil erosion.
- d. Trees, shrubs, and ground covers should be planted in undulating massings and groupings to reduce the constricted character of manufactured slopes.
- e. Revegetation on permanent slopes should include permanent irrigation systems.

## **F. Traditional Neighborhood Design Guidelines**

Traditional neighborhood design or Neo-traditional design has specific development characteristics that result in pedestrian friendly communities. The following guidelines aim to create neighborhoods that place priority on the human scale and pedestrian activity. The guidelines are organized into four subsections: neighborhood form, circulation, architecture and lighting.

### **1. Neighborhood Form**

- a. Neighborhoods should include various types of street hierarchies that provide equitably for pedestrian comfort, multi-modal transportation, and vehicular movement.
- b. Residences and other structures should be sited to define the street environment and the transition between public and private space.
- c. Natural features and historic resources should be preserved and incorporated into projects to the greatest extent feasible.

### **2. Circulation**

- a. Streets should be designed to balance multiple purposes such as automobile traffic, transit, pedestrian and bicycle activities.
- b. Pedestrian pathways and sidewalks should have a minimum pavement width of four (4) ft.
- c. Alley access to garages is encouraged.
- d. Local streets should be designed with a 36-40' paved curb to curb sections (36 ft. curb to curb with parking on one side; 40 ft. curb to curb with parking on both sides). This width should include a minimum 24 ft. unobstructed fire access.
- e. Local streets should incorporate at a minimum 6-ft. parkways/planter strips and 4-ft. sidewalks. Parkway and planter strips should be planted with street trees spaced at a distance of 40 ft. on

center.

- f. Streets shall provide access to all tracts and lots. Cul-de-sac, T-turnarounds, gated and/or dead-end streets should be discouraged, except where the location or configuration of the parcel to be subdivided will not permit a through street to be used or when a significant natural or cultural feature can be more effectively preserved.



Alley access to garages is encouraged

### **3. Architecture**

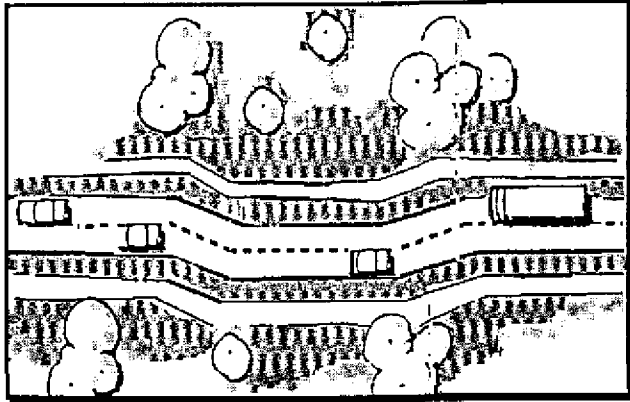
- a. The main dwelling entrance should be oriented towards the street and should be articulated with architectural detailing.
- b. Each floor of the dwellings should be delineated through belt courses, cornice lines, balconies, or similar architectural detailing.
- c. Front porches with a minimum depth of eight (8) ft. and a minimum width of twelve (12) ft. are encouraged.

### **4. Lighting**

- a. Street lighting fixtures should be installed staggered on both sides of the street, at a maximum distance of 150 ft.
- b. Pedestrian-scaled lighting (18 ft. to 30 ft. high) should be located along all pedestrian routes.

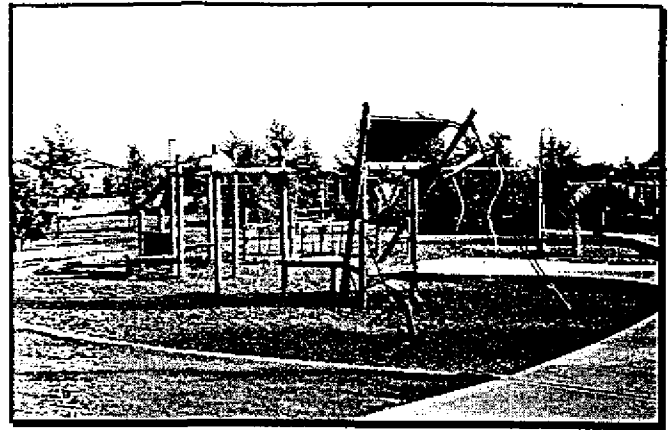
## G. Public Safety Through Design

- a. Traffic calming features should be integrated into the design of private streets. On-street parking, speed tables, gateway treatments, chokers, medians, and chicanes contribute to safety by slowing traffic and make it less attractive to through-traffic.



*"Chicane" Design*

- b. Lighting should be sufficient for sidewalk and street illumination. Pedestrian scale lighting fixtures that provide good levels of lighting are encouraged.
- c. Residences should be clustered into smaller "neighborhood" grouping or organized in smaller residential block patterns, rather than large development tracts.
- d. Front porches, back porches and/or decks, which permit casual observation of alleys and streets, are encouraged.
- e. Gates should be provided in walls or fences to allow emergency access and promote pedestrian access to activity areas and compatible adjacent uses.
- f. Adequate separation should be provided between adjacent land uses and park sites. Siting residential uses adjacent to park sites is discouraged. Where this occurs, view fencing, not solid walls, - should be utilized between the park site and residential properties.



*Neighborhood park*

- g. Locate neighborhood parks so that residential development provides "eyes and ears" on the park.
- h. Landscaping should be planted and maintained to allow visibility and eliminate areas of potential criminal activity.
- i. Delineate the separation between public and private spaces with paving, building materials, grade separations or with physical barriers such as landscaping.

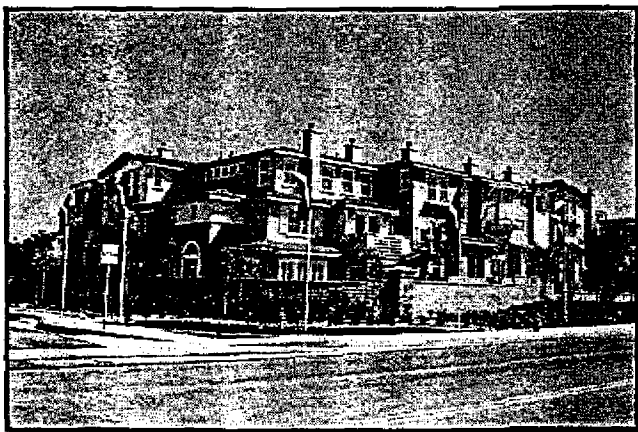
# Chapter 3

## Multi-Family Residential

### A. Introduction

Multi-family developments are characterized by higher density residential buildings comprised of attached units and common facilities such as parking, open space and recreation areas. Multi-unit structures, if not properly designed can dominate their surroundings, parking and circulation areas can dominate the site and open space may be relegated to undevelopable left over areas.

This chapter provides guidelines which are applicable to attached multi-family developments regardless of their type of ownership including apartments, condominiums and townhomes. The guidelines apply to smaller infill as well as larger master planned projects and encourage the highest level of design quality while allowing maximum flexibility in the design of multi-family residential developments.



*Multi-family building cluster*

Site specific standards and guidelines for Planned Unit Developments and Specific Plan areas shall

take precedence when in conflict with the following guidelines. Where site specific standards or guidelines are silent, these guidelines will serve as a supplement

### B. General Design Objectives

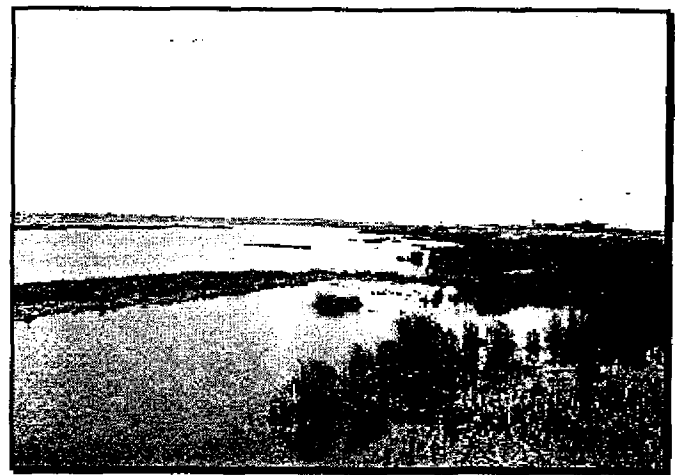
Multi-family residential development in Huntington Beach should:

- Contribute to the sense of community by respecting the scale, proportion and character of the surrounding area
- Mitigate existing adverse automobile oriented planning patterns by providing pedestrian friendly design solutions
- Establish attractive, imaginative and functional site arrangements of buildings, open space, recreation areas and parking areas, and a high quality architectural and landscape design
- Create visual interest and individual unit identity, while maintaining a sense of harmony and human scale building proportions along street frontages and other portions of the project exposed to public view
- Provide adequate open space, parking and privacy
- Preserve and incorporate natural amenities unique to the site such as ocean views, and mature trees into the project development proposal
- Preserve and incorporate structures which are distinctive because of their age, cultural significance, or unique architectural style into the project development proposal

## C. Site Planning

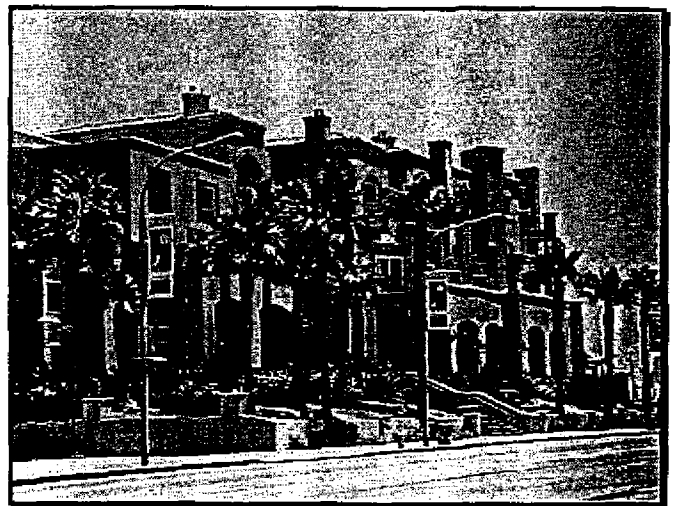
### 1. Grading

- a. Multi-family development should be sensitive to its natural surroundings. Grading should be minimized by following the natural contours to the greatest extent possible. Graded slopes should be rounded and contoured to blend with the existing terrain.
- b. Grading should emphasize and accentuate scenic vistas and natural landforms.
- c. Large manufactured slopes should be avoided in favor of several smaller slopes integrated throughout the project. Smaller slopes are less obtrusive, more easily vegetated and can be used to add visual interest, preserve views and provide visual buffers where necessary.
- d. Significant natural vegetation should be retained and incorporated into the project.



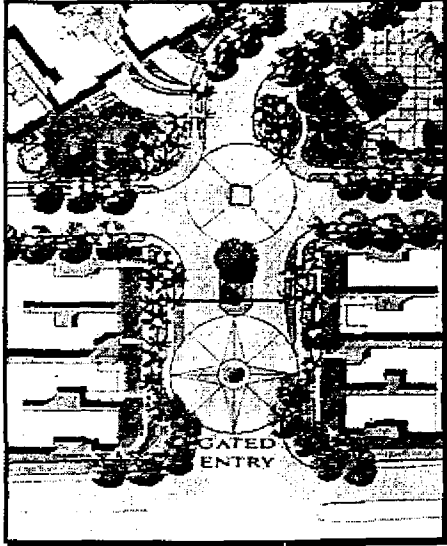
### 2. Compatibility

- a. The arrangement of structures, circulation and open spaces should recognize the particular characteristics of the site and should relate to the surrounding built environment in pattern, function scale, character and materials. In developed areas, new projects should meet or exceed the standards of quality which have been set by surrounding development.
- b. Structures which are distinctive due to their age, cultural significance, or unique architectural style should be preserved and incorporated in the project development proposal.
- c. Residential uses should be buffered from incompatible development. Intensified landscaping, increased setbacks and appropriate building orientation should be utilized as a means of providing adequate separation between such land uses.



### 3. Site Entry and Edge Design

- a. Multi-family developments in Huntington Beach should be distinguished by entry and edge design features such as ornamental landscaping, open space areas, natural features, architectural monumentation and enhanced paving.



*Use of enhanced paving and ornamental landscaping at project entrance*

- b. Courtyard doors or gates should be designed as an important, well integrated architectural feature of the building or complex.

### 4. Building Siting

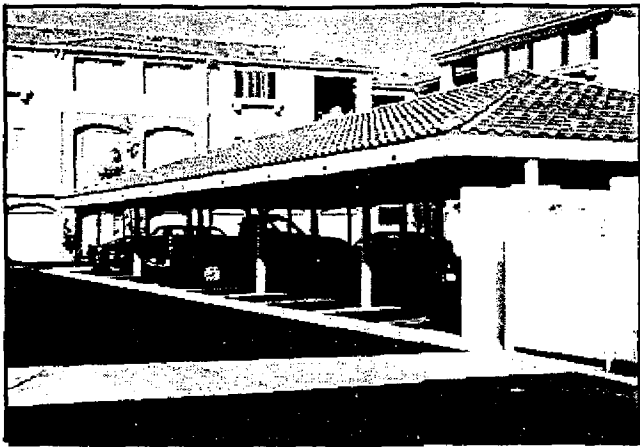
- a. Buildings should be generally oriented parallel to streets with varying setbacks to provide visual interest and varying shadow patterns.



- b. Clustering of multi-family units should be a consistent site-planning element. Large projects should be broken up into groups of structures. Including building elements of various heights within the overall building design is encouraged.
- c. Buildings should be oriented to promote privacy to the greatest extent possible.
- d. Site buildings to create courtyards and open space areas.

### 5. Vehicular Access/ Circulation/ Parking

- a. Site access and internal circulation should promote safety, efficiency, and convenience. Conflicts between vehicles and pedestrians should be avoided. Continuous circulation should be provided throughout the site to the greatest extent possible. Dead-end driveways should be minimized. Adequate areas for maneuvering, stacking, and emergency vehicle access should be provided.
- b. The number of site access points should be minimized and located as far as possible from street intersections.
- c. Principal vehicular access into multifamily projects should be through an entry drive rather than a parking aisle.
- d. Parking courts should be separated from buildings by a raised walkway (minimum 4 feet wide) and landscape strip (minimum 7 feet wide).
- e. Parking courts should be treated as an important space whose character is clearly defined by landscaping, lighting, building massing, and pedestrian/ vehicular circulation areas.
- f. Large multi-family parking areas should be divided into a series of connected smaller parking courts.
- g. Adverse visual impacts from parking areas, carports, and garage doors on the residential character of the street or project site should be minimized through proper siting and design.

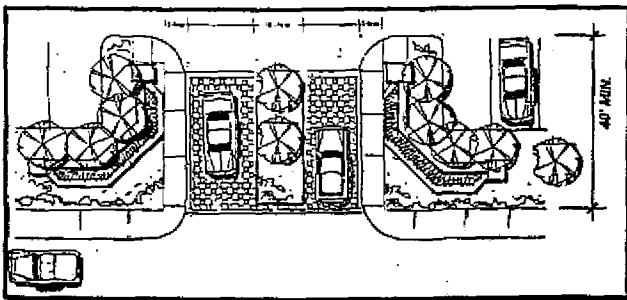


*Carport design and siting should minimize adverse visual impacts*

- h. Driveway entry locations should be coordinated with existing or planned median openings and driveways on the opposite side of the roadway.

#### 6. Pedestrian Circulation

- a. Facilitate pedestrian access and circulation. Entry design should incorporate sidewalks on both sides of the driveway.



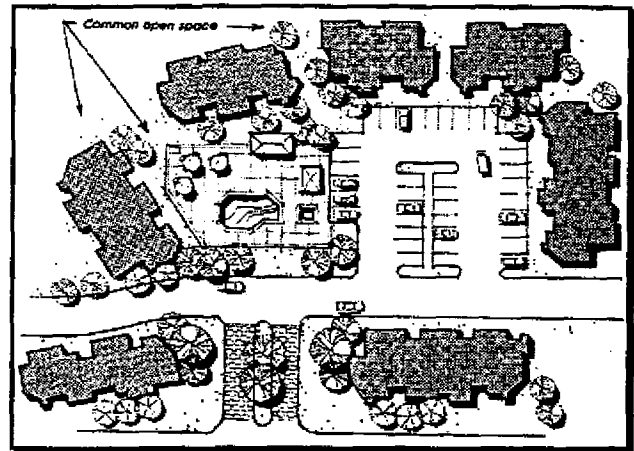
*Facilitate pedestrian access at project entries*

- b. Where possible, multi-family projects should incorporate pedestrian connections to adjoining residential, commercial projects, and other compatible land use facilities.
- c. Pedestrian walkways should be provided to link dwelling units with common open space areas, recreation areas, parking courts and the street. Curvilinear paths provide a more inviting and interesting experience and are generally preferred over long, straight alignments. Paths which traverse open space areas are encouraged.

- d. Pedestrian walkways should be at a minimum (4) ft. in clear width.
- e. Pedestrian walkways should be safe, visually attractive, and well defined by landscaping and lights. Use of decorative pavement is encouraged. At a minimum, decorative paving should be used to delineate crossings at circulation drives and parking aisles.

#### 7. Open Space

- a. The design and orientation of open space areas should provide shelter from the noise and traffic of adjacent streets or other incompatible uses.
- b. Open space areas should be designed to take advantage of prevailing breezes and sunlight.



*Orient buildings to create useable open space*

- c. Open space areas should be provided in large meaningful areas, not unusable fragments.
- d. Common open space area(s) should be sited to maximize their accessibility and use by residents.
- e. Private open spaces should be contiguous to the units they serve and screened from public view.
- f. Children's play areas should be sited to be visible from residential units.

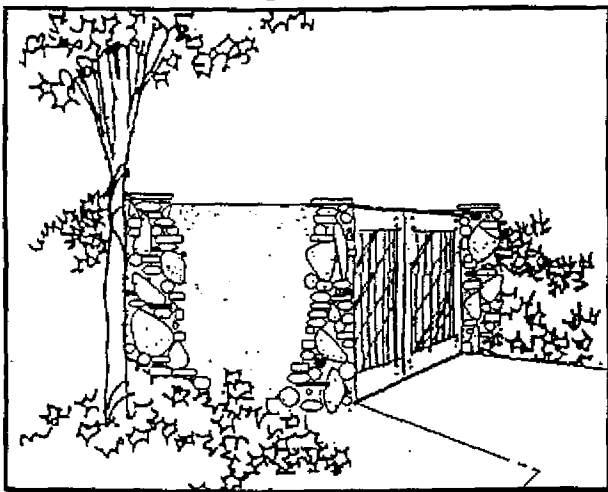


*Provide children play areas visible from units*

#### 8. Utility and Mechanical Equipment

- a. Utility and mechanical equipment (e.g. electric and gas meters, electrical panels, transformers and junction boxes) should be screened from view. All screening devices should be compatible with the architecture, materials and colors of adjacent structures.
- b. Transformers shall not dominate the streetscape. When transformers are required to be installed adjacent to the street, they should be undergrounded.

#### 9. Refuse and Storage Areas



- a. Trash and storage enclosures should be architecturally compatible with the project design. Landscaping shall be incorporated into their design to screen them and deter graffiti.

- b. Trash enclosures should be unobtrusive and conveniently accessible for trash collection but should not impede circulation during loading operations.

#### 10. Walls and Fences

- a. Walls and fences should be enhanced and constructed with materials such as masonry, metal, wood or a combination thereof. Tiered planting should be provided adjacent to project or community perimeter walls along street frontages to soften their appearance.
- b. Project or community perimeter walls should be of masonry construction or ornamental metal (view fencing) and sited to accommodate a minimum fifteen (15) ft. landscaped setback.
- c. Wall sections greater than 50 ft. in length should incorporate at least two of the following design features, in proportion to the length of the wall:
  - A minimum 2-ft. change in plane for at least 10 ft.
  - A minimum 18-inch high raised planter for at least 10 ft.
  - A minimum 18-inch change in height for at least 10 ft.
  - Use of pilasters at 50 ft. maximum intervals and at changes in wall planes
  - A minimum 4-ft. high view fencing section for at least 10 ft.



*Enhanced community perimeter wall*



- d. Gates or comparable design solutions should be provided in community perimeter walls or fences to allow emergency access and facilitate convenient pedestrian access to activity areas and adjacent uses.
- e. Walls should be eliminated or sited to provide additional setback areas at project entries to accommodate landscaping, ornamental gateways, signage and street furniture.
- f. Walls should be curved or angled at corner locations along street frontages.
- c. Open spaces should be adequately lighted with durable low maintenance fixtures.

### 11. Paving

- a. Decorative paving should be incorporated into project site planning design; driveway entries, pedestrian walkways and crosswalks.



*Use decorative paving at project entries*

- b. Paving materials should complement the architectural design. The use of stamped concrete, stone, brick, pavers, exposed aggregate or color concrete is encouraged.

### 12. Lighting

- a. The type and location of site and building lighting should preclude direct glare onto adjoining property, streets, or skyward.
- b. Pedestrian scale/decorative light fixtures are encouraged. "High mast" poles are discouraged.

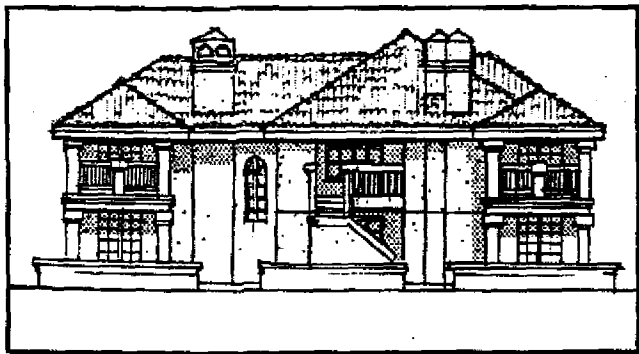
## **Architectural Guidelines**

### **1. Architectural Imagery**

- a. There is no particular architectural "style" requirement for multi-family residential structures in Huntington Beach. The primary focus should be on developing a high quality residential environment.
- b. A visual balance or rhythm should be created by the dimensional ratio of multi-family buildings, their parts and spaces around them.
- c. Architectural elements such as bays, bay windows, recessed or projecting balconies, verandahs, balconies, porches and other elements that add visual interest, scale and character to the neighborhood are encouraged.
- d. All support buildings (i.e., laundry facilities, recreation buildings and sales/lease offices) should be architecturally compatible with the main building design.

### **2. Building Façade and Roof Articulation**

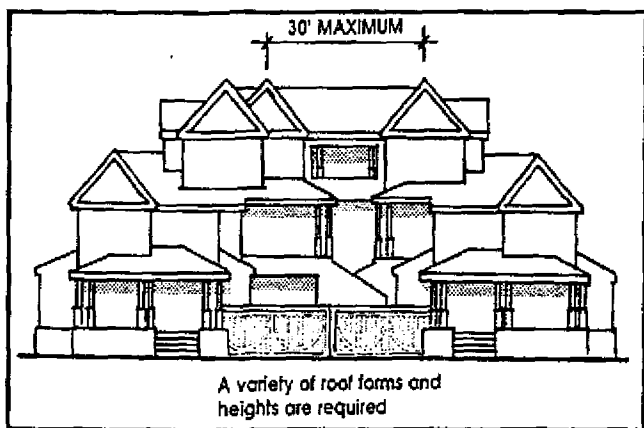
- a. Building heights should be varied and building facades should provide wall offsets to give the appearance of a collection of smaller structures and reduce the perceived height and massing of multi-story structures.
- b. Boxy and monotonous building facades that lack human scale proportions and large expanses of flat wall planes are strongly discouraged.



*Multiple wall and roof planes are encouraged*

- c. The maximum number of attached units per building should be 8. Variations to the number and mix of units per structure are encouraged.
- d. Buildings containing 3 or more attached dwellings in a row should incorporate at least one of the following:
  - For each dwelling unit, at least one architectural projection not less than 2-feet from the wall plane and not less than 8-feet wide should be provided. Projections should extend the full height of single story buildings, at least one-half the height of the two-story building, and two-thirds the height of a three-story building; or
  - A change in wall plane of at least 3-feet for at least 12-feet for each two units.
- e. In some cases, it may be desirable to "step back" the upper stories of new multi-family buildings to "scale down" facades that face the street, common space, and adjacent residential structures.
- f. Distinctive architectural elements, materials and colors should be used to denote primary building entries or individual unit entries.
- g. Long monotonous access balconies and corridors should be avoided.
- h. Roof-lines should be segmented and varied within an overall horizontal context. Varying heights are encouraged.
- i. Combinations of one, one and a half, and two story units create variation and visual interest, and are encouraged.
- j. Use of vertical elements such as towers may be used to accent horizontal massing and provide visual interest.
- k. Hipped or gabled roofs covering the entire building are preferable to mansard roofs and segments of pitched roofs applied at the building's edge.

- l. Roofs should reflect a residential appearance through pitch and use of materials.
- m. The roof pitch for a porch may be slightly lower than that of the main building.
- n. Carport roofs visible from buildings or streets should incorporate roof slope and materials to match adjacent buildings. Flat carport roofs are discouraged.
- o. Awnings, moldings, pilasters and comparable architectural embellishments are encouraged. Verandahs and other types of covered outdoor areas should be used to provide human scale proportions to the building façade.



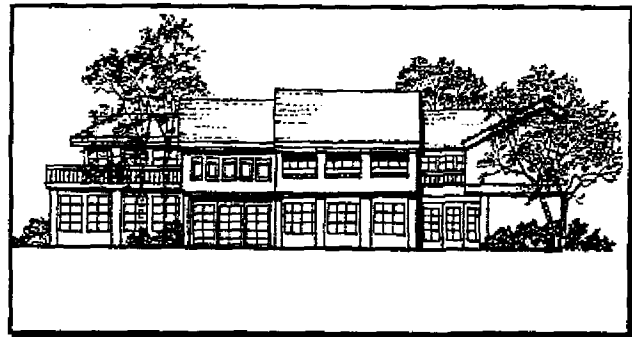
*Create interesting roof lines*

- p. Ancillary structures such as carports, detached garages, recreational buildings and storage structures should be designed as an integral part of the project architecture. Accessory and service structures should be similar in material, color, and detail to the primary buildings.
- q. Open stairways should incorporate solid wall portions, columns and/or a decorative balustrade. Prefabricated metal stairs are strongly discouraged.



*Appropriate design of stairway*

- r. All mechanical equipment whether mounted on the roof or ground shall be screened from view. Utility meters, backflow devices and equipment should be placed in locations that are not exposed to view from the street or they should be suitably screened. All screening devices should be compatible with the architecture and color of the main building(s).



*Provide a variety of forms/shapes, setbacks, and roof pitches with offsets*

### 3. Fenestration

- a. Where possible, fenestration, should be coordinated vertically and horizontally and windows, doors and other building openings should be designed to be consistent in terms of style.

#### 4. Garage Design

- a. Site and design garages to minimize adverse visual impacts to the street scene and project site. Multiple panel door designs, windows or other architectural detailing should be used on garage doors to reduce their impact and scale.



*Site garages to minimize visibility from street frontages*

- f. Exposed gutters and downspouts should be colored to match fascia or wall materials, unless designed as an outstanding architectural feature of the overall theme.
- g. Materials such as brick, stone, copper, etc. should be left in their natural colors.

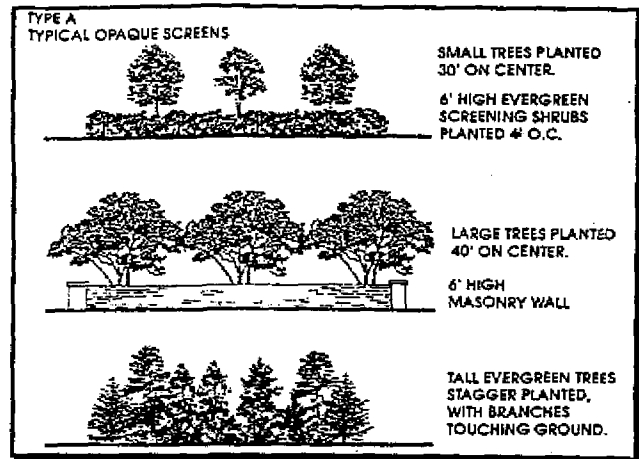
#### 5. Building Materials and Colors

- a. Building materials should be durable, require low maintenance, and relate a sense of quality and permanence.
- b. The building and its elements should be unified by textures, colors and materials. Materials should be consistently applied and should be chosen to work harmoniously with adjacent materials. Piecemeal embellishment and frequent changes in materials should be avoided.
- c. Exterior columns for trellises, porches or colonnades should utilize materials and colors, which are compatible with the adjacent building.
- d. Materials tend to appear substantial and integral to the structure when material changes occur at changes in plane. Material changes not accompanied by changes in plane appear "tacked-on" and are strongly discouraged.
- e. Exterior materials and architectural details should compliment each other and should be stylistically consistent.

## E. Landscaping Guidelines

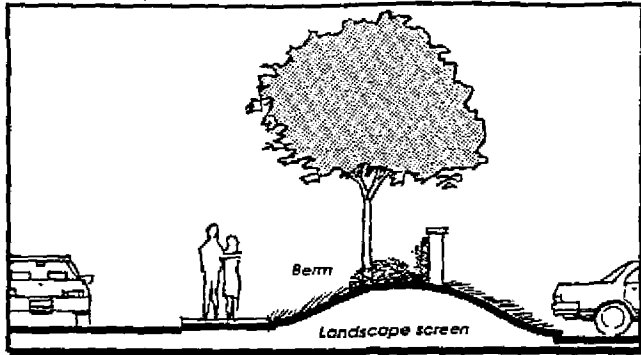
### I. Standard Guidelines

- a. Landscaping for multi-family projects should be used to define and accent specific areas (e.g. building entrances, parking lots), define the edges of various land uses, buffer neighboring properties, and screen parking and storage areas.
- b. Landscaping should be used as a unifying element within a project to obtain a cohesive appearance and to help achieve compatibility of a new project with its surroundings.
- c. Landscaped areas should generally incorporate plantings utilizing a three-tier system; 1) grasses and ground covers, 2) shrubs and vines, and 3) trees.
- d. The following planting design concepts are encouraged within each project:
  - Specimen trees (36-inch box or more) in informal groupings or rows at major focal points
  - Use of flowering vines both on walls and arbors or trellises
  - Use of planting to create shadow and patterns against walls
  - Use of planting to soften building lines and emphasize the positive features of the site
  - Trees to create canopy and shade, especially in parking areas and passive open space areas
  - Berms, plantings, and walls to screen parking lots, trash enclosures, storage areas, utility boxes, etc.



*Use groundcover, shrubs and trees*

- e. Landscaping around the building perimeter is encouraged.
- f. Landscaping should be protected from vehicular and pedestrian encroachment by raised planting surfaces and the use of curbs. Concrete step-off areas shall be provided in landscape planters adjacent to parking spaces.
- g. Vines and climbing plants integrated upon buildings, trellises, and perimeter walls are encouraged.
- h. Gravel or astroturf, is not allowed as a substitute for plant materials.
- i. Landscaping shall emphasize water-efficient plants.
- j. Plant materials should be placed so that they do not interfere with lighting of the premises or restrict access to emergency apparatus such as fire hydrants or fire alarm boxes. Trees or large shrubs should not be planted under overhead lines or over underground utilities if their growth might interfere with such public utilities.
- k. Existing mature, healthy trees should be preserved and incorporated within the overall landscaping plan.



*Provide berms to screen parking lots*

- l. For every 750 square feet of required landscaped area, at least one (1) tree and ten (10) shrubs should be provided.
- m. Trees and large shrubs should be placed as follows:
  - A minimum of 8 feet between center of trees and edge of driveway, 6 feet from water meter or gas meter and sewer laterals
  - A minimum of 25 feet between center of trees and beginning of curb returns at intersections
  - A minimum of 15 feet between center of trees and large shrubs to utility poles and street lights
  - A minimum of 8 feet between center of trees or large shrubs and fire hydrants, fire department sprinkler, standpipe connections

## 2. Slope Revegetation and Erosion Control

- a. All slopes to be constructed at a gradient steeper than 6:1 horizontal to vertical and with a vertical height of three feet or greater, should be revegetated within 30 days of completion of grading.
- b. All slopes should be covered with herbaceous or prostrate shrubby ground covers.
- c. All plant materials should be appropriate to the site conditions, water conserving and appropriately spaced to control soil erosion.

- d. Trees, shrubs, and ground covers should be planted in undulating massings and groupings to reduce the constricted character of manufactured slopes.

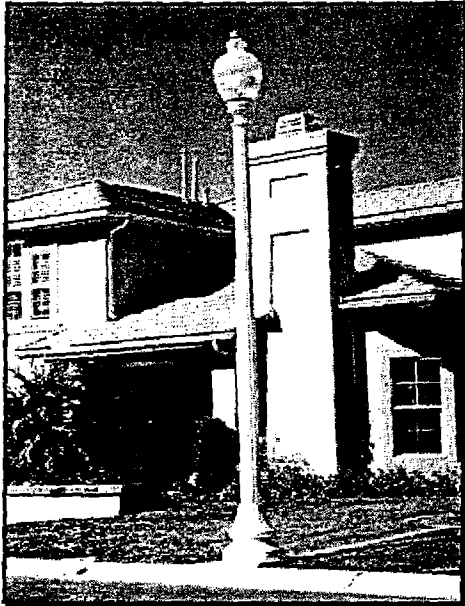
- e. Revegetation on permanent slopes should include permanent irrigation systems.

## 3. Plant Maintenance and Irrigation

- a. All young trees should be securely staked with double staking and/or guy-wires. Root barriers shall be required for any tree placed in paved or other locations where roots could damage adjacent paving/curb surfaces.
- b. Automatic sprinkler controllers should be installed to ensure that landscaped areas will be watered properly. Backflow preventors and anti-siphon valves should be provided in accordance with current codes.
- c. Sprinkler heads and risers should be protected from car bumpers. "Pop-up" heads should be used near curbs and sidewalks.
- d. The landscape irrigation system should be designed to prevent run-off and overspray.
- e. All irrigation systems should be designed to reduce vandalism by placing controls in appropriate enclosures.

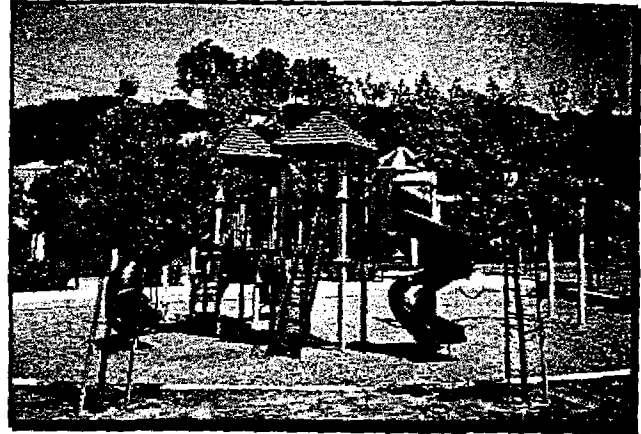
## F. Public Safety Through Design

- a. Traffic calming features should be integrated into the design of streets. On-street parking, speed tables, gateway treatments, chokers, medians, and chicanes contribute to safety by slowing traffic and make it less attractive to through-traffic.
- b. Lighting should be sufficient for sidewalk and street illumination. Pedestrian scale lighting fixtures that provide good levels of lighting are encouraged.



*Pedestrian level lighting is encouraged*

discouraged. Where this occurs, view fencing, not solid walls, - should be utilized between the park site and residential properties.



*Neighborhood park*

- c. Residential structures should be clustered into smaller "neighborhood" groupings or organized in block patterns.
- d. Front porches, back porches and/or decks, which permit casual observation of alleys and streets, are encouraged.
- e. Gates should be provided in walls or fences to allow emergency access and promote pedestrian access to activity areas and compatible adjacent uses.
- f. Adequate separation should be provided between adjacent land uses and park sites. Siting residential uses adjacent to park sites is

- g. Locate neighborhood parks so that residential development provides "eyes and ears" on the park.
- h. Landscaping should be planted and maintained to allow visibility and eliminate areas of potential criminal activity.
- i. Delineate the separation between public and private spaces with paving, building materials, grade separations or with physical barriers such as landscaping.
- j. Open spaces, courtyards, circulation corridors, and individual living unit entrances should be designed to be as visible from as many dwelling units as possible.

# Chapter 4

## General Commercial

### A. Introduction

Commercial developments are often located at some of the most prominent locations in a city and convey a strong visual image. The attention paid to their design reflects a city's pride in itself and its economic vitality. The particular nature and location of each development affects a project's specific design solution.

This chapter provides general design guidelines and concepts which are applicable to commercial projects in Huntington Beach, including retail, service, and office uses. The guidelines encourage the highest level of design quality and creativity and recognize the importance of parking and circulation design to the success or failure of commercial enterprises.

Site specific standards and guidelines shall take precedence when in conflict with the following guidelines. Where site specific standards or guidelines are silent, these guidelines will serve as a supplement.

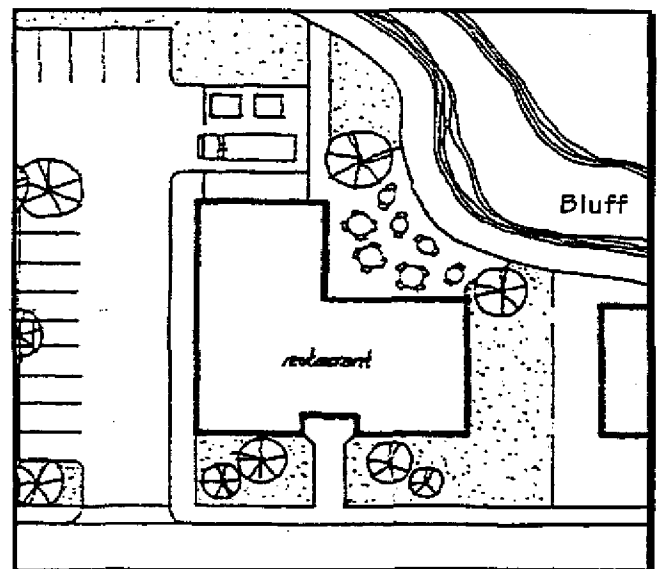


*Multi-tenant neighborhood commercial center. This type of commercial layout is encouraged.*

### B. General Design Objectives:

The design of each commercial project in Huntington Beach should:

- Contribute towards reinforcing or establishing a distinct architectural and environmental image for the district within which the project site is located
- Consider the scale, proportion and character of development in the surrounding area
- Establish attractive, inviting, imaginative and functional site arrangement of buildings and parking areas, and a high quality architectural and landscape design which provides for proper access, visibility and identity
- Facilitate and encourage pedestrian activity and mitigate existing adverse automobile oriented planning patterns
- Minimize excessive or incompatible impacts of noise, light, traffic and visual character
- Preserve and incorporate natural amenities unique to the site such as ocean views, mature trees, etc. into the project development proposal



*Site development plans should incorporate natural amenities.*

- Preserve and incorporate structures which are distinctive because of their age, cultural significance, or unique architectural style into the project development proposal



## C. Site Planning

### 1. Grading

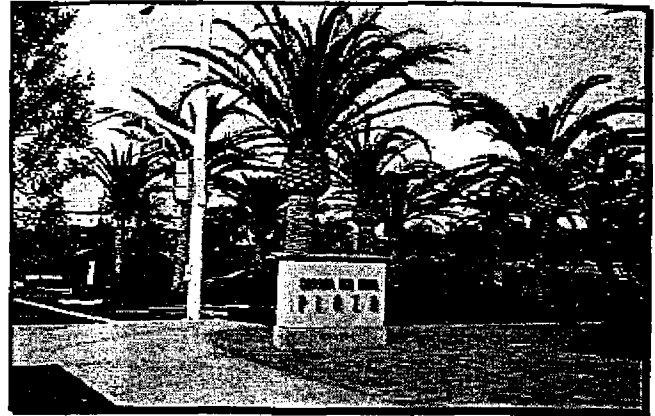
- a. Commercial developments should be sensitive to their natural surroundings. Grading should be minimized by following the natural contours as much as possible. Graded slopes should be rounded and contoured to blend with the existing terrain.
- b. Grading should emphasize and accentuate scenic vistas and natural landforms.
- c. Large manufactured slopes should be avoided in favor of several smaller slopes integrated throughout the project. Smaller slopes are less obtrusive, more easily vegetated and can be used to add visual interest, preserve views and provide visual buffers where necessary.
- d. Significant natural vegetation should be retained and incorporated into the project.

### 2. Compatibility

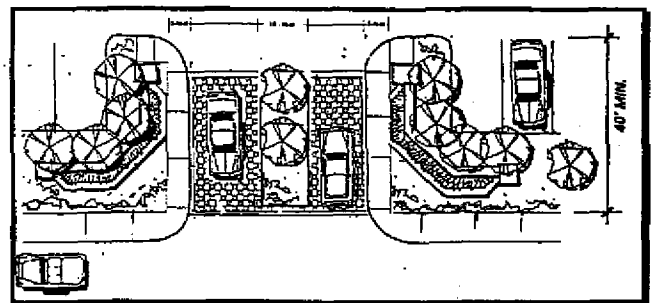
- a. The arrangement of structures, parking and circulation areas and open spaces should recognize the particular characteristics of the site and should relate to the surrounding built environment in pattern, function, scale, character and materials. In developed areas, new projects should meet or exceed the standards of quality which have been set by surrounding development.
- b. Structures which are distinctive due to their age, cultural significance, or unique architectural style should be preserved and incorporated in the project development proposal.
- c. Residential uses should be buffered from incompatible commercial development. Intensified landscaping, increased setbacks and appropriate building orientation should be utilized as a means of providing adequate separation between such land uses.
- d. Linkages (e.g walkways, common landscape areas, building orientation) between compatible commercial and residential uses are encouraged where appropriate.

### 3. Site Entry Design

- a. Entry areas to commercial development should be enhanced by ornamental landscaping, decorative paving, raised medians, gateway structures, and monument signage.



- b. Main entry drives should extend from the street to the front cross aisle and should include:
  - a median with a minimum 10-ft. wide clear landscaped area between the street and the first bisecting parking aisle
  - a minimum 5-ft. wide sidewalk on each side of the driveway
  - a minimum 10-ft. wide landscaped parkway on each side of the driveway
  - a minimum 20-ft. wide decorative paving band



*Utilize decorative paving at project entries*

#### 4. Building Siting

- a. Structure siting should take into consideration the context of the commercial area, the location of incompatible uses, the location of major traffic generators as well as the site's characteristics.
- b. The placement and design of structures should facilitate and encourage pedestrian activity and convey a visual link to the street and sidewalks.



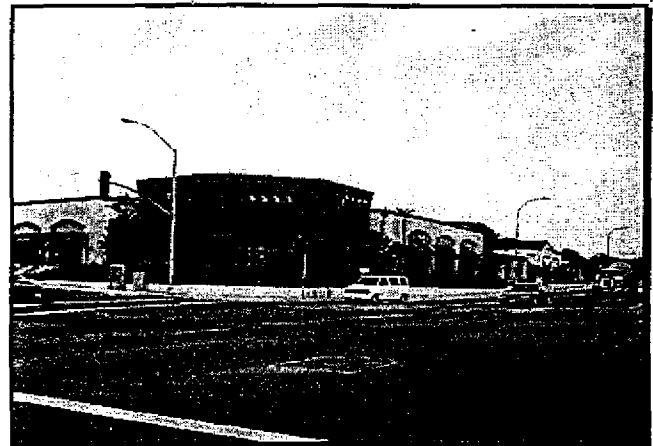
*Building sited along mid-block street frontage creates strong link to street and sidewalk*

- c. Whenever possible new structures should be clustered to create plazas and pedestrian malls and avoid the creation of "barracks-like" rows of structures. When clustering is impractical, a visual link between separate structures should be established. This link can be accomplished through the use of an arcade system, trellis, or other open structure.
- d. Parking shall not be permitted between the building and front and exterior side property lines for a minimum 40% of the total project street frontage. Such siting in conjunction with substantial landscape treatment, enhances the streetscape, and contributes in the screening of parking areas. This design solution should be utilized in high pedestrian activity areas and along auto-oriented corridors with less pedestrian traffic.



*Building along auto-oriented commercial corridor*

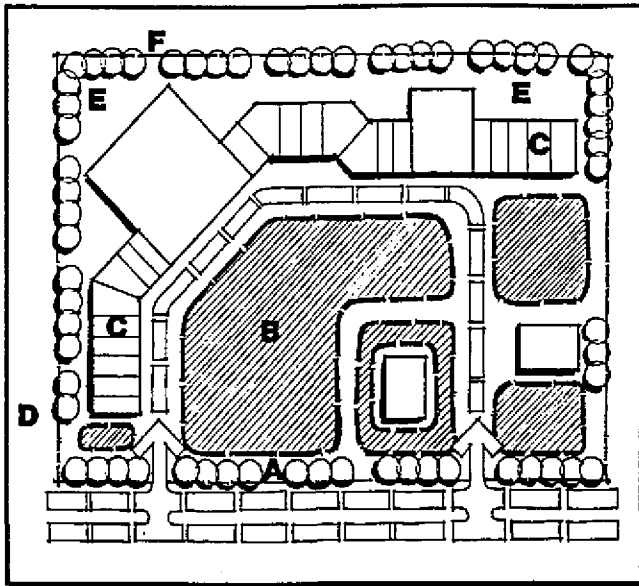
- e. Site and design buildings on corner and mid-block parcels to establish a strong tie to the street frontage. Buildings with angled corners or plazas are encouraged at corner locations.



*Building with angled corners "anchors" intersection*

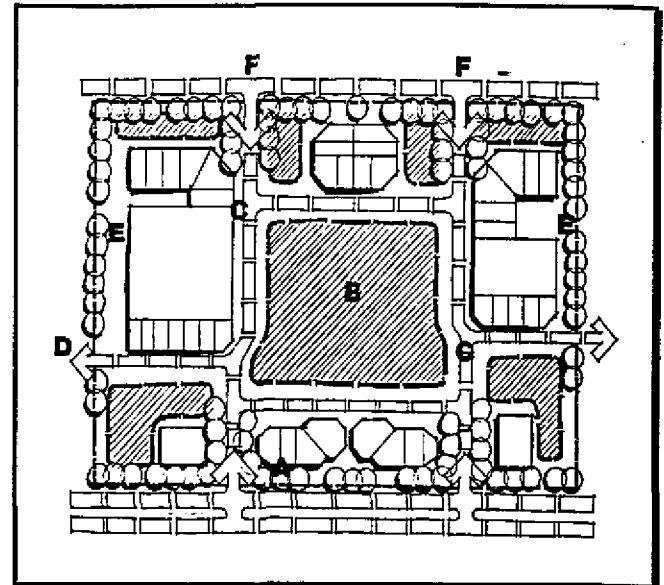


*Plaza offers opportunity for pedestrian activities*



*Commercial development (>15 acres)  
This commercial layout is discouraged (\*)*

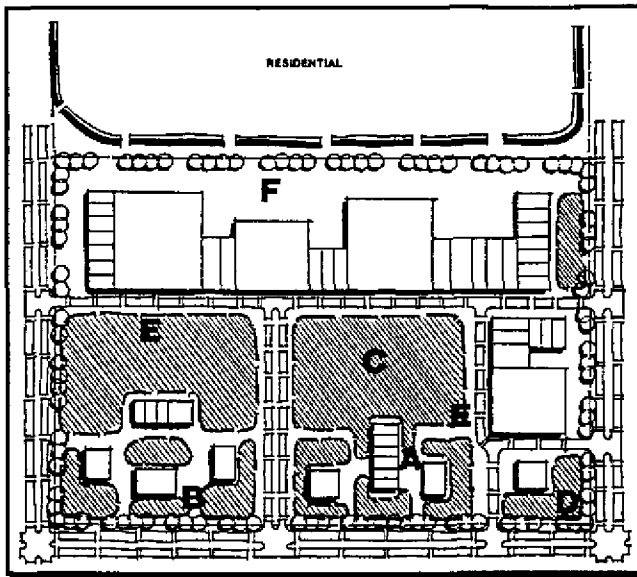
- Lack of defined street edge discourages pedestrian access. (A)
- Primary view is of parking area. (B)
- Linear arrangement does not encourage multiple shopping stops. (C)
- Limited opportunity to connect to adjacent office/commercial. (D)
- Service area too expansive; underutilized, requires heavy landscape screening. (E)
- Layout eliminates any opportunity to connect to adjacent residential area. (F)



*Commercial development (>15 acres)  
This commercial layout is encouraged (\*)*

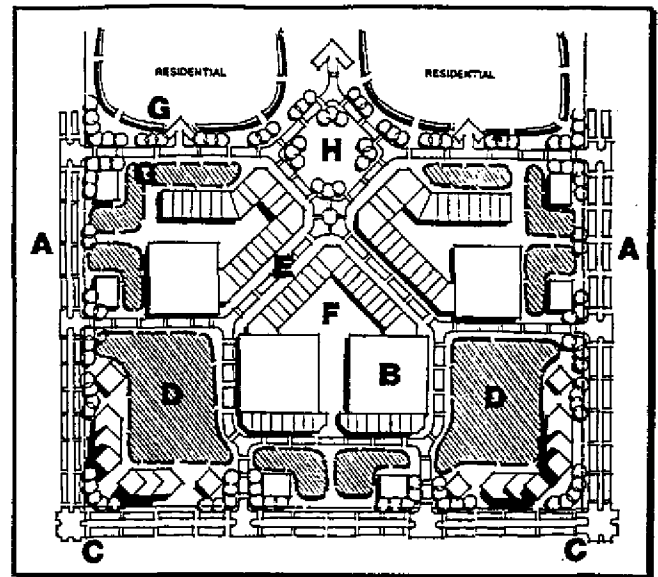
- Defined street edge creates more desirable pedestrian environment. (A)
- Internal parking reduces negative impact from street. (B)
- Inward-focusing arrangement creates a "village" feeling, encourages multiple shopping stops. (C)
- Strong connection to adjacent office/commercial areas. (D)
- Service areas reduced, oriented to adjacent office/commercial, less screening required. (E)
- Service areas consolidated, internalized, and controlled for security. (F)
- Layout encourages use by adjacent residential, eliminating need to access via collector road system. (G)

(\*) *A Concise Guide To Community Planning*  
-Gerald A. Porterfield - Kenneth B. Hall, Jr.-



*Commercial development (<15 acres)  
This commercial layout is discouraged (\*)*

- Multiple outparcels and freestanding shops compete for attention and create confusing traffic patterns. (A)
- Parking between building and street eliminates a viable pedestrian environment. (B)
- Outparcels reduce visibility of parking areas and storefronts. (C)
- Parking location weakens intersection visually. A missed opportunity for public space. (D)
- Expanse of parking and size of center discourage pedestrian access across site. (E)
- Expansive service area creates underutilized paved area that requires screening and security while eliminating direct pedestrian or vehicle access to the center. (F)



*Commercial development (<15 acres)  
This commercial layout is encouraged (\*)*

- Separation of outparcels reduces confusion and orientation reinforces streetscape. (A)
- Anchor stores' visibility remains the same, if not better. (B)
- Buildings at intersection screen parking and foster public use of space. (C)
- Parking areas separated to reduce expansiveness and provide overlap opportunities. (D)
- "Main Street" with sidewalks and parallel parking re-creates hometown feeling, reinforces neighborhood identity, and encourages pedestrian activity. (E)
- Service areas consolidated, internalized, and controlled for security. (F)
- Access road serves both commercial and adjacent residential. (G)
- "Village Green" as focal point/ gathering area (H)

(\*) *A Concise Guide To Community Planning*  
-Gerald A. Porterfield - Kenneth B. Hall, Jr.-

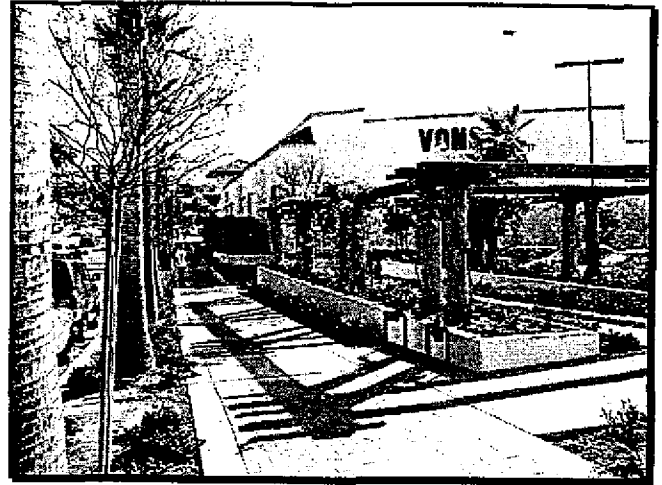
## 5. Vehicular Access/ Circulation/ Parking

- a. Site access and internal circulation should promote safety, efficiency, and convenience. Conflicts between vehicles and pedestrians should be avoided. Continuous circulation should be provided throughout the site to the greatest extent possible. Dead-end driveways should be minimized. Adequate areas for maneuvering, stacking, truck staging, loading and emergency vehicle access should be accommodated on site.
- b. The number of site access points should be minimized and located as far as possible from street intersections. The use of common or shared driveways is encouraged and in some case may be required. Designs which encourage the use of streets for "internal circulation" should be avoided.
- c. Driveway entry locations should be coordinated with existing or planned median openings and driveways on the opposite side of the roadway.
- d. Parking lots should be designed with a clear hierarchy of circulation: major access drives with no direct access to parking spaces; major circulation drives with little or no parking; and parking aisles for direct access to parking spaces. Loading and service areas should be provided with separate access and circulation whenever possible.
- e. Parking should not dominate street frontages.



*Adverse visual impacts of parking areas along street frontages should be minimized*

- f. Parking areas should be screened by buildings and landscaping.



- g. Parking lots which accommodate a significant number of vehicles should be divided into a series of connected smaller lots.
- h. Parking lots should be separated from buildings by a raised walkway (minimum 4 feet wide) and landscape strip (minimum 7 feet wide).

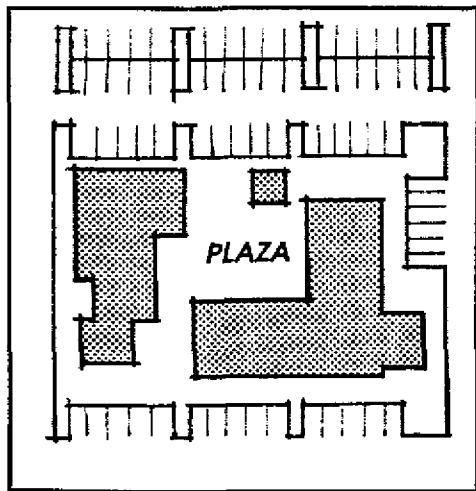
## 6. Pedestrian Circulation

- a. Placement of primary vehicle access points to the project site in close proximity to major building entries should be avoided in order to minimize pedestrian and vehicular conflicts.
- b. Clearly defined pedestrian paths should be provided from parking areas to primary building entrances and sidewalks along the site's perimeter.



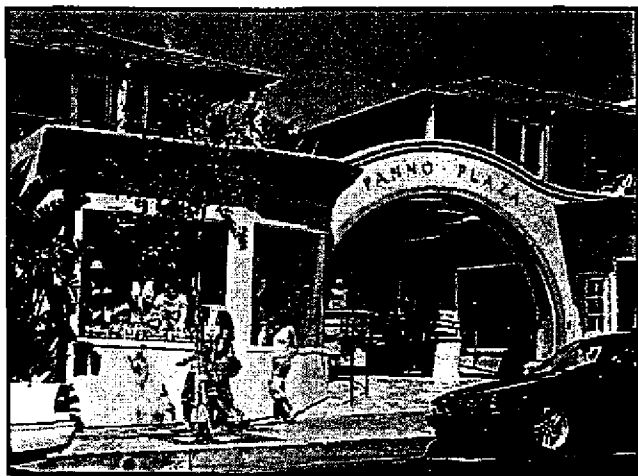
- c. Design parking areas so that pedestrians walk parallel to moving cars. Minimize the need for pedestrians to cross parking aisles and landscape islands to reach building entries.
- d. Raised pathways, decorative paving, landscaping and bollards should be used to separate pedestrian paths from vehicular circulation areas to the maximum extent possible.

## 7. Plazas and Courtyards



*Cluster buildings to create pedestrian areas*

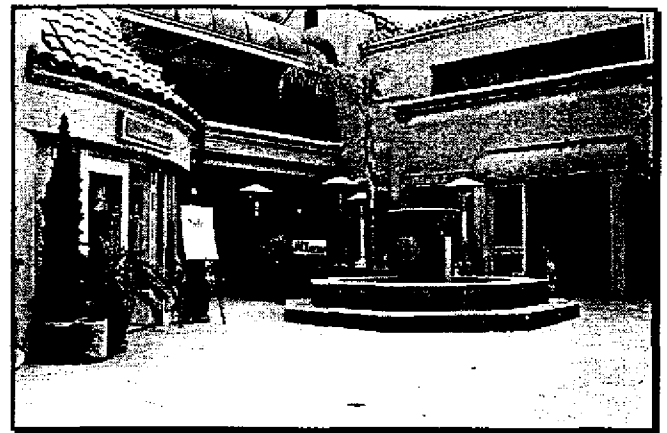
- a. Commercial developments should incorporate plazas and courtyards into their design. Primary access to public plazas and courtyards should be provided from the street. Secondary access may be provided from retail shops, restaurants, offices and other uses within the development.



- b. Entries to the plazas and courtyards should be

inviting and well lit.

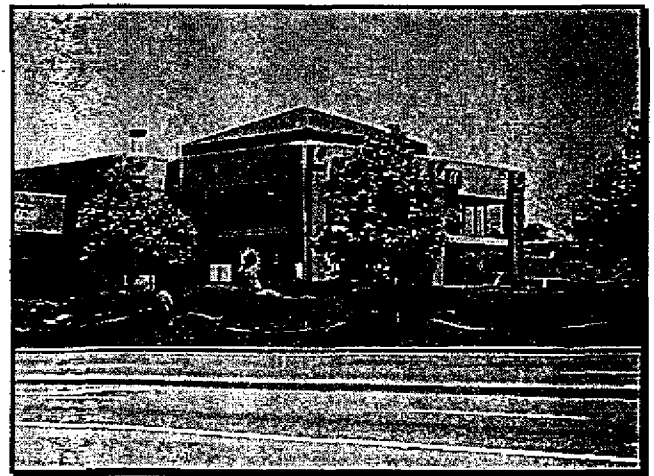
- c. Shade trees or architectural elements which provide shelter and relief from direct sunlight should be provided within plazas and courtyards.
- d. Landscaping, water features, and public art should be incorporated into plaza and courtyard design.
- e. Courtyards should be buffered from the street, parking areas or drive aisles.



*Courtyard with water feature focal point*

## 8. Auxiliary Structures/ Areas

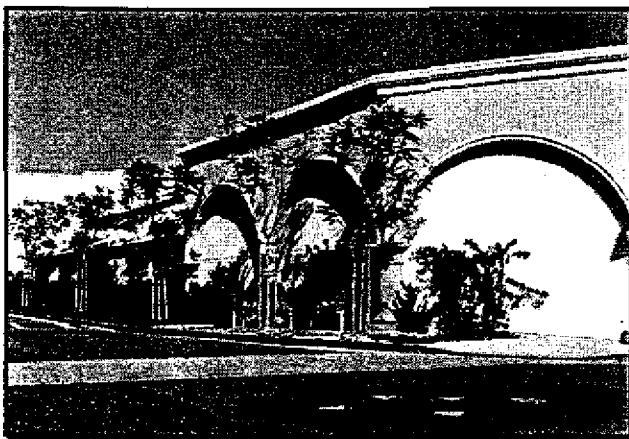
- a. Auxiliary structures and areas such as play areas and outdoor dining areas should be integrated within the overall site design. Play structures associated with commercial uses should be enclosed and integrated within the building design.



*Integrated play-structure design*

## 9. Loading & Delivery

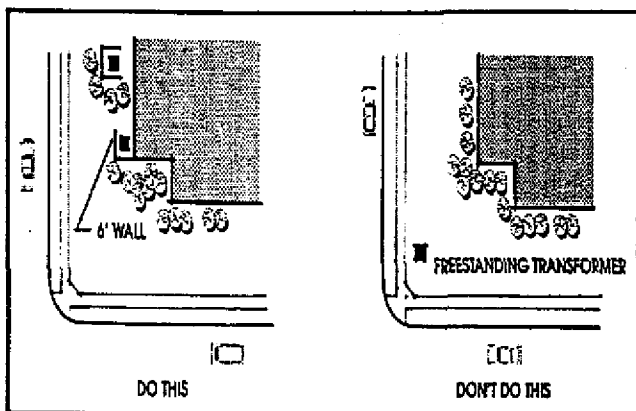
- a. Loading and delivery service areas should be located and designed to minimize their visibility, circulation conflicts and adverse noise impacts to the maximum feasible extent.
- b. Loading and delivery service areas should be screened with portions of the building, architectural wing walls, freestanding walls and landscape planting.
- c. Loading and delivery areas should not be located in required setback areas.



*Well-concealed loading and delivery areas*

## 10. Utility and Mechanical Equipment

- a. Utility and mechanical equipment (e.g. electric and gas meters, electrical panels, transformers and junction boxes) should be screened from view. All screening devices should be compatible with the architecture, materials and colors of adjacent structures.



- b. Transformers should not dominate the street scape. When transformers are required to be installed adjacent to the street, they should be undergrounded.

## 11. Refuse and Storage Areas

- a. Trash storage must be enclosed within or adjacent to the main structure or located within separate freestanding enclosures.
- b. Trash enclosures should be unobtrusive and conveniently accessible for trash collection but should not impede circulation during loading operations.
- c. Trash enclosures should be located away from residential uses to minimize nuisance to adjacent properties.
- d. Trash and storage enclosures should be architecturally compatible with the project design. Landscaping shall be incorporated into the design of trash enclosures to screen them and deter graffiti.



*Trash enclosure screened with landscaping.*

- e. Cart storage should be integrated within the initial building and site design. Large freestanding enclosures or unscreened "cart corrals" are generally considered unacceptable.

## 12. Walls and Fences

- a. Wall/ fence design should complement the project's architecture. Landscaping should be used to soften the appearance of wall surfaces.
- b. Walls should be offset every 50 ft. Landscape pockets along the wall should be provided at regular intervals.
- c. Solid walls with pilasters, decorative caps and offsets are recommended for screening purposes. Low solid wall segments with integrated landscaped planters are encouraged for open space areas.
- d. Walls and fences within front and exterior side yards of commercial sites should be avoided.

## 13. Paving

- a. Decorative paving should be incorporated into parking lot design, driveway entries, pedestrian walkways and crosswalks.



*Paving should compliment the project theme*

- b. Paving materials should complement the architectural design. The use of stamped concrete, stone, brick, pavers, exposed aggregate, or colored concrete is encouraged.

## 14. Lighting

- a. The type and location of parking area and building lighting should preclude direct glare onto adjoining property, streets, or skyward. Lighting systems should be designed for two operating levels; a higher intensity lighting level for business operating hours and a reduced intensity level for non-operating hours.

- b. The design of the light fixtures and their structural support should be architecturally compatible with the theme of the development.



*Decorative light fixtures are encouraged*

- c. Pedestrian scale/decorative light fixtures are encouraged. "High mast" poles are discouraged.

## 15. Other Site Amenities

- a. Site amenities within a commercial setting should be coordinated in terms of color, materials and design in order to convey a cohesive project appearance and distinctive character.

### Site Furniture

- a. Seating should be included in plaza and courtyard design. Where possible, seating should be provided in active and passive areas.



*Seating should be provided within courtyards.*

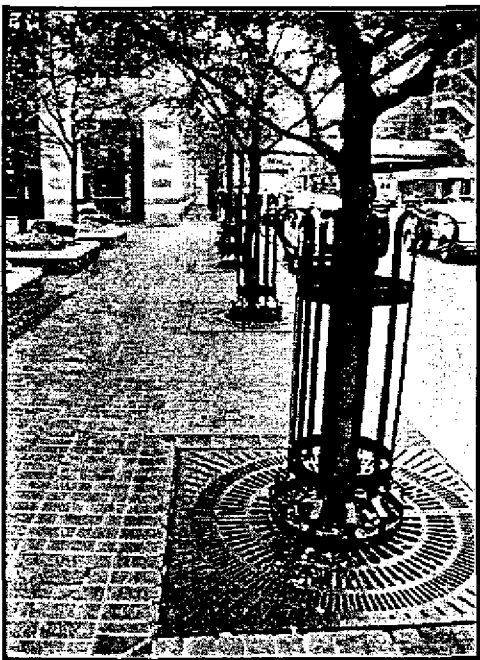




*Seating should be visually attractive*

### Tree Grates/Guards

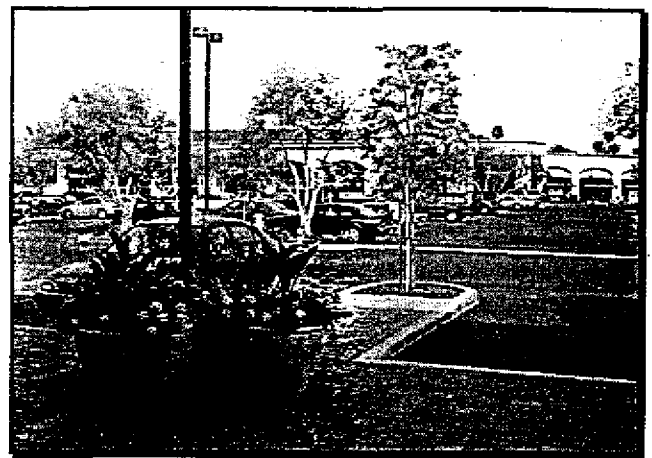
- a. Tree grates should be provided along street edges and plazas where a continuous walking surface is needed. Grates should be a minimum of four feet in diameter. Knockouts must be provided to enlarge the inside diameter to support a larger tree trunk as the tree grows.
- b. Tree guards should be provided to protect trees in high activity areas. Tree guard design should be compatible with other site furnishings. Tree guards should be attached to the tree grate, welds should not be visible.



*Decorative tree guard and grate*

### Pots and Planters

- a. Planters and pots should not obstruct pedestrian traffic flow. Consider placing pots in building recesses, at locations where access is discouraged and adjacent to blank walls to provide visual interest and color accents.
- b. Group similar sized planters in clusters to enrich streetscapes and plazas.
- c. Planter materials should compliment the project architecture. Use of cast stone and masonry is encouraged.



*clustered pots can enhance the streetscape*



*Planters should not obstruct pedestrian traffic flow*

### Bollards

- a. Bollard design should be consistent with the overall project theme and should coordinate with other site furnishings.



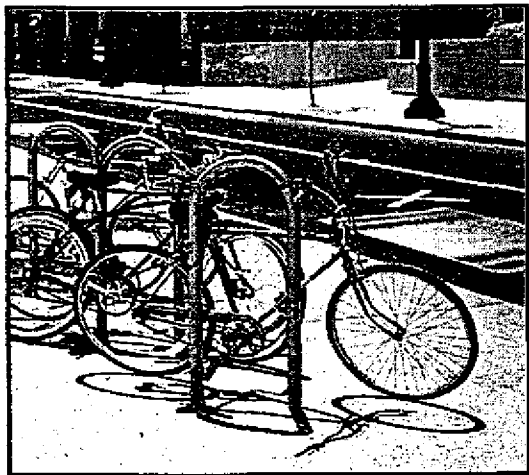
- b. In locations where emergency access may be necessary, removable bollards should be considered.

#### **Trash Receptacles**

- a. Trash receptacle design should coordinate with other streetscape furnishings.

#### **Bicycle Racks**

- a. Bicycle rack design should be consistent with other streetscape furnishings. Use of "loop racks" and "ribbon bars" are encouraged.



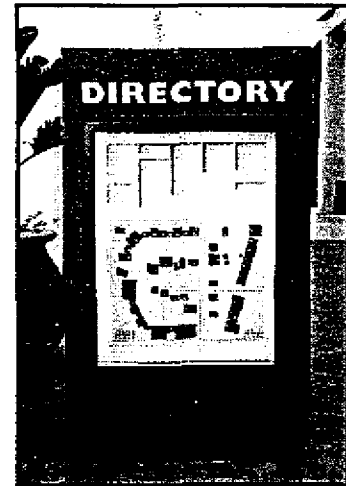
*"Bicycle Rack"*

#### **Newspaper Racks**

- a. Newspaper racks should be consolidated. Newspaper rack locations should not inhibit pedestrian flow.
- b. Newspaper rack design should incorporate masonry and/or metal elements that compliment other streetscape furnishings.

#### **Kiosks, Bulletin Boards, Directories**

- a. Kiosks, bulletin boards and directories should be provided near vehicular and pedestrian entrances to multi-tenant commercial developments.

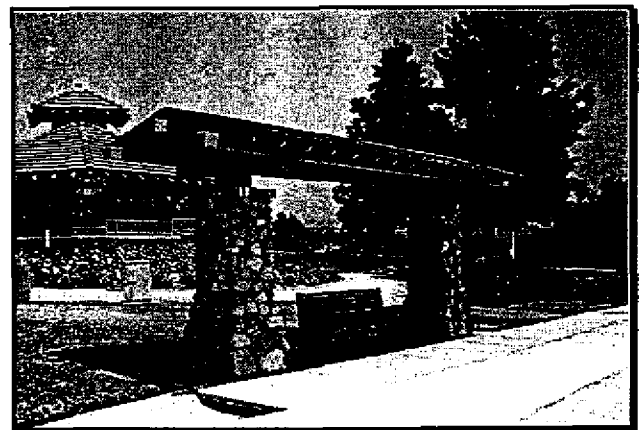


*"Directory Sign"*

- b. Directory and bulletin board siting should maximize their visibility while minimizing the potential for creating a traffic hazard.
- c. Kiosk design should be consistent with the architectural theme of the development and other site furnishings.

#### **Bus Shelters**

- a. Bus shelters should be compatible with streetscape furniture and the architectural style of adjacent buildings.

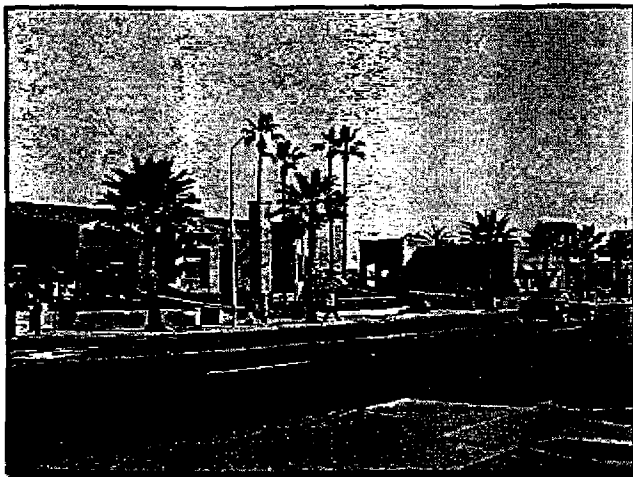


- b. Bus shelters should be designed to provide unobstructed visibility into the shelter.

## D. Architectural Guidelines

### 1. Architectural Imagery

- a. No particular architectural "style" is required for commercial structures. High quality, innovative and imaginative architecture is encouraged.
- b. The use of standardized "corporate" architectural styles associated with franchises is discouraged. Site specific design solutions are encouraged.
- c. The selected architectural style/ design should consider compatibility with surrounding character, including harmonious building style, form, size, color, materials and roofline. In developed areas infill projects should meet or exceed the standards of quality which have been set by surrounding development.



*Harmonious building proportions, colors and materials are encouraged*

- d. The designer is expected to employ variations in form, building details and siting in order to create visual interest. In all cases the selected architectural style should be employed on all building elevations.

For district-specific guidelines, refer to Chapter 11.



*Harmonious building details are encouraged*

### 2. Building Façade and Roof Articulation

- a. Buildings should be divided in distinct massing elements. Building facades should be articulated with architectural elements and details. Vertical and horizontal offsets should be provided to minimize building bulk.
- b. Variable building facades along linear street frontages are encouraged.



*Variable facades create interesting streetscene*

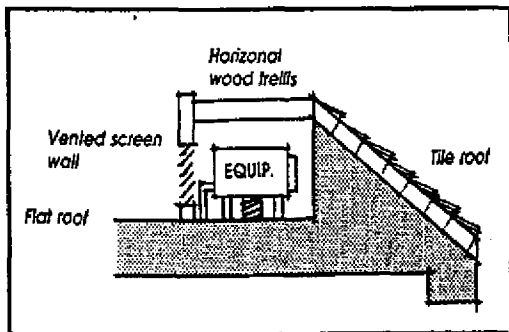
- c. Arcades trellises and other open structures should be utilized to visually and physically link buildings and provide connections to adjacent sidewalks.
- d. The siting and design of "anchor buildings" for major tenants should balance rather to overwhelm minor tenant structures.
- e. Building entries should be readily identifiable. Use recess projections, columns and other

distinctive materials and colors to articulate entries.



*Building entries should be readily identifiable*

- f. All wall surfaces visible to the public should be architecturally enhanced.
- g. Nearly vertical, mansard or pitched roofs should be avoided.
- h. Vertical architectural elements such as towers should be used as focal points.
- i. Stairways should be designed as an integral part of the building architecture. Boldly-projecting stairways that complement the architectural massing and form of commercial buildings are encouraged.
- j. Gutters and downspouts should be concealed, unless designed as a decorative architectural feature.
- k. All mechanical equipment should be screened from view of public streets, neighboring properties, and nearby higher buildings.



*Rooftop mechanical equipment screening*

### 3. Fenestration

- a. The size and location of doors and windows should relate to the scale and proportions of the building elevation on which they are located.



*Fenestration should relate to the building elevation in terms of size and design*

### 4. Building Materials and Colors

- a. Corporate franchise tenant buildings should utilize colors and materials which are complementary to the overall design theme and consistent with the colors/ materials palette for the commercial development.



*Franchise tenant building colors and materials should be consistent with overall design*

- b. Exposed gutters should be colored to match fascia or wall materials. Exposed downspouts should be colored to match the surface to which they are attached.

## E. Landscaping Guidelines

### 1. Standard Guidelines

- a. Landscaping should enhance the quality of commercial developments by framing and softening the appearance of structures, defining site functions, screening undesirable views and buffering incompatible uses.
- b. Landscaped areas should generally incorporate planting utilizing a three tiered system: 1) grasses and ground covers, 2) shrubs and vines, and 3) trees. All areas not covered by structures, service yards, walkways, driveways, and parking spaces should be landscaped, in accordance with City Ordinance requirements.
- c. The following design concepts should be utilized in all project design:
  - Specimen trees (36-inch box or more) in informal groupings or rows at major focal points
  - Use of flowering vines both on walls and arbors or trellises
  - Use of planting to create shadow and patterns against walls
  - Use of planting to soften building lines and emphasize the positive features of the site
  - Trees to create canopy and shade, especially in parking areas and passive open space areas
  - Berms, plantings, and walls to screen parking lots, trash enclosures, storage areas, utility boxes, etc.
- d. Trees generally should be placed as follows:
  - A minimum of 8 ft. between center of trees and edge of driveway, 6 ft. from water meter or gas meter and sewer laterals
  - A minimum of 25-ft. between center of trees and point of intersection of the edge of driveways and streets or walkways
  - A minimum of 15-ft. between center of trees or large shrubs to utility poles/street lights
  - A minimum of 8-ft. between center of trees or

large shrubs and fire hydrants, fire department sprinklers, standpipe connections

- e. Trees or large shrubs should not be planted under overhead lines or over underground utilities if their growth will interfere with the installation or maintenance of these utilities.
- f. Landscaping materials should be spaced so that they do not interfere with the lighting of the premises or restrict access to emergency apparatus such as fire hydrants or fire alarms boxes.
- g. Existing healthy mature trees should be preserved and incorporated into the overall landscaping plan.



*Existing mature trees should be incorporated into landscape plans.*

- h. Gravel or astroturf is not permitted as a substitute for planting materials.
- i. Use of vines and climbing plants on buildings, trellises, and privately owned perimeter walls is encouraged.
- j. Landscaping should be in scale with adjacent buildings and be of appropriate size at maturity to accomplish its intended goals.
- k. Landscaping should be protected from vehicular and pedestrian encroachment by raised planting surfaces. Concrete step-off areas should be provided in landscape planters adjacent to parking spaces.

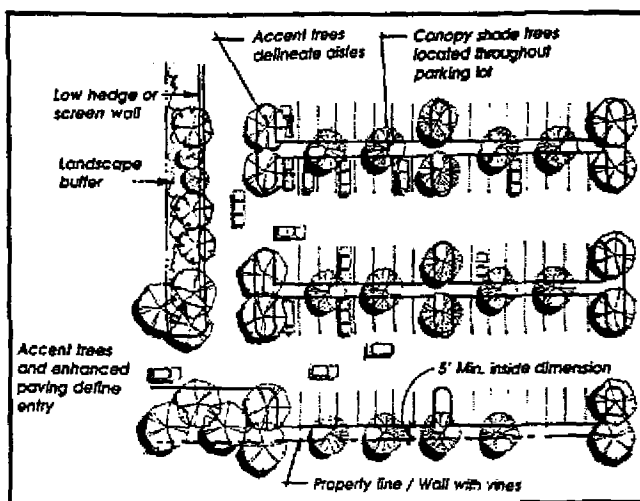
1. Landscaping around the entire base of buildings is encouraged to soften the edge between parking lot and the structure.



*Landscaping along building edges is encouraged*

## 2. Parking Lot Landscaping

- a. Parking lot landscaping should accent driveways, frame the major circulation aisles, and highlight pedestrian pathways.
- b. Parking areas for more than 250 parking spaces should provide continuous landscape planting strips between every row of parking and should be planted with shade trees low shrubs and groundcover at a minimum distance of 35-ft on center. These landscaping areas should provide a minimum of 7-ft. clear plantable width and shall be protected by a 6-inch high curb and a 12-inch wide concrete or comparable hardscape material mow strip on both sides.



*Provide planting strips and landscape islands*

- c. Parking areas for more than 250 parking spaces should provide landscaping islands with minimum 500 sq. ft. of plantable area and 7-ft. wide clear plantable width at the end of parking rows. These landscaping areas should be planted with shade trees, low shrubs and groundcover and should be protected by a 6-inch high curb on all sides and a 12-inch wide concrete step-off area adjacent to parking spaces.
- d. Parking areas for more than 250 parking spaces should provide interior planting islands with minimum 135 sq. ft. of plantable area every 10 parking spaces. These landscaping areas should be planted with shade trees, low shrubs and groundcover and should be protected by a 6-inch high curb on all sides and a 12-inch wide concrete step-off area adjacent to parking spaces.
- e. All parking lot street frontages for lots with more than 250 parking spaces should be screened by landscaping. Screening materials should provide a clear line of sight between 32 inches and 5 ft. above grade. Parking lot landscape screening should be implemented by utilizing one or a combination of the following:
  - a maximum 32-inch high evergreen hedge, to create a solid hedge
  - a maximum 32-inch high earth berm with a slope no greater than 3.5:1
  - non-deciduous (evergreen) trees planted at a distance of 35 ft. on center. Trees should be a minimum 36-inch box container size, or as recommended by conditions of approval.



*Appropriate parking lot perimeter landscape screening*

- c. Sprinkler heads and risers should be protected from car bumpers. "Pop-up" heads should be used near curbs and sidewalks.
- d. The landscape irrigation system should be designed to prevent run-off and overspray.
- e. All irrigation systems should be designed to reduce vandalism by placing controls in appropriate enclosures.

### **3. Slope Revegetation and Erosion Control**

- a. All slopes to be constructed at a gradient steeper than 6:1 horizontal to vertical and with a vertical height of three feet or greater, shall be revegetated within 30 days of completion of grading.
- b. All slopes should be covered with herbaceous or prostrate shrubby ground covers.
- c. All plant materials should be appropriate to the site conditions, water conserving and appropriately spaced to control soil erosion.
- d. Trees, shrubs, and ground covers should be planted in undulating massings and groupings to reduce the constricted character of manufactured slopes.
- e. Revegetation on permanent slopes should include permanent irrigation systems.

### **4. Plant Maintenance and Irrigation**

- a. All young trees should be securely staked with double staking and/or guy-wires. Root barriers shall be required for any tree placed in paved or other locations where roots could damage adjacent paving/curb surfaces.
- b. Automatic sprinkler controllers should be installed to ensure that landscaped areas will be watered properly. Backflow preventors and anti-siphon valves should be provided in accordance with current codes.

## **F. Public Safety Through Design**

- a. Electronic surveillance and security hardware should be as invisible and unobtrusive as possible. If security grilles are necessary, they should be architecturally integrated within the overall building design theme. The use of scissor grilles is strongly discouraged.



*Appropriate Security Hardware*

- b. Lighting should be designed to satisfy functional and decorative needs. Security lighting should be designed as part of an overall lighting plan rather than as single stand alone elements.



*Lighting fixtures should be aesthetically pleasing*

- c. Safety behind buildings should be ensured through: 1) adequate security lighting for parking areas and pedestrian ways; 2) limited access (walls, fences, gates, shrubs); 3) signage; 4) introduction of activities (e.g., rear entrances for commercial activities) that increase surveillance; 5) surveillance through windows or with cameras; and 6) ongoing maintenance of storage areas and alleys.
- d. Storefront lighting should complement the architectural style of the building while providing illumination of building facades and entrances.
- e. Lighting should be sufficient for sidewalk and street illumination. Pedestrian scale lighting fixtures that provide good levels of lighting are encouraged.
- f. Window signage should be installed in a manner that provides clear and unobstructed view of the interior of the business establishment from the sidewalk.
- g. Building address numbers shall be visible from the public right-of-way.



*Building numbers should be clearly visible.*

- h. Landscaping should be planted and maintained to allow visibility and eliminate areas of potential criminal activity.
- i. Delineate the separation between public and private spaces with paving, building materials, grade separations or with physical barriers such as landscaping.



# Chapter 5

## Downtown/Main Street Commercial

### A. Introduction

The guidelines in this chapter provide design direction and concepts applicable to new development and rehabilitation of existing structures within downtown Huntington Beach. The design guidelines reflect the Mediterranean design theme and pedestrian-oriented character of the area and are intended to promote high standards in site planning, architectural design and landscaping.

These guidelines address design of private and public improvements and are intended to supercede the existing Downtown Design Guidelines. The Downtown/Main Street Commercial guidelines should be utilized in conjunction with the General Commercial design guidelines.



Downtown Huntington Beach



Huntington Beach Pier.

### B. General Design Objectives

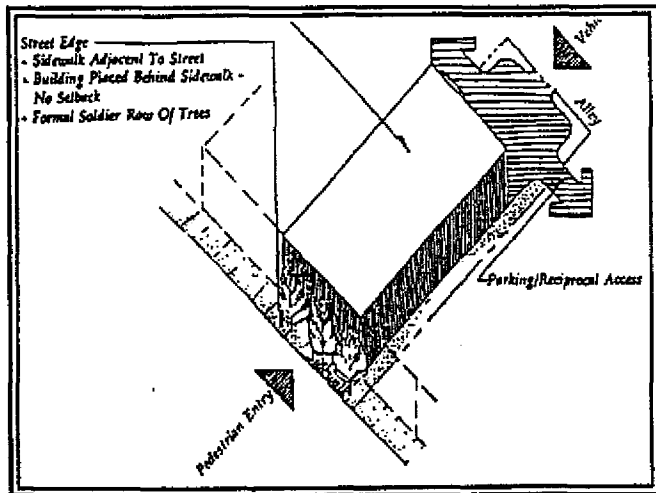
The design of new development projects, additions and rehabilitation of existing structures within the Downtown should:

- Enhance the City's downtown as a principal focal point of the community. Developments should contribute to the a pedestrian-oriented "village-like" environment and should physically and visually relate to the adjacent shoreline
- Emphasize design elements that maintain viewsheds of the shoreline and Pier
- Consider the scale, proportion and character of development in the surrounding area
- Establish pedestrian-oriented, attractive, inviting, imaginative and functional site arrangement of buildings and parking areas, and a high quality architectural and landscape design which provides proper access, visibility and identity
- Facilitate and encourage pedestrian activity and mitigate existing adverse automobile oriented planning patterns
- Preserve and incorporate natural amenities unique to the site into the project development proposal
- Preserve and incorporate structures which are distinctive due to their age, cultural significance, or unique architectural style into the project

## PART I - Private Improvements

### C. Site Planning

- a. Street adjacent building siting is encouraged.



*Street adjacent building siting.*

- b. Provide corner "cut-offs" for buildings on prominent intersections.
- c. Place ground-level front elevations of the building on the front property line to maintain the continuity of the "street wall."
- d. Provide additional setbacks from the front setback line at public plaza areas.
- e. Create continuous pedestrian activity in an uninterrupted sequence by minimizing gaps between buildings.
- f. Avoid placing parking lots that interrupt commercial space along street frontages.
- g. Avoid blank walls and other "dead" spaces at the ground level.
- h. Create pedestrian paseos to parking lots at the rear of buildings.
- i. Use building indentations to create small pedestrian plazas along the street wall.
- j. The first floor of any commercial building within Downtown should be built on the front "build-to" line.
- k. Storefronts and major building entries should be oriented towards major streets, courtyards or plazas.
- l. Buildings on corners should include storefront design features on at least 50% of the side street elevation wall area.



*Pedestrian paseos are encouraged*

## D. Architectural Guidelines

### 1. Architectural Imagery

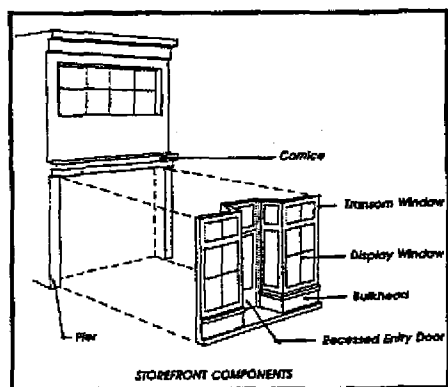
#### ▪ Architectural Style

If an overall positive ambiance is to be created and if historic integrity is to be preserved, new infill development and renovation to existing structures must be respectful of its surroundings. In the downtown area, "Mediterranean" style design solutions and elements characteristic to that style are strongly encouraged.

Architectural styles that attempt to copy other historically significant styles found in the downtown area may also be acceptable. Designs that are compatible, but distinguishable from their historic neighbors are encouraged. Design solutions may use historic ornament in new "revival" interpretations of older styles. These may be appropriate as long as the result is visually compatible with its surroundings and the design is distinguishable as new.

#### ▪ Use of Traditional Facade Components

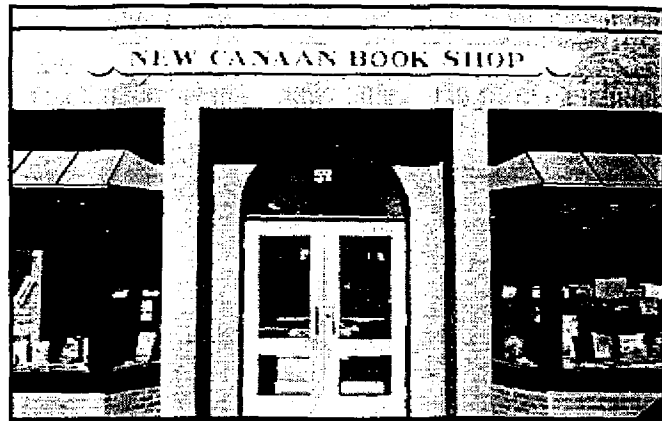
Repetition of traditional facade components creates patterns and alignments that visually link buildings within a block, while allowing individual identity of each building. These elements are familiar to the pedestrian and help establish a sense of scale. The use of traditional facade components is encouraged. Some traditional facade components include bulkheads, arches, arcades, plazas, and balconies. These elements may be reinterpreted in a variety of ways.



*Traditional storefront components*

#### ▪ Façade Rhythm

The typical commercial lot design has resulted in buildings of relatively uniform width that create a familiar rhythm. This pattern helps to visually tie the streetscape together. Reinforcement of this facade rhythm is encouraged.



*Desired storefront composition*

#### ▪ Perceived Scale of Structures

Buildings with "human-scale" proportions are most suitable to the atmosphere of downtown Huntington Beach. "Human-scaled" buildings respect the existing architectural character of the district while enhancing its marketability as a unique commercial and residential area.



*Desirable distinction between upper and lower floors*

### ▪ Distinction between Upper and Lower Floors

The first floor of commercial buildings should be predominantly comprised of transparent surfaces (windows), with a high ratio of void (windows) to solid (wall) areas.

### ▪ Building Heights

In the downtown area, new development infill should be compatible with the height and scale of surrounding buildings.

### ▪ The Pedestrian Experience

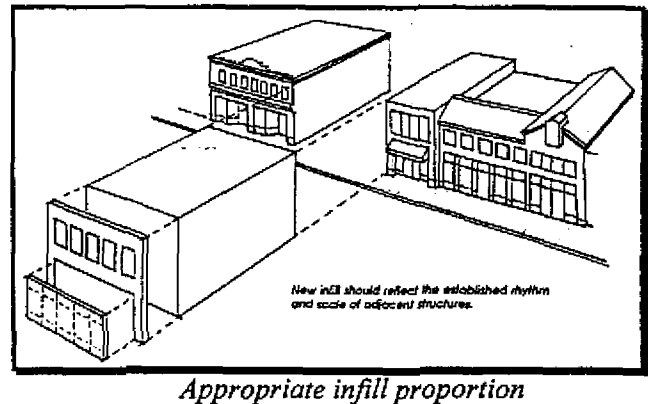
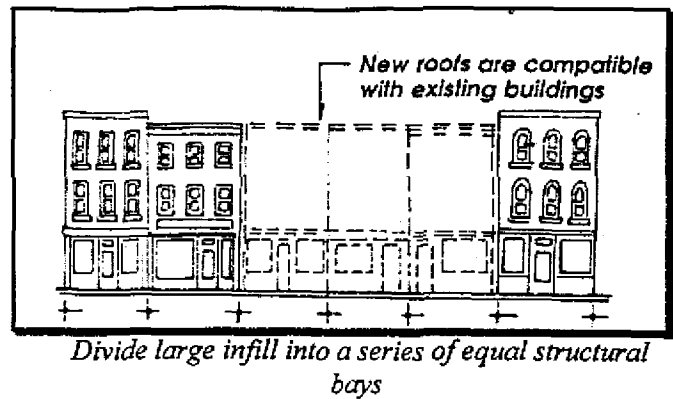
Buildings facing pedestrian streets and plazas should incorporate design features that provide visual interest at the street level. Building elements should be designed in a way that enhances the visibility of merchandise and store related activities by pedestrians.

### ▪ Predominantly Transparent Ground Floor Facades in Commercial/Retail Areas

Storefronts with blank or solid opaque walls degrade the quality of the pedestrian experience. To enhance the pedestrian atmosphere, it is important to provide transparent storefronts to maintain visual interest.

## 2. Building Form and Mass

- a. Tall buildings should be made less imposing by "stepping back" from the street level.
- b. The characteristic proportion (relationship of height to width) of existing facades should be reflected in new infill development.
- c. Building facades should be detailed in such a way as to make them appear smaller in scale. This can be achieved by articulating the separate floor levels with horizontal bands or by increasing the level of detail on the building at the street level.
- d. New buildings should be designed to create pleasing transitions to surrounding development. The bulk of infill buildings should relate to the prevailing scale of adjacent development.



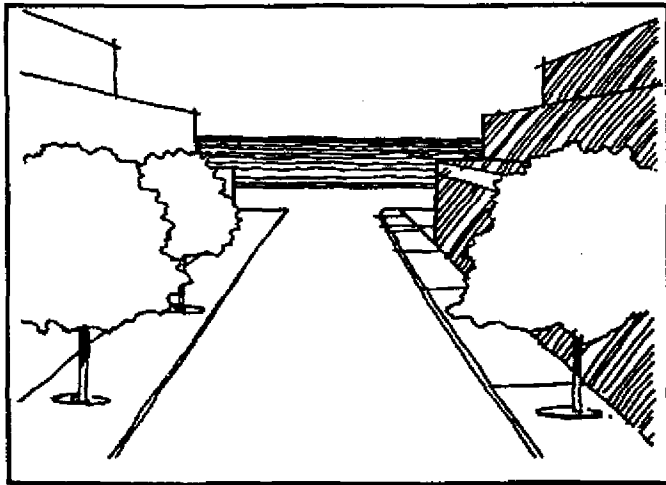
- e. The predominant difference between upper story openings and street level storefront openings (windows and doors) should be maintained.
  - f. Whenever a proposed infill building is wider than the existing facades on the street, the infill facade should be broken down into a series of appropriately proportioned "structural bays" or components such as a series of columns or masonry piers.
  - g. Long, blank, unarticulated street wall facades are strongly discouraged.
  - h. If maintaining a horizontal rhythm or alignment in an infill building is very difficult or otherwise impossible, the use of fabric canopies or awnings is encouraged to establish a shared horizontal storefront rhythm.
  - i. Monolithic street wall facades should be "broken" by vertical and horizontal articulation.
- breaks (reveals, recesses) in the surface of the wall

itself

- placement of window and door openings
- the placement of balconies, awnings and canopies

### 3. Views

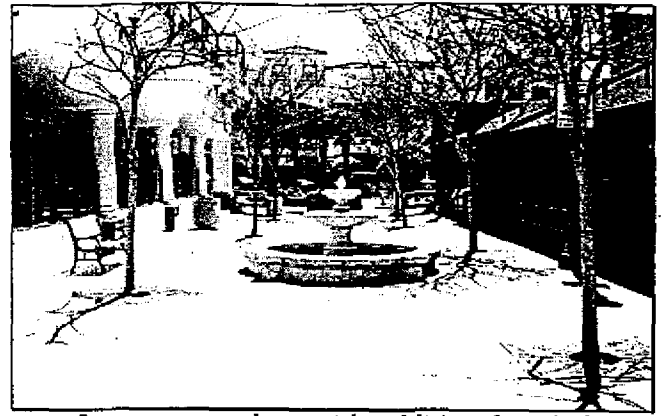
- a. Buildings should be designed to take advantage of ocean views by providing windows, balconies, stairway landings and other design features.
- b. Infill buildings should be designed to respect the views of existing buildings, where possible. View corridors should be designed through large developments.
- c. Rooftops should be designed to be visually attractive when viewed from adjacent buildings.



*Preserve Ocean Views*

### 4. Environment

- a. Design of buildings and open spaces along the first block inland from Pacific Coast Highway should take into account the strong prevailing westerly winds.
- b. The shadowing effect a new building will have upon adjacent development should be addressed.



*Open courtyards provide additional sunlight to adjacent buildings*

- c. The effects of shadows cast by buildings into open areas such as courtyard and plazas should be analyzed.
- d. Additional sunlight should be brought into large developments through the use of courtyards, atriums and skylights.

### 5. Building Materials and Colors

- a. Exterior building materials should compliment the materials used on adjacent buildings. The following materials are considered appropriate for buildings within Downtown Huntington Beach:

- stucco (smooth or textured)
- smooth block
- granite
- marble

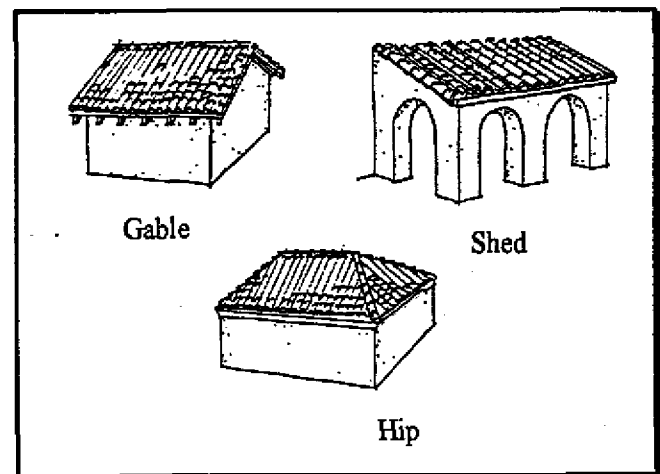
- b. Accent materials should be used to highlight building features and provide visual interest. Accent materials may include any of the following:

- Wood
- Glass
- Glass block (storefront only)
- Glass block (transom) new or used face-brick
- Tile, (bulkhead)
- Brick
- Concrete
- Stone

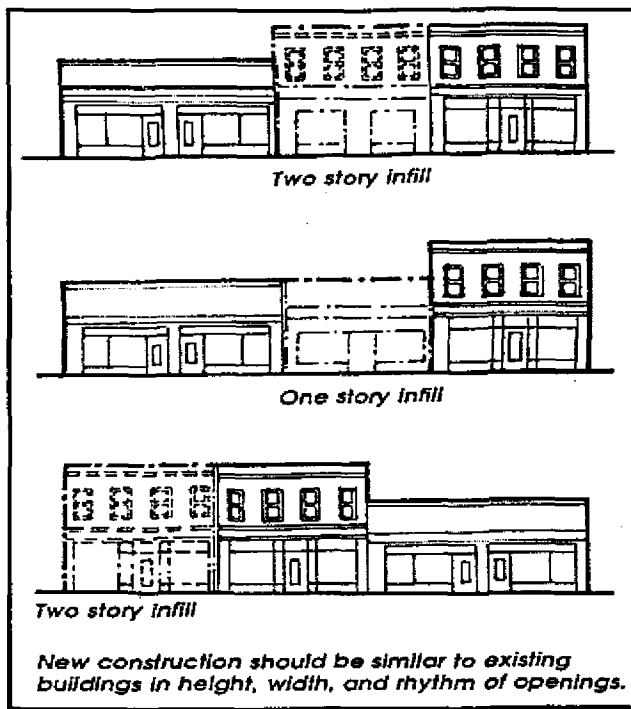
- *Copper*
  - *Cloth Awnings*
  - *Plaster (smooth or textured)*
  - *Painted Metal*
  - *Wrought Iron*
- c. The appropriateness of any given color for a particular building depends on a number of factors, including, architectural style, building material, building features and details, building size, building orientation, building context, and climatic considerations.
- Use subtle/muted colors on larger and simpler buildings
  - Use multiple and more intense colors on small buildings or those with elaborate detailing
  - Encourage contrasting colors which accent architectural details
  - Encourage colors which accent entrances
  - No more than three colors should be used on any given facade, including "natural" colors such as unpainted brick or stone
  - Avoid using colors that are not harmonious with colors found on adjacent buildings
- d. Light building colors are encouraged. Soft tones ranging from white to very light pastels are preferred. Neutral colors such as off-white, beige and sand are also acceptable.
- e. Finish material with "natural" colors such as brick, stone, copper, etc., should be used where practicable.
- f. The orientation of a building should be taken into consideration when selecting colors, because it affects color appearance. Colors on south and west facades appear warmer than if placed on north or east sides.

## 6. Roofs and Upper Story Details

- a. Roof materials most indicative of Mediterranean architecture such as clay shingle tile, concrete shingle tile, Mission tile and other tile-like designs are encouraged. Other acceptable roof materials include copper and painted metal.
- b. Flat roofs are strongly discouraged unless an ornamental roof cornice is included. Mansard-style roofs have no historical context in Downtown Huntington Beach and should be avoided.
- c. The visible portion of sloped roofs should be sheathed with a roofing material complementary to the architectural style of the building and other surrounding buildings.
- d. Roof-mounted mechanical or utility equipment should be screened. The method of screening should be architecturally integrated with the structure in terms of materials, color, shape and size. Mechanical equipment should not be visible from any angle or any height outside of the building.
- e. Chimneys, roof flashing, rain gutters, downspouts, vents and other roof protrusions should be finished to complement or accent the adjacent materials and colors.



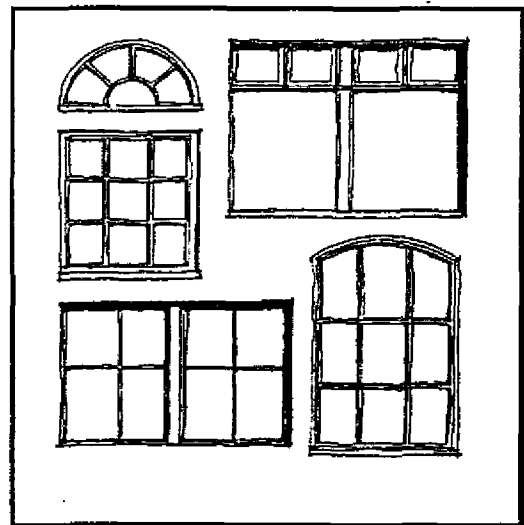
*Example of appropriate roofs*



## 7. Windows

- Multi-paned windows are encouraged. Simple shape window forms are preferred.
- Windows, which let more light in, such as clerestory windows, skylights or greenhouse windows and wells are strongly encouraged.
- When windows are added or changed, the established facade theme and window rhythm along the whole block should be taken into consideration.
- Use of clear glass (at least 88% light transmission) on the first floor is recommended.
- Storefront windows should be as large as possible with a minimum 18 inch bulkhead. By limiting the bulkhead height, the visibility to the storefront displays and retail interior is maximized. Maximum bulkhead heights for new construction should be approximately 36 inches.
- Introducing or changing the location or size of windows or other openings that alter the architectural rhythm or character of the original building is strongly discouraged.

- Windows should provide variety along street frontage. The following is a list of appropriate window treatments:
  - Tile borders
  - Colored window framing
  - Shutters
  - Plant-on relief features
  - Iron or wooden grills
  - Dormers
  - Projecting bay windows
  - Window boxes
  - Window pop-outs
- Window security grates or grilles along street frontages are discouraged unless integrated with the overall architectural theme.
- Brightly colored cloth or painted metal awnings can enhance the visual appearance of buildings. Awnings should be of a solid color or two-color stripes and designed to coordinate with the architectural divisions of the building.



*A variety of window shapes*

## 8. Doorways and Entrances

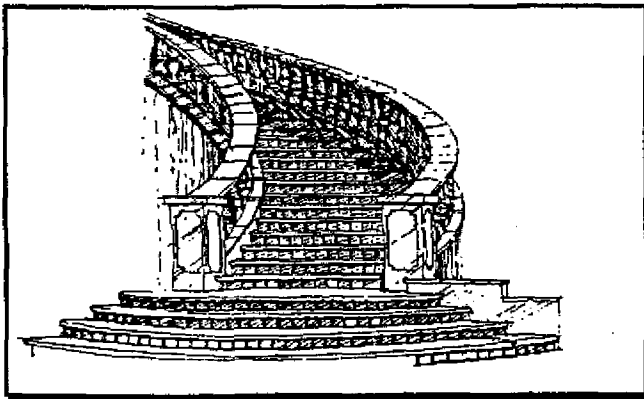
- Building entries should be protected from the elements and provide a "sense of shelter" by incorporating overhangs and simple recesses.
- Building entries should afford a "sense of entry" to the building.

## c. Appropriate design treatments include:

- Traditional wooden door
- Contemporary wood and glass paned door
- Stucco arch surrounding the door
- Brightly colored awning over the door
- Brightly painted door or framing
- The use of a wall or eave to emphasize the door
- Tile lead-in path to door

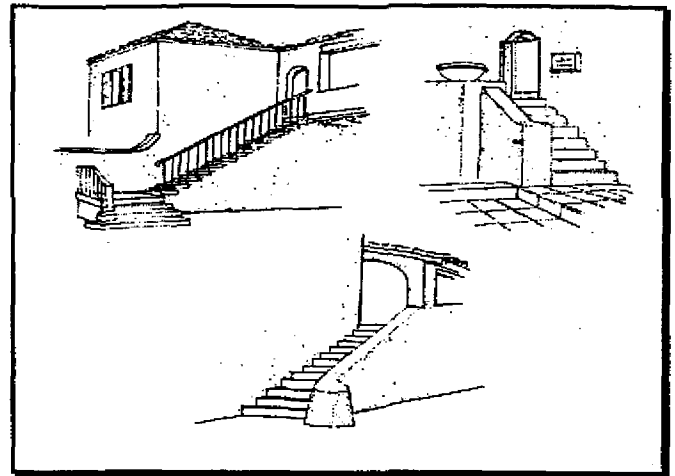
## d. Doors to retail shops should include a high percentage of glass area.

## 9. Exterior Stairways



*Decorative features add visual interest.*

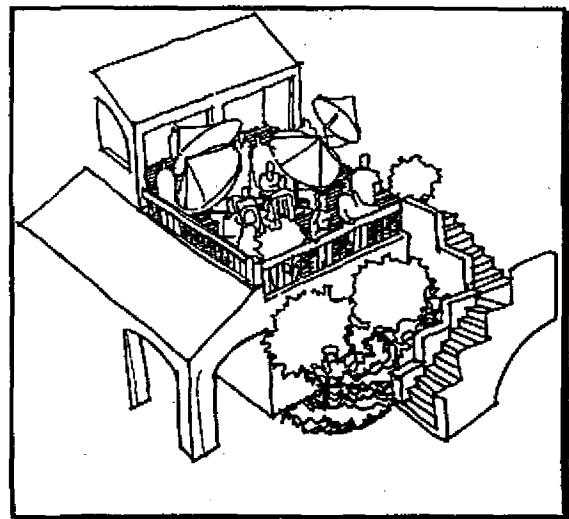
- a. Simple, clean, bold stairway projections which complement the architectural massing and form of the building are encouraged.
- b. Stairways should be designed with decorative features such as tile risers and rails to create visual interest while meeting functional needs.
- c. Stairways should be of smooth stucco or plaster.



*Example of exterior stairways*

## 10. Balconies and Rooftops

- a. Inclusion of balconies and rooftop outdoor areas in building design is encouraged. Balconies can be designed as deep insets on the building form or projections from the building. Rooftops can provide usable outdoor space in both residential and commercial developments.



*Rooftop can provide exciting outdoor spaces. The incorporation of balconies and usable rooftops onto or within the building form is encouraged.*





*Balconies in Huntington Beach*

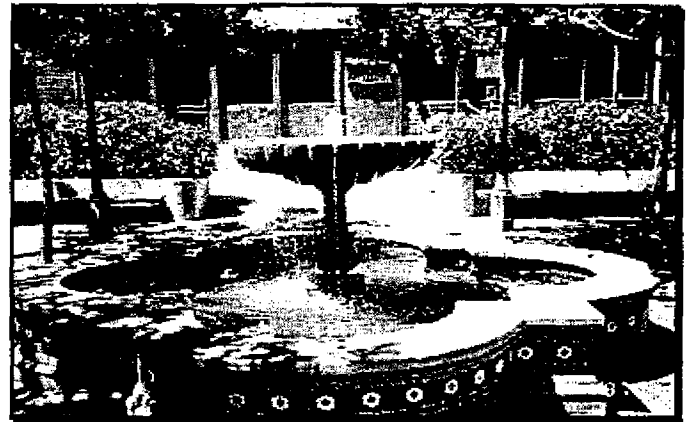


*Seating provided in a shaded area*

### 11. Arches and Arcades

- a. Arches should be semi-circular or slightly flat. Parabolic arches are strongly discouraged.
- b. Care must be taken that arches appear authentic. The integrity of an arch is lost when its mass is not proportional to its size. Columns must relate in scale to the building.
- c. Columns may be square, rectangular or round. The column height should be 4-5 times the width of the column.
- d. A base should be incorporated at the bottom of the column. The use of capitals and column bands is strongly encouraged.

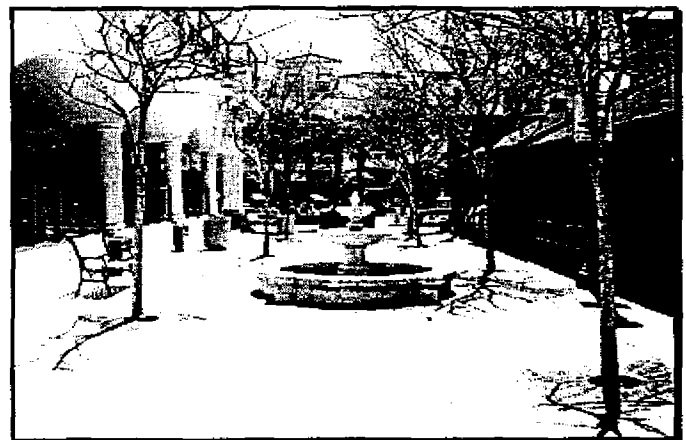
- c. A visual focal point such as a fountain or public art should be provided within plaza/courtyard areas.



*Plaza fountain*

### 12. Plazas/ Courtyards

- a. Plazas/courtyards are encouraged within downtown Huntington Beach.
- b. Ample seating should be provided in the plaza areas.



*Provide focal points in plazas/courtyard areas*

### 13. Walls and Fences

- a. Walls should be integrated with the overall building design.
- b. Care must be taken to maintain scenic views available to the community. Wall design should preserve views to the greatest extent possible.
- c. Walls may be constructed of stucco or brick and enhanced with decorative inset tiles, wrought iron fencing, high ornate iron entry gates, or low planters incorporated into the base of a wall.

### 14. Other Building Elements/Details

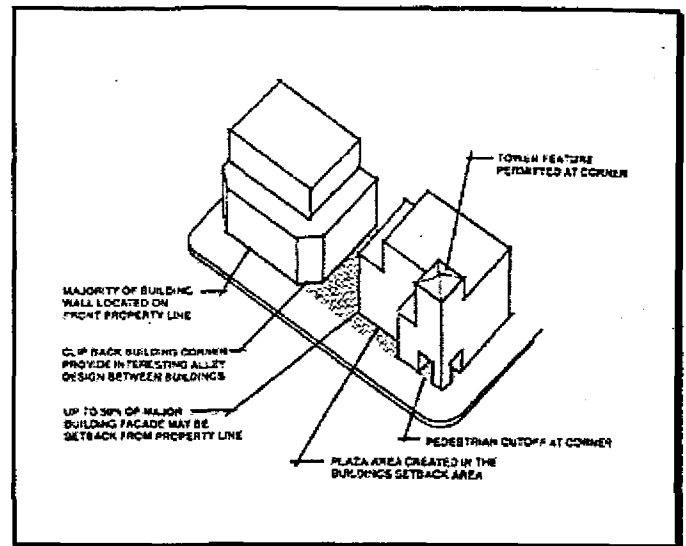
- a. Building and site details should be integrated into the overall design of the building or development.
- b. Gutters and downspouts should be properly screened where necessary, unless designed as a continuous architectural feature. Exposed gutters and downspouts should be colored to match the fascia or wall material to which they are attached.
- c. Accessory elements such as mailboxes, trash enclosures, newspaper racks, and security gates should be compatible with the architectural style of the project.



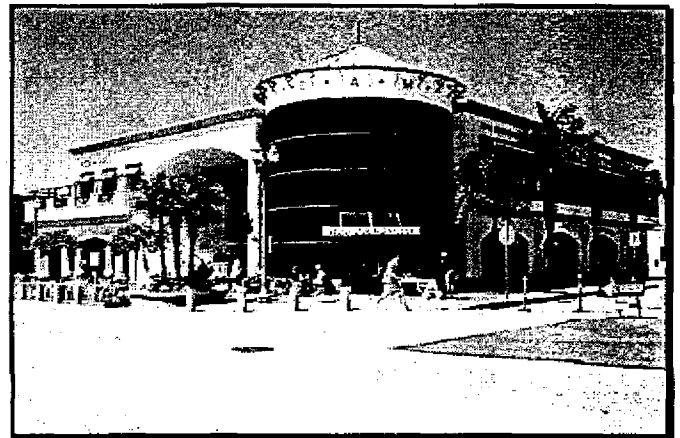
*The clock tower is a focal point for the plaza.*

### 15. Focal Elements

Vertical building focal elements are encouraged. Towers, spires, or domes become landmarks and serve as focal/orientation points for the community.



*Use of towers are encouraged*



*A focal point in Downtown Huntington Beach.*

### 16. Parking Structures

- a. Where possible, elevators and stairs should be located on the perimeter of parking structures.
- b. Shops, offices or other commercial spaces should be incorporated on the ground level of parking structures along street frontages. Landscaping should be provided adjacent to wall surfaces.

## E. Storefront Design Guidelines

Although the storefront is only one of the architectural features of the facade, it is the most important visual element for Downtown buildings. Storefronts are the most frequently altered building elements and their modification can affect the character of the building and the streetscape.

Traditional storefronts are comprised of few decorative elements that repeat across the face of the building (e.g., structural bays containing window and door openings, continuous cornice line, transoms, bulkheads), and integrate the storefront into the entire building facade.



*Main Street storefronts*

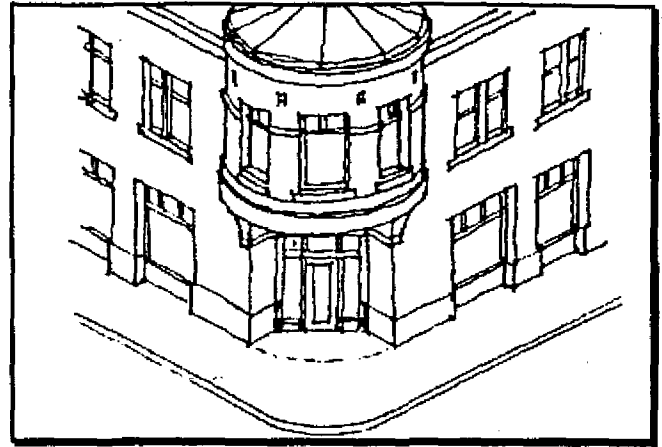
### 1. Storefront Details

#### Entries/Doorways

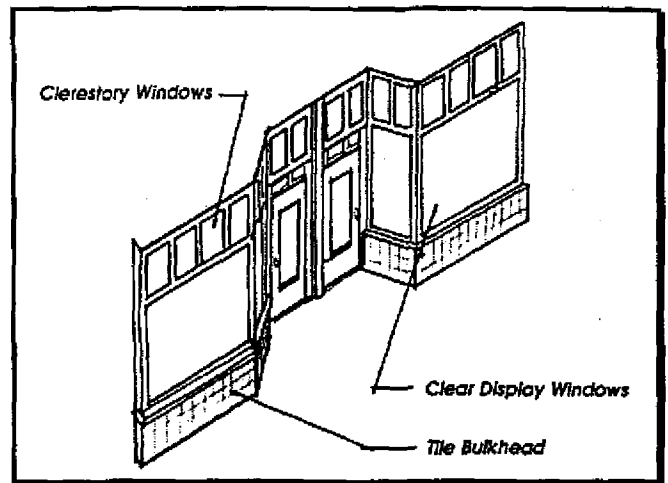
- a. The main entry to Downtown buildings should be emphasized by utilizing one or more of the following design elements or concepts:
  - Flanked columns, decorative fixtures or other details
  - Recessing the entry door within a decorative opening
  - Incorporating a portico (formal porch) projection or inset into the building
  - Providing a change in roofline, a tower, or a break

in the surface of the subject wall.

- b. Buildings situated at the corner of a public street should provide a prominent corner entrance to street level shops or lobby space.



*Corner building facade*



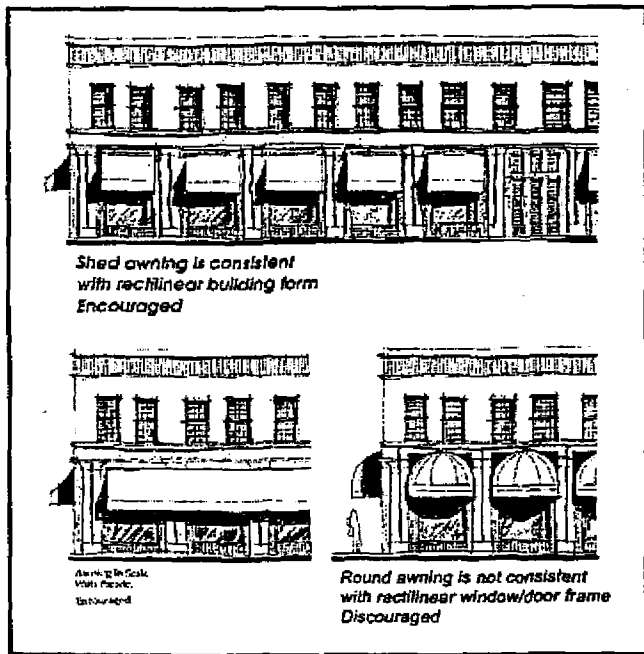
*Storefront details*

#### Awnings and Canopies

- a. Use of awning with a single color or two-color stripes is encouraged. Lettering and trim utilizing other colors is permitted.
- c. Where the facade is divided into distinct structural bays, awnings should be placed between the vertical elements. The awning design should respond to the scale, proportion and rhythm created by these structural bay elements and "nestle" into the space created by the structural

bay.

- c. Aluminum awnings or canopies are strongly discouraged.
- d. Awnings should be of a durable, commercial grade fabric, canvas or similar material. Awning frames and supports should be painted or coated to prevent corrosion.
- e. Glossy, shiny plastic, or similar awning material are not recommended.



*Awnings should not overlap vertical building elements.*

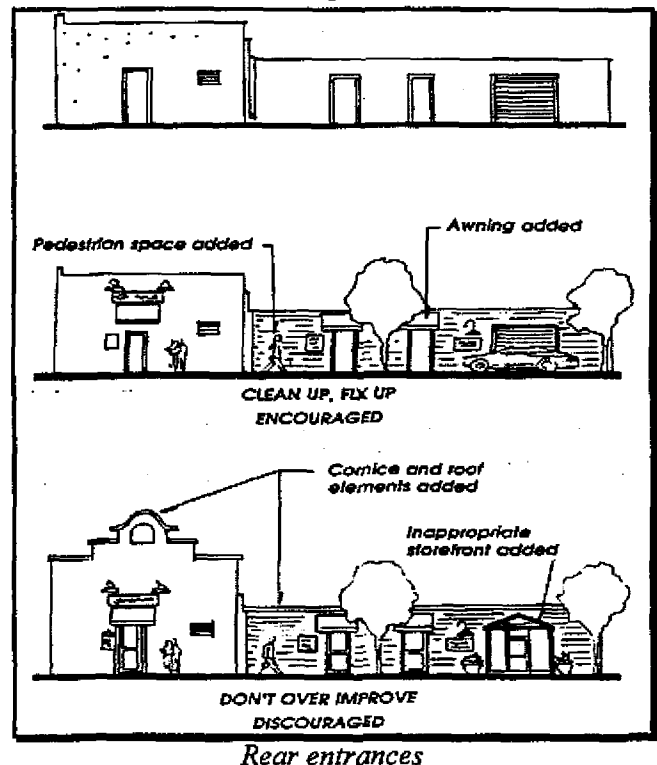
#### Grille Work/Metalwork and Other Details

- a. A number of details may be incorporated into the building design to add visual richness and interest while serving functional needs. Such details include the following items:
  - Light fixtures, wall mounted or hung with decorative metal brackets
  - Metal grille work, at vent openings or as decorative features at windows, doorways or gates
  - Decorative scuppers, catches and downspouts.
  - Balconies, rails, finials, corbels, plaques, etc.
  - Flag or banner pole brackets

- Fire sprinkler stand pipe enclosures and hose bib covers, preferably of brass
- Security devices

#### Rear Entrances

- a. Signs should be modestly scaled to fit the casual visual character of the alley or rear parking area.
- b. An awning can soften rear facades and provide a pleasant protected space.
- c. The rear entry door design should be compatible with the front door. Special security glass (i.e. wire imbedded) is allowed.
- d. Security lighting should be modest and should focus on the rear entry door.
- e. Selective use of tree planting, potted plants and other landscaping should be used to improve a rear facade.
- f. Refuse containers and service facilities should be screened from view by solid masonry walls with metal doors. Use landscaping (shrubs and vines) to screen walls and help deter graffiti.



## **F. Building Additions and Renovation Guidelines**

The renovation/restoration of structures provides an excellent means of maintaining and reinforcing historic character of a city. Renovation and expansion not only increases property values in the area but also serves as an inspiration to other property owners and designers to undertake similar efforts.

When an existing structure is proposed to be renovated or expanded, the work should respect the original design character of the structure and should comply with the design guidelines in this section. In addition, renovation of all structures of historic significance should follow *The Secretary of the Interior's Standards for the Treatment of Historic Properties and associated Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings*, published by the U.S. Department of the Interior, National Park Service.

### **1. Preserve Traditional Features and Decoration**

- a. Existing materials, details, proportions, as well as patterns of materials and openings should be considered when any additions or building renovations would affect the appearance of an existing building's exterior.
- b. Frequently, original storefront decorative details are intact as visual "leftovers" or simply covered up by previous construction. When a building is proposed to be refurbished, these forgotten details should not be wasted. If enough of them remain, they should be restored, based on the original design. If only a few remain, they should be incorporated as design features in a new storefront. In either case, the design of any improvements should evolve from the remaining building details and should create a harmonious background which emphasizes them.
- c. All existing historic building detailing should be preserved.

### **2. Removal of Elements Inconsistent with Original Facade**

- a. Buildings are often altered by owners or shopkeepers in an effort to "keep up with changing times" or to "update a tired image."

Unfortunately, such changes often result in gradual but severe erosion of the original character of the building and architectural cohesion of the Downtown core area. Restoration of buildings which have been substantially or carelessly altered back to their original state is strongly encouraged.

- b. Building elements which are incompatible with the original facade design of the building should be removed. These include excessive use of exterior embellishments and "modernized" elements such as metal grilles or rusticated materials.
- c. Metal aluminum canopies have a thin, unsubstantial and "tacked on" appearance and are inconsistent with the desirable design concept for Downtown Huntington Beach. Existing metal canopies should be removed and, if appropriate, replaced with fabric awnings, consistent with the architectural style of the building.

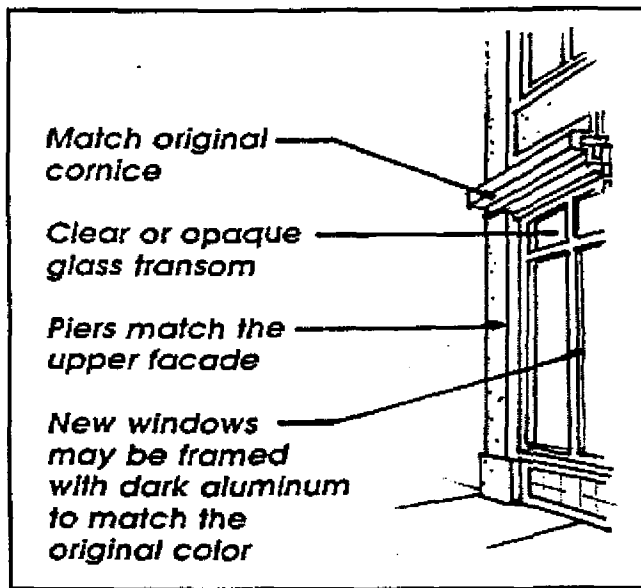
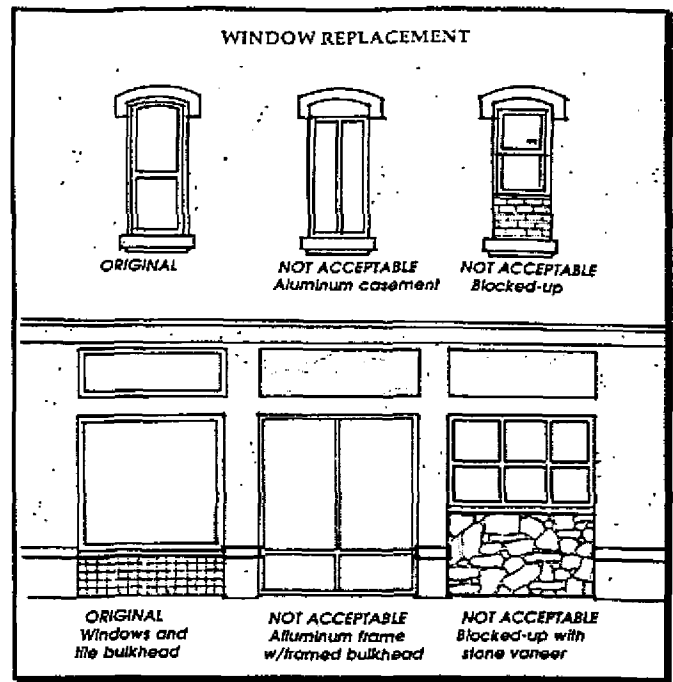
### **3. Storefront Renovation**

- a. Where the original storefront remains (little or no remodeling has occurred), it should be preserved and repaired with as little alteration as possible.
- b. Where only part of the original storefront remains (limited remodeling has occurred), the storefront should be repaired. Historic details/materials should be maintained where possible. Extensively deteriorated or missing details/parts should be replaced with new reproductions of the original ones.
- c. Where the original storefront is completely missing (extensive remodeling has occurred), the storefront should be reconstructed based upon historical, pictorial and other physical documentation. If that is not practical, the design of the new storefront should be designed to be compatible with the size, scale, proportion, material and color of the existing structure.

### **4. Window Replacement**

- a. Wherever possible, the original window openings should be retained. If the existing ceiling has been lowered, the dropped ceiling should be pulled back from the original window.

- b. If possible, the original windows and frames should be saved and restored. Missing, rotting or broken sash, frames, mullions and muntins with similar material should be replaced.
- c. If the original window openings have been altered, the openings to their original configuration and detail should be restored. Blocking or filling window openings that contribute to the overall facade design should be avoided.
- d. When replacing windows, consideration should be given to the original size and shape detailing and framing materials. Replacement windows should be the same operating type as the original window.

*Window renovation**Acceptable and not acceptable window replacement*

## 5. Door Replacement

- a. Original doors and door hardware should be retained, repaired and refinished.
- b. If new replacement doors are necessary, they should be compatible with the historical character and design of the structure.

## 6. Awnings

- a. Original awning hardware should be used if they are in working order or repairable.
- b. Use of slanted canvas awnings is most appropriate for older storefronts and is preferred over contemporary hooped or box styles.

### STOREFRONT WITH TRADITIONAL MATERIALS

A Cornice Can Be Constructed With Wood Framing, Plywood And Moldings With A Sloping Sheet Metal Cap To Shed Water. The Cornice Spans The Top Of The Storefront, Often Covering A Structural Beam Or Unfinished Brick.

Transoms Are Optional Design Elements That Help To Break Up The Massive Effect Of Very Large Sheets Of Glass. Transom Windows Can Be Clear, Tinted, Or Stained Glass.

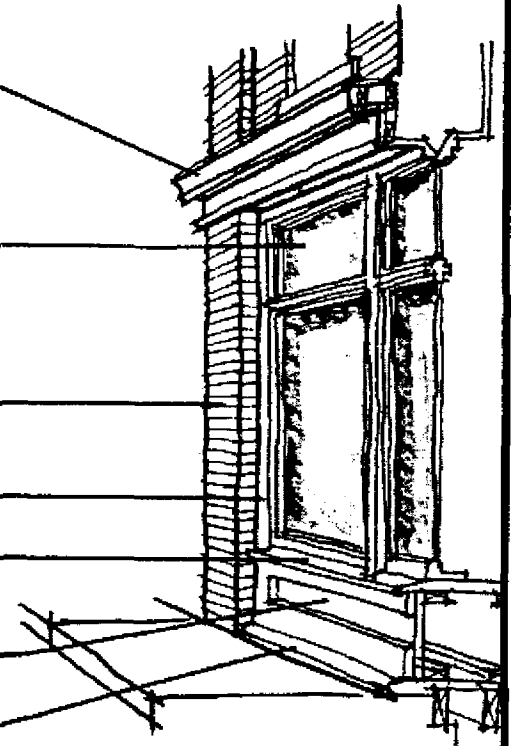
Masonry Piers Are Uncovered And Match The Upper Facade.

The Storefront Is Recessed 6 Inches Into The Opening.

The Storefront And Windows Are Framed In Wood. The Sill Slopes Forward For Drainage.

The Bulkheads Are Constructed With Wood Framing And A Plywood Back With Trim Applied To It.

The Storefront Rests On A Masonry Or Concrete Base To Prevent Water Damage.



### STOREFRONT WITH CONTEMPORARY MATERIALS

A Cornice Is Made With Sheet Metal Over A Wooden Frame.

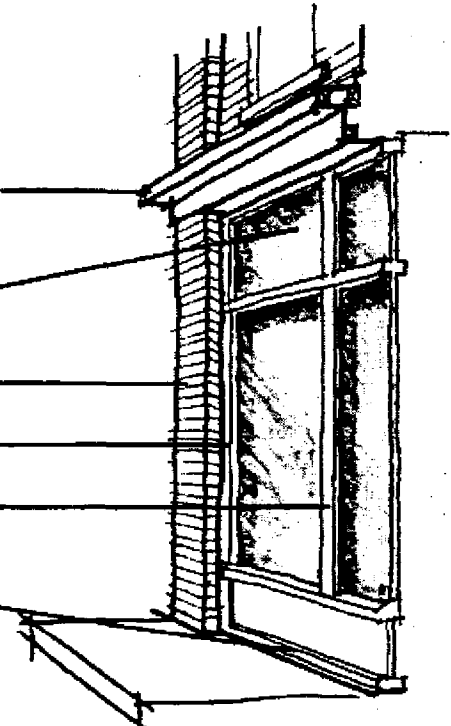
Optional Transoms Can Be Stained Glass, Clear Glass Or Opaque.

Masonry Piers Are Uncovered And Match The Upper Facade.

The Storefront Is Recessed 6 Inches Into The Opening.

The Storefront And Windows Are Framed With Dark Anodized Aluminum Or Painted Aluminum.

The Storefront Rests On A Masonry Or Concrete Base.



*Contemporary material storefront.*

## 7. Repair and Cleaning

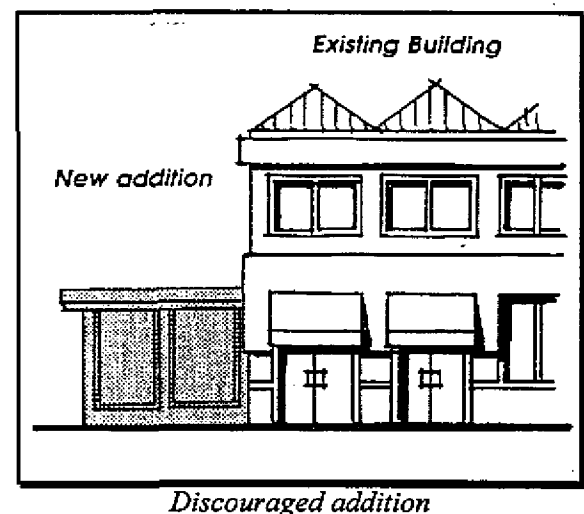
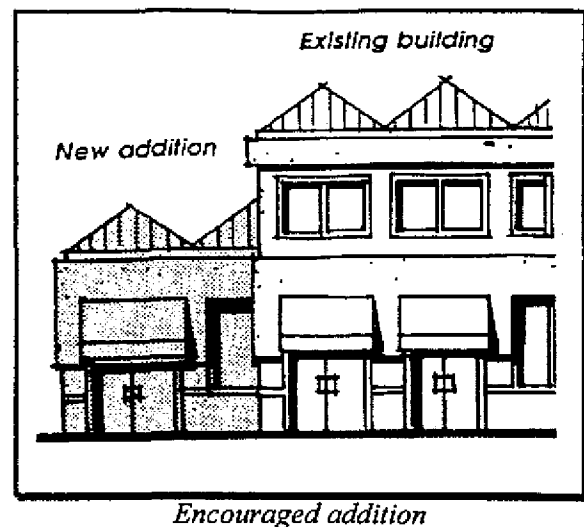
- a. Surface cleaning should be undertaken by the gentlest means possible. Sandblasting and other harsh cleaning methods that may damage historic building materials should be avoided.
- b. Waterproofing and graffiti proofing sealers should be used after cleaning and repair.

## 8. Replacement of Unavailable Components

- a. When original construction materials are not available, care should be taken to match the original thickness, color and texture as closely as possible with available materials. In general, simulated replacement materials (artificial stone, simulated "aged" brick) are discouraged.

## 9. Additions to Existing Structures

- a. The design of a proposed addition should follow the general scale, proportion, massing and detailing of the original structure.
- b. New additions should be interpretations of the existing buildings wherein the main characteristics of the existing structure are incorporated using modern construction methods. This may include: the extension of architectural lines from the existing structure to the addition; repetition of window and entrance spacing; use of harmonizing colors and materials; and the inclusion of similar architectural details (i.e., window/door trim, lighting fixtures, tile/brick decoration).
- c. New additions should be designed so that if the addition were to be removed in the future, the essential form and integrity of the original structure would be unimpaired.



## 10. Seismic Retrofitting

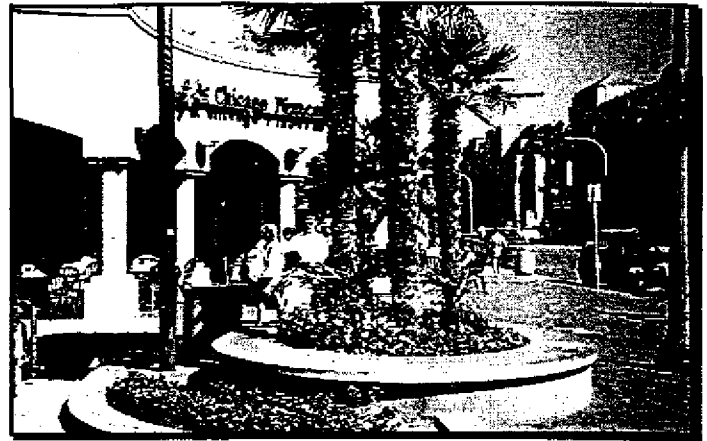
- a. Exterior structural improvements for seismic retrofitting should be undertaken with care and consideration to minimize negative impacts on the appearance of the building. Where possible, such work should be concealed. Where this is not possible, the improvements should be carefully integrated into the existing building design.
- b. Seismic improvements should receive the same care and forethought as any other building modification.



## G. Landscaping



- a. Emphasis should be placed on California and Mediterranean landscapes and gardens. Native planting, vines, flowering plants, arbors, trellises and container planting are encouraged.
- c. Courtyards, gardens, and fountains are encouraged. Landscaping within courtyards should include a balance of hardscape and landscape materials.
- d. Boxed and container plants in decorative ceramic, terra cotta, wood, or stucco planters should be used to enhance street frontages, plazas and courtyards.
- e. Large planters may be incorporated into seating areas. Such planters should be open to the earth below and should incorporate permanent irrigation systems.
- f. All trees in paved areas should be provided with "Deep Root" barriers automatic irrigation and metal grates.



*Container planting is encouraged.*

## H. Lighting

- a. Lighting should create a festive atmosphere and encourage nighttime use by pedestrians.
- b. Lighting fixtures should be attractively designed to complement the architecture of the project and improve visual identification of residences and businesses.



*Lighting should be aesthetically pleasing.*

- c. Wall mounted lights should be utilized to the greatest extent possible to minimize the total number of freestanding light standards.

## I. Signs

Signage in downtown Huntington Beach should advertise a place of business or provide directions or information. It should also contribute to the contemporary Mediterranean theme. Design, color, materials and placement are all important in creating signs that are architecturally attractive and integrated into the overall site design. The City's goal is to promote a quality visual environment by allowing only signs that are compatible with their surroundings and which effectively communicate their message.

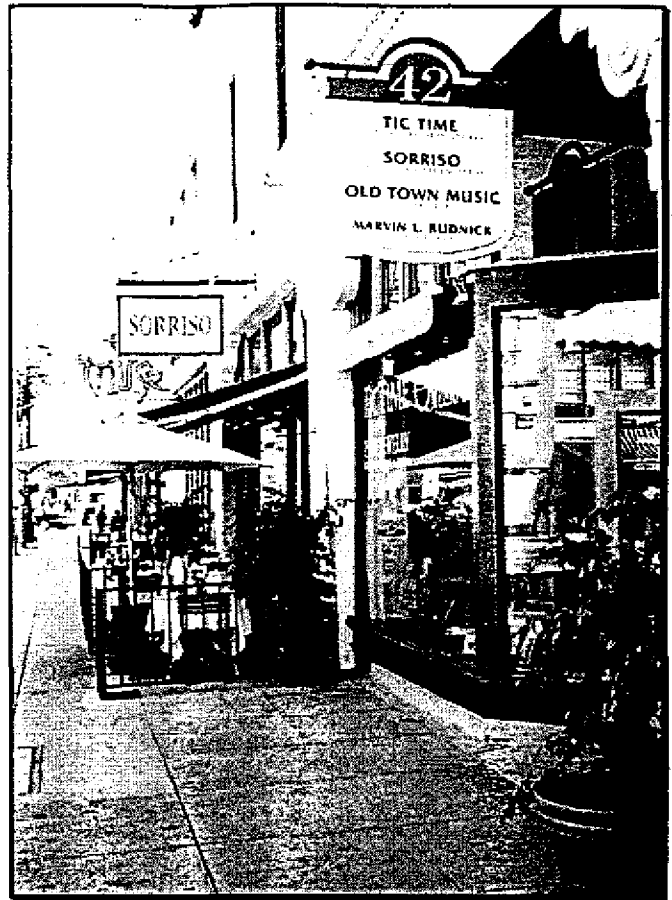
Due to the unique nature of the downtown area there are some special provisions and restrictions with respect to permitted signs. The purpose of this section of the Design Guidelines is to set forth design standards, which may be more restrictive than those outlined in the Huntington Beach Sign Code. Included in this section is a chart, which sets for the size, number and siting criteria for signage within the Downtown Specific Plan area. Unless specifically restricted within this section, all signs are subject to the Huntington Beach Sign Code.



"Wall sign"

### 1. Sign Design

- Sign color should be compatible with building colors. A light background matching the building with dark lettering is best visually. No more than two primary colors should be used on a sign with a third secondary color used for accent or shadow detail.
- Fewer words make a more effective message. Use symbols only if they are easily recognizable.



"Projecting signs"

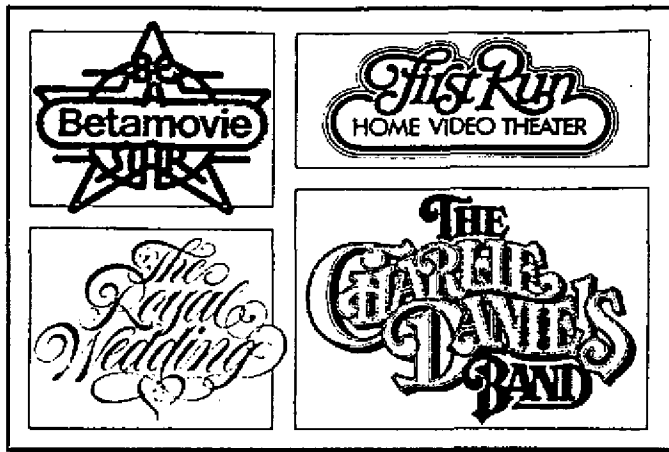
- Keep the overall shape simple so as not to detract from the message.
- As a general rule, letters should not appear to occupy more than 75% of the sign area.
- Avoid hard-to-read and overly intricate typefaces. The letter style chosen should be appropriate to the business and the building.

Souvenir Medium
<b>Folio Extrabold</b>
<b>Franklin Gothic</b>
<b>Eurostile Bold</b>
<b>Gill Sans Bold</b>

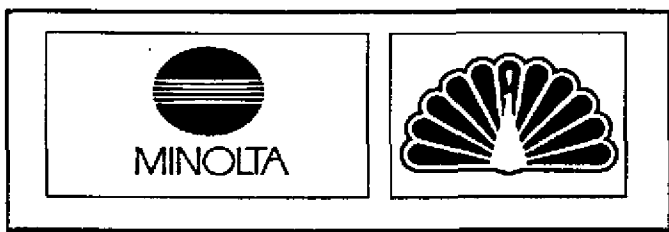
*Appropriate fonts*

DEBIL SHADO
Cliserela
<b>BABY TEETH</b>
Murray Hill-Bold
<b>Round Black</b>

*Inappropriate fonts*



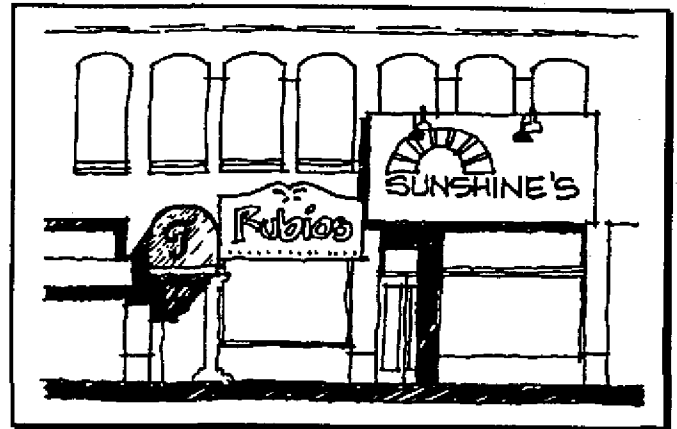
*Intricate logos, inappropriate for signage.*



*Simple and appropriate logos for signage.*

- f. Signs should be consistent with the proportion and scale of building elements within the façade. The placement of signs provides visual clues to business location and affects the design integrity of the entire building.
- g. Ground level signs should be smaller than those on higher levels. Pedestrian-oriented signs should be smaller than automobile oriented signs.
- h. Signs should establish rhythm, scale and proportion in facades and arcades.
- i. Sign placement on a façade should complement building elements rather than block them.
- j. There are two methods of illuminating signs: internal with the light source inside the sign and external with an outside light directed at the sign.
- k. Internal illumination is permitted on channel letters only.
- l. Signs without channel letters must be illuminated externally.

- m. Signs must be lighted with continuous light sources.
- n. Following are definitions and examples of the different types of allowable signs. Illustrations are provided to stimulate ideas.



*These signs block building elements and create a chaotic image.*



*These signs complement the building form creating a more orderly appearance.*

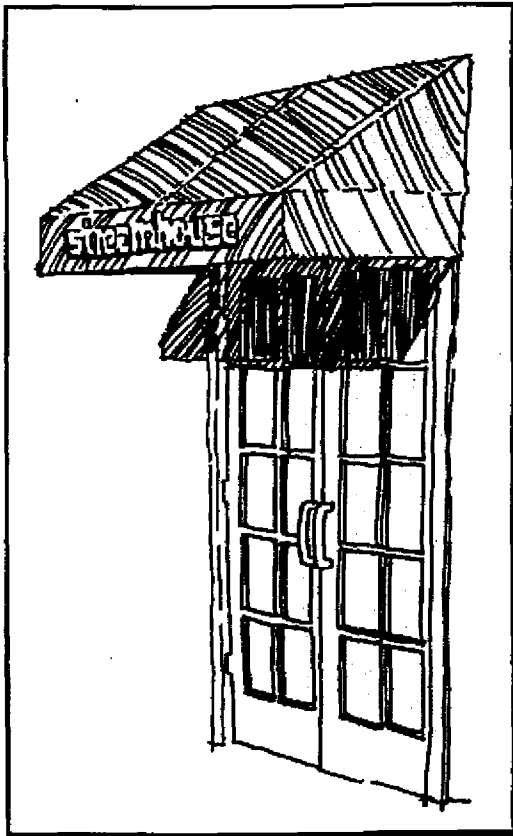
SIGN STANDARDS FOR COMMERCIAL USES					
USE OF SIGN	TYPE	MAXIMUM NUMBER	MAXIMUM SIGN AREA	MAXIMUM HEIGHT	OTHER STANDARDS
Business Id	F/s	One per site provided the structure on the site is setback a minimum of twenty (20) ft. and that the site has a minimum of 100 ft. of frontage.	15 sq. ft. or 40 sq. ft. for wooden sand-blasted signs.	6 ft.	<ol style="list-style-type: none"> <li>1. All freestanding signs shall be located in a landscaped planter with no portion of the sign extending beyond the perimeter of the planter.</li> <li>2. All freestanding signs must be of the monument type.</li> <li>3. Copy shall be limited to center identification and/or major tenant identification.</li> <li>4. Internal illumination is permitted for channel letters only.</li> </ol>
	Wall or Awning	One per street or parking lot frontage for each separate business.	1.0 sq. ft. per linear foot of building frontage	8 ft.	<ol style="list-style-type: none"> <li>1. Signs shall be channel letters for wall signs.</li> <li>2. Internal illumination is permitted for channel letters only.</li> <li>3. No painted signs permitted.</li> <li>4. Maximum letter height is 18 inches.</li> </ol>
	Under canopy or projecting	One per business	4 sq. ft.	Minimum ground clearance 8 ft.	<ol style="list-style-type: none"> <li>1. No internal illumination permitted.</li> </ol>
	Window	One per business	15% of total window area	6 ft.	<ol style="list-style-type: none"> <li>1. Copy shall be limited to business name, address, phone number.</li> <li>2. Letters may be vinyl or painted.</li> </ol>
Tenant Directory	Wall	One per site	12 sq. ft.	8 ft.	<ol style="list-style-type: none"> <li>1. Sign shall be non-illuminated.</li> <li>2. Sign shall be located and oriented to the pedestrian rather than to the street.</li> <li>3. All freestanding signs shall be located in a landscaped planter with no portion extending beyond the perimeter of the planter.</li> </ol>
Special	Flags Banners Pennants	Unspecified	Unspecified	Unspecified	Flags, banners, and pennants are permitted as temporary signs pursuant to the sign code

This chart summarizes sign criteria for commercial signs within the downtown area. Signs for residential uses shall follow the Huntington Beach Sign Code. For mixed uses, commercial signs shall follow the above chart and signs for the residential uses shall follow the sign code as stated above.

## 2. Awning Signs

Definition: An awning sign is a sign on or attached to a temporary retractable shelter that is supported from the exterior wall of a building. These signs are permitted in the downtown area pursuant to the Sign Standards chart.

- a. Sign copy shall be centered on the awning to achieve symmetry.
- b. Message shall be limited to the business name and logo and sized to be proportional with the awning.



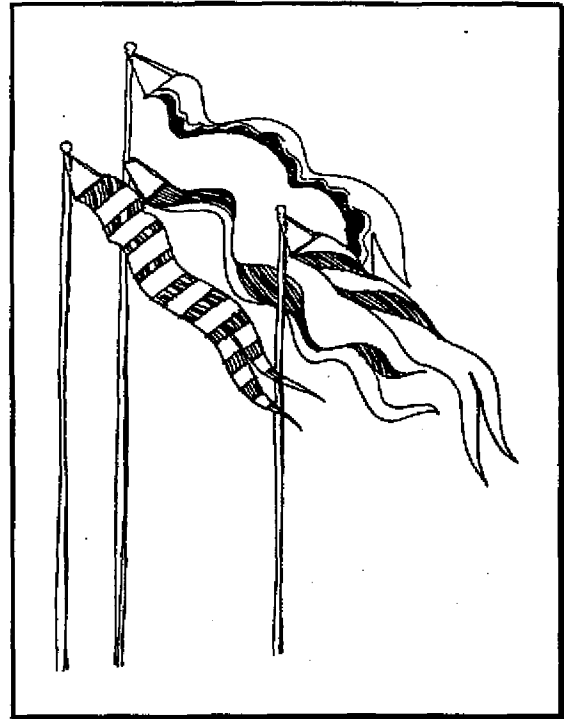
*An awning sign accents a doorway*

## 3. Banners

Definition: Banners and flags include cloth, plastic, or other materials which have been tested and shown to have long life expectancy and resistance to the elements attached to or suspended from any structure, staff, pole, line framing, or vehicle. These are permitted subject to the discretion of the Design Review Board. A flag of the nation or state of California shall be exempt from these regulations.

Banners and flags will create a festive atmosphere downtown, and promote pedestrian activity in the area.

- a. Bright colors are appropriate because they stand out against light-colored backgrounds.
- b. Banners must be kept in good repair and be replaced when fading or deterioration occurs.
- c. Banners shall not be used for advertising.

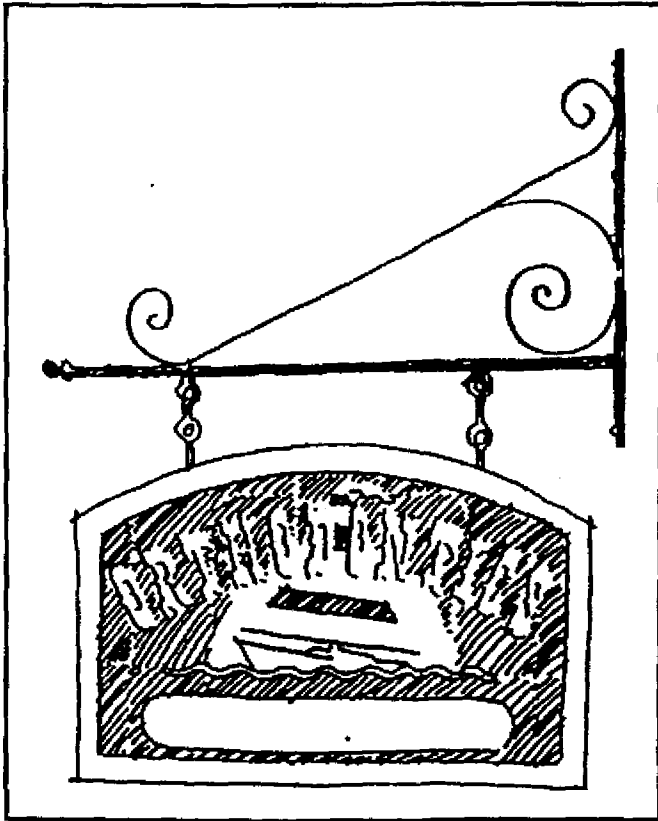


*Banners add color and festivity to the area.*

#### 4. Canopy Signs

**Definition:** A canopy sign is any sign attached to the underside of a projecting canopy or protruding over a sidewalk or right-of-way

- a. Canopy signs provide pedestrian scale and can enhance building fronts.
- b. Projecting signs are permitted as a special type of canopy sign pursuant to the Sign Standards chart.

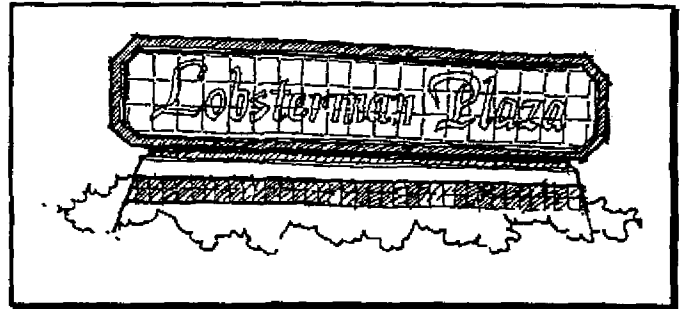


*Projecting signs are permitted in the downtown area.*

#### 5. Freestanding Signs

**Definition:** A freestanding sign is any sign permanently attached to the ground and which does not have a building as its primary structural support.

- a. The Mediterranean theme can be suggested through the use of materials such as stucco and tile.
- b. Pole signs are not permitted in the downtown area.



*Tile and stucco accent a freestanding sign.*

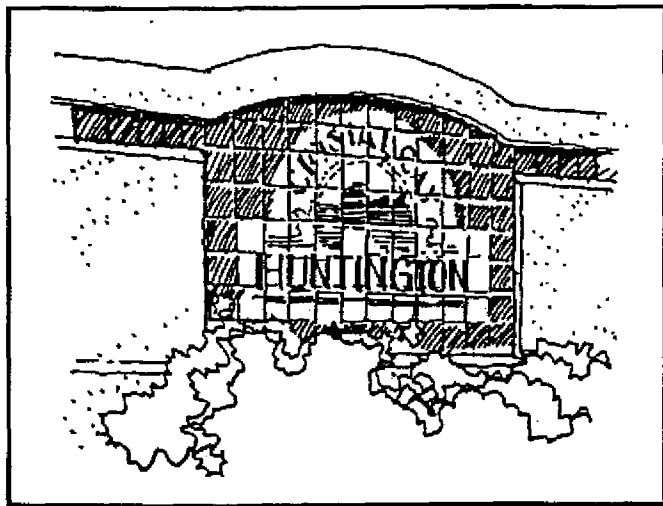
#### 6. Wall Signs

**Definition:** A wall sign is any sign which is attached or erected on the exterior wall of a building including the parapet, with the display surface of the sign parallel to the building wall, and which does not project more than eighteen (18) inches from the building or project above the height of the wall or parapet.

- a. Brightly colored channel letters add to the festive atmosphere and may be illuminated internally.
- b. Wall murals can brighten and add interest to the downtown area. Wall murals should be done to enhance the area rather than for advertising. Wall murals shall be permitted subject to the discretion of the Design Review Board.



*Bright channel letters complement a stucco surface*

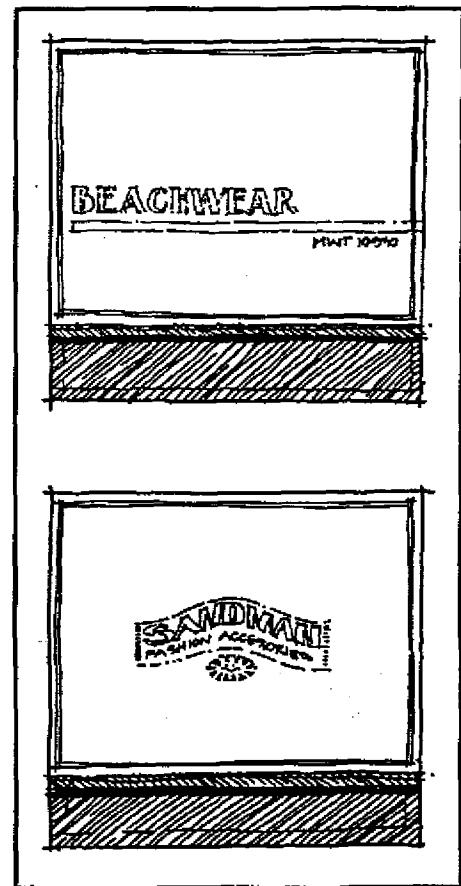


*Colored tile and stucco label an entrance.*

## 7. Window Signs

Definition: A window sign is any sign in which the name, logo, address, phone number or hours of operation are applied directly to the window of a business or placed on a sign hung inside the window. Letters applied to the glass may be vinyl or painted.

- Interior signs shall be within 36" of the window so as to be readable from the exterior.
- Sign area shall be less than 15% of the total window area.
- Window signs shall be geared to the pedestrian and be at eye level.
- Window signs shall be designed to be pleasing and to aesthetically enhance shorefronts.



*Appropriate window signs.*

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## **PART II - Public Improvements**

### **A. Lighting**

- a. The existing 6.6 kv lighting system should be replaced with a modern and efficient "multiple" or parallel systems with underground wiring.
- b. All lighting fixtures shall be finished in such a manner as to withstand the effects of salt-laden air.
- c. Three lighting districts have been established within the boundaries of the Downtown Specific Plan. These three areas are illustrated in Figure 1.
  - Area 1, which includes all residential areas, shall be illuminated with the standard roadway lighting poles and luminaries. Height of poles shall be 30 ft. for streets shown on the Master Plan of Arterial Highways and 22 ft. elsewhere. New lighting systems shall be owned and maintained by the Southern California Edison Company. (LS1). Existing City owned systems in Area 1 should be replaced by Edison-owned systems when practical, on a system-by-system basis.
  - Area 2, Main Street, shall be illuminated with decorative, pedestrian-scaled lighting fixtures. The lighting system shall be owned and maintained by the City of Huntington Beach (LS2). The theme lighting in Area 2 shall complement the contemporary Mediterranean design theme. The fixtures shall have multiple luminaries, and have a festive appearance during both the day and the night.
  - Area 3, which includes all mixed-use areas, shall be illuminated with standard roadway lighting poles and luminaires. The height of the poles shall be 30 ft. for streets shown on the Master Plan of Arterial Highways and 22 ft. elsewhere. The lighting system shall be owned and maintained by the City of Huntington Beach (LS2).



# Lighting Plan

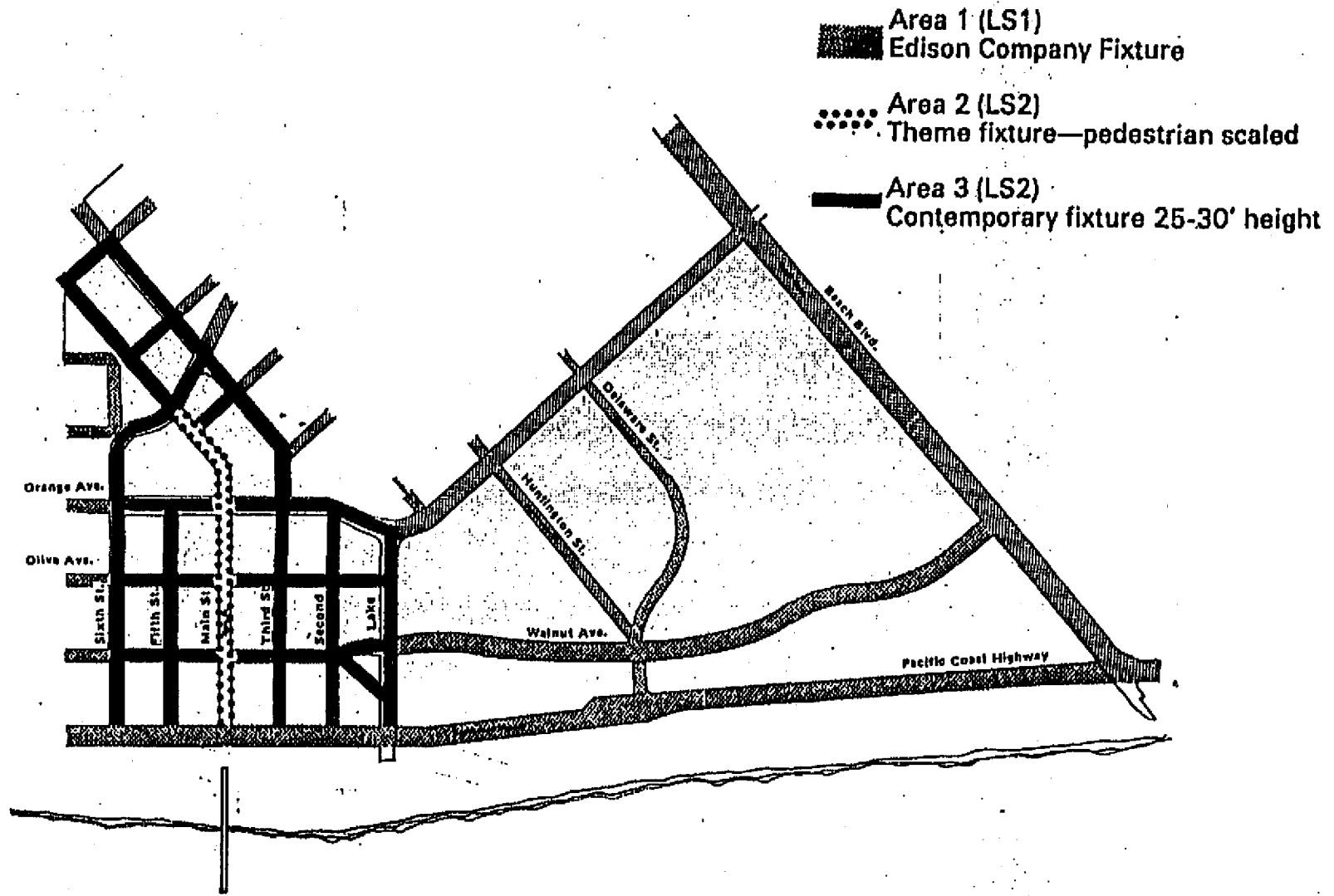


Figure 1

## **B. Signage and Gateways**

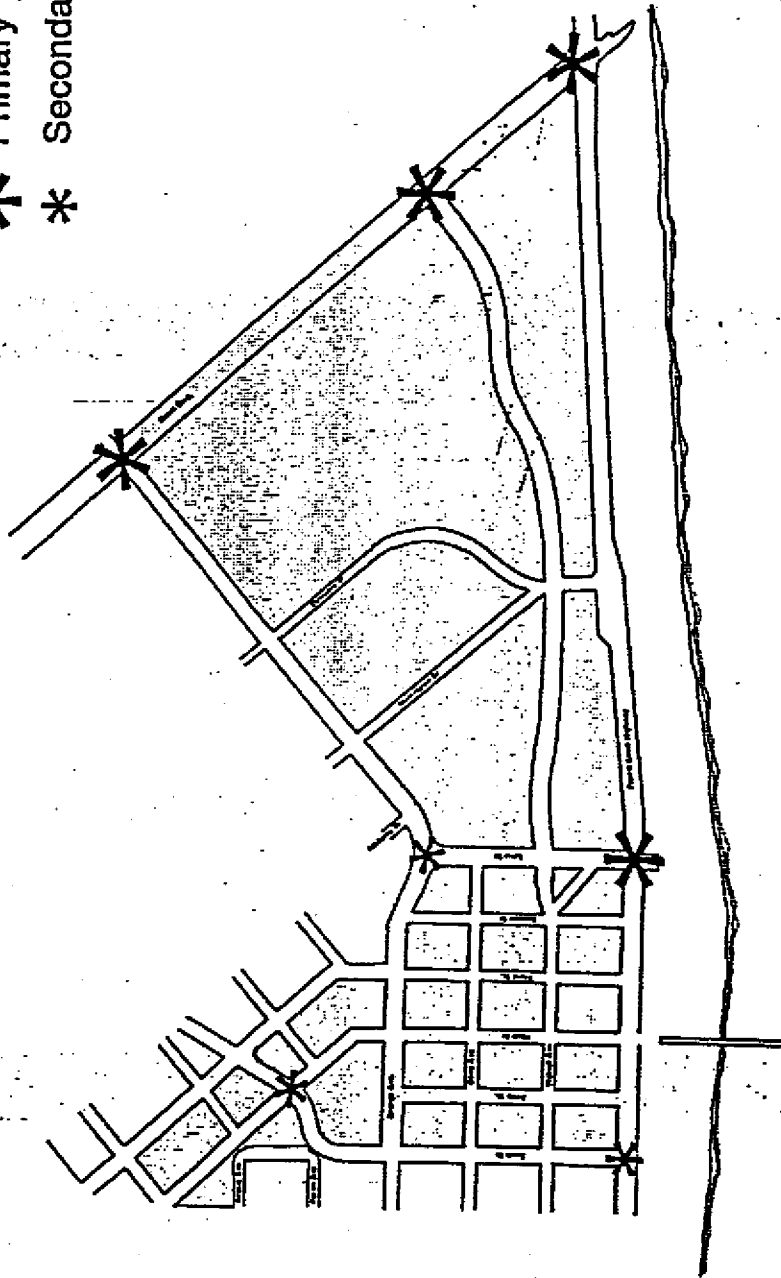
The type and purpose of signage varies throughout the Downtown area. Traffic signage is generally regulated by the traffic manual of the State Department of Transportation (Cal-Trans). Size, color, and format are standardized for warning and regulatory signs. No variation for these signs is permitted although they shall be consolidated wherever possible to minimize clutter.

Flexibility can be exercised by the City in the design of entry and guide signs since these are not regulated by Cal-Trans. Entry signs shall be integrated into the design of each gateway announcing arrival to the Downtown area. Guide signs include those that announce major attractions such as a conference center, the municipal pier, hotels, or public parking.

- a. The design of entry and guide signs shall be unique to the Downtown area.
- b. Entry signs shall be designed in such a way as to announce entrance into the Downtown area.
- c. Entry signs shall be designed as an integral part of the gateway design with landscaping and paving.
- d. Entry signs shall be of sufficient size to be seen by motorists traveling at average speeds along the street.
- e. Guide signs located within the Downtown Core shall be of sufficient size to be seen by motorists passing by at average speeds of 25 miles per hour.

## Gateway Plan

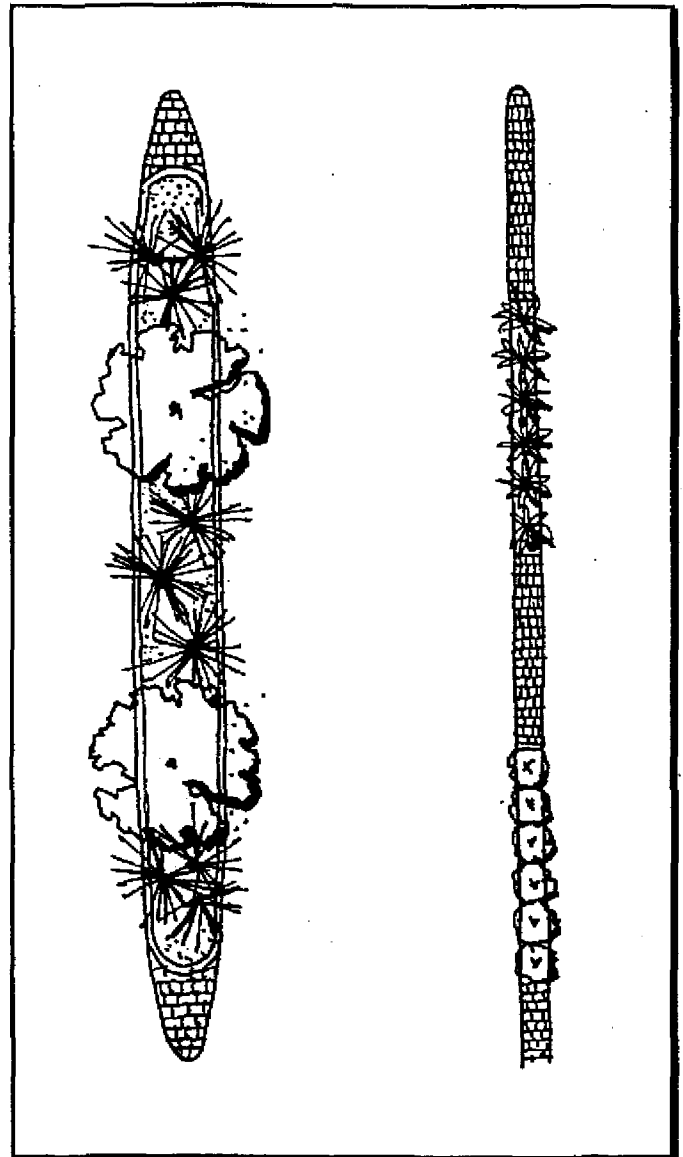
Primary \*  
Secondary \*



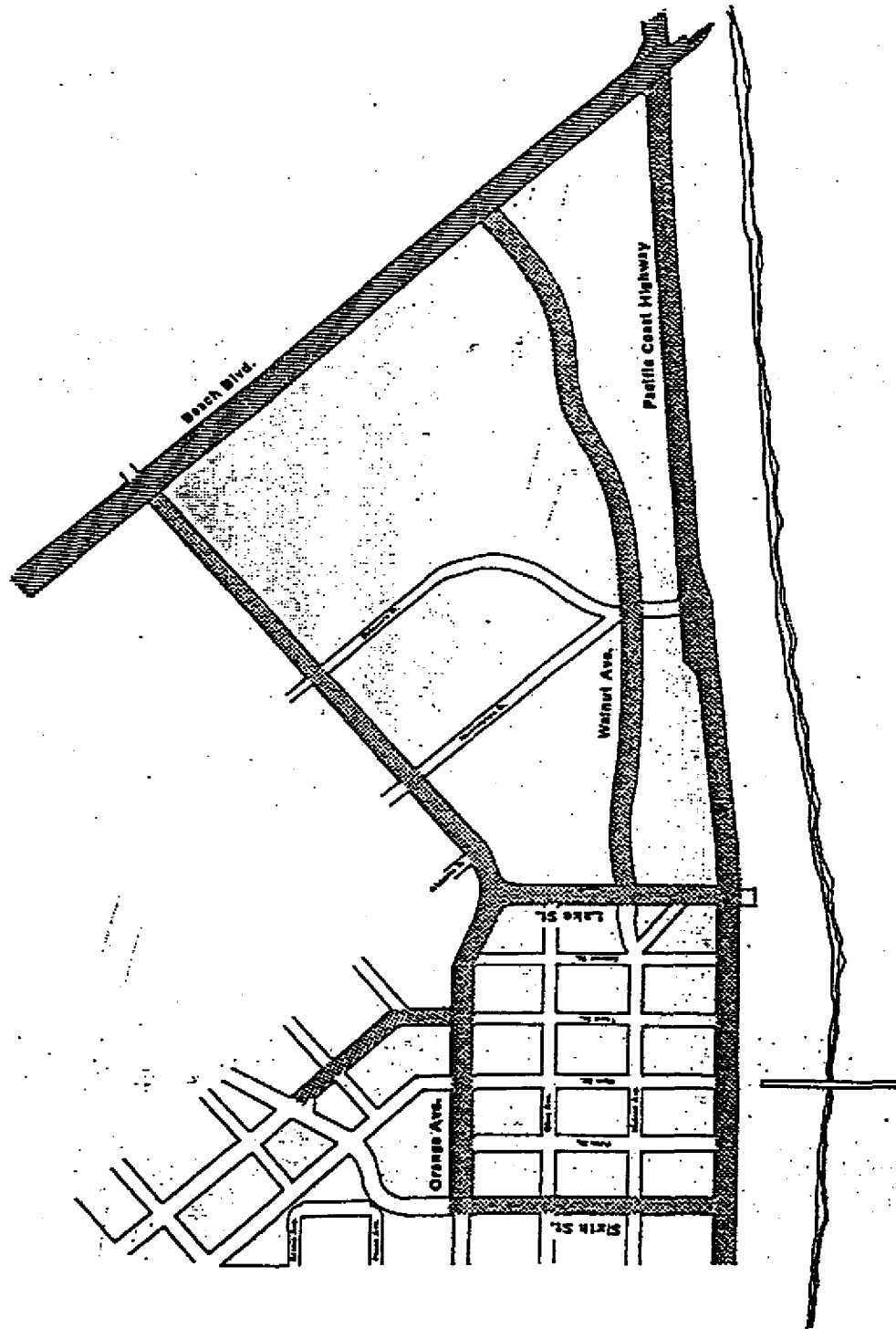
### C. Medians

The location of medians (see Figure 3) has been chosen to better define the core area of the Downtown. Medians within this area shall be designed to contribute to the unique design theme through the use of paving and plant materials. Although these medians will be treated with a unique design, they should meet the City Arboricultural and Landscape Standards and Specifications.

- a. Medians in Pacific Coast Highway shall be coordinated with Cal-Trans. Landscaping shall consist of scattered groupings of palms, low shrubs, and ground cover so as not to interfere with views of the ocean.
- b. Decorative paving should be used in medians on Pacific Coast Highway.
- c. Plant materials for medians shall be chosen from the list in Chapter 9 of the Design Guidelines.
- d. Median widths may vary from 4 feet to 14 feet based upon the necessity for left turn pockets and right-of-way requirements.



## Median Plan



## D. Intersection Enhancement

Selected intersections within the Downtown project area, as shown on Figure 4, have been identified as "enhanced intersections." Although the designs of intersection types 1 through 4 may vary, they should be made similar by the use of common materials.

All such intersections identified shall be enhanced through the use of decorative block pavers (see section on paving) and concrete bands.

### INTERSECTION TYPE 1

This should be a showcase intersection, setting the tone for active pedestrian use up Main Street and throughout the downtown.

- Main Street and Pacific Coast Highway

As required by the Downtown Specific Plan, full block developments in this location must include a public plaza of at least 1,000 square feet in size at the corner of Main Street and Pacific Coast Highway.

### INTERSECTION TYPE 2

These intersections along Main Street are important components of the pedestrian-scaled link between the development at the pier area and Town Square.

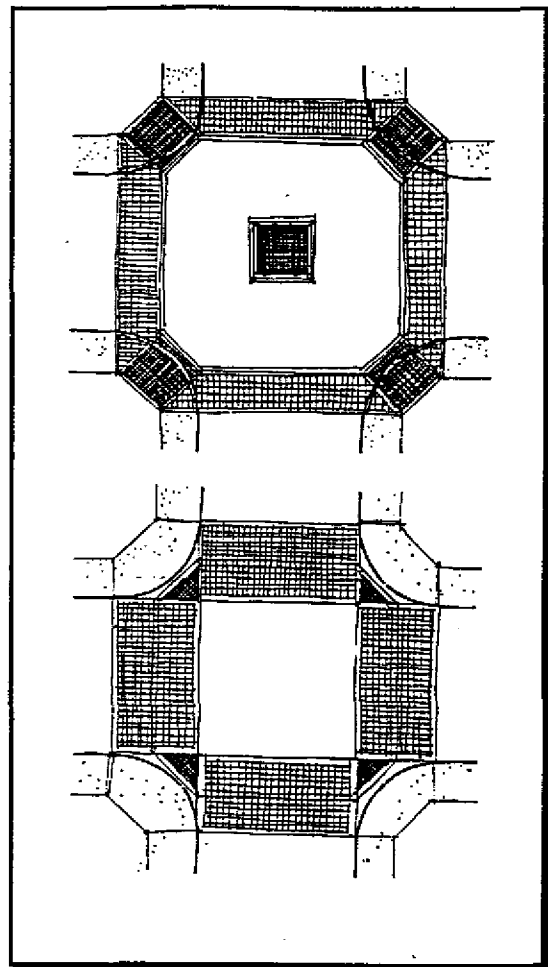
- Main Street and Walnut Street
- Main Street and Orange Street
- Main Street and Olive Street

Design treatment of these three intersections shall be identical.

Additional building setbacks shall be required at these intersections to create plaza-like areas where street furniture and other pedestrian amenities may be located.

Buildings at these intersections shall be set back 25 feet from the curb face. (See diagram.)

Setback areas shall include landscaping.



*Special paving and concrete bands enhance an intersection.*

### INTERSECTION TYPE 3

These important intersections serve as the entries to the Downtown core area.

- Pacific Coast Highway and Lake Street
- Pacific Coast Highway and Sixth Street
- Main Street and Fifth Street

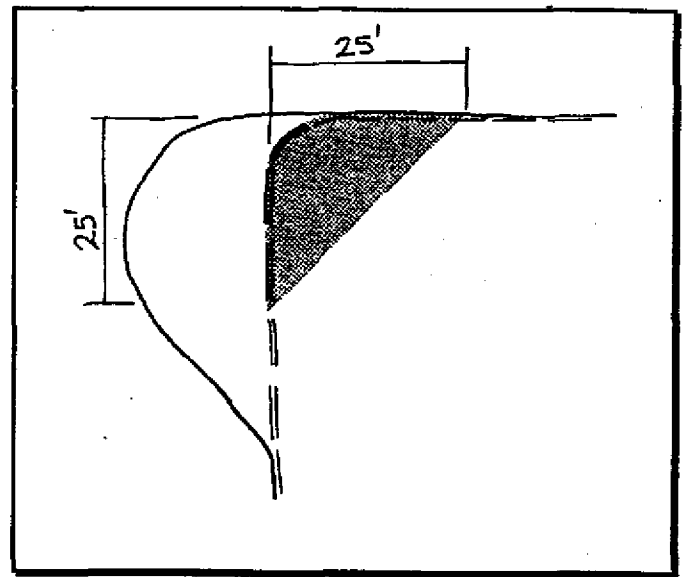
Design treatment of these three intersections shall be identical.

### INTERSECTION TYPE 4

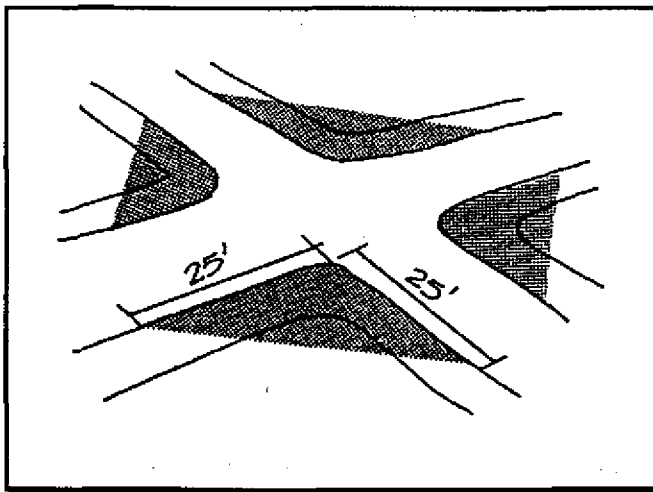
This intersection will require special design treatment in order to discourage traffic from the downtown core area from entering the adjacent residential neighborhood.

- Sixth Street and Orange Street

Design treatment for this intersection may include the use of decorative block pavers, concrete bands and traffic diverting devices placed within the street right-of-way.







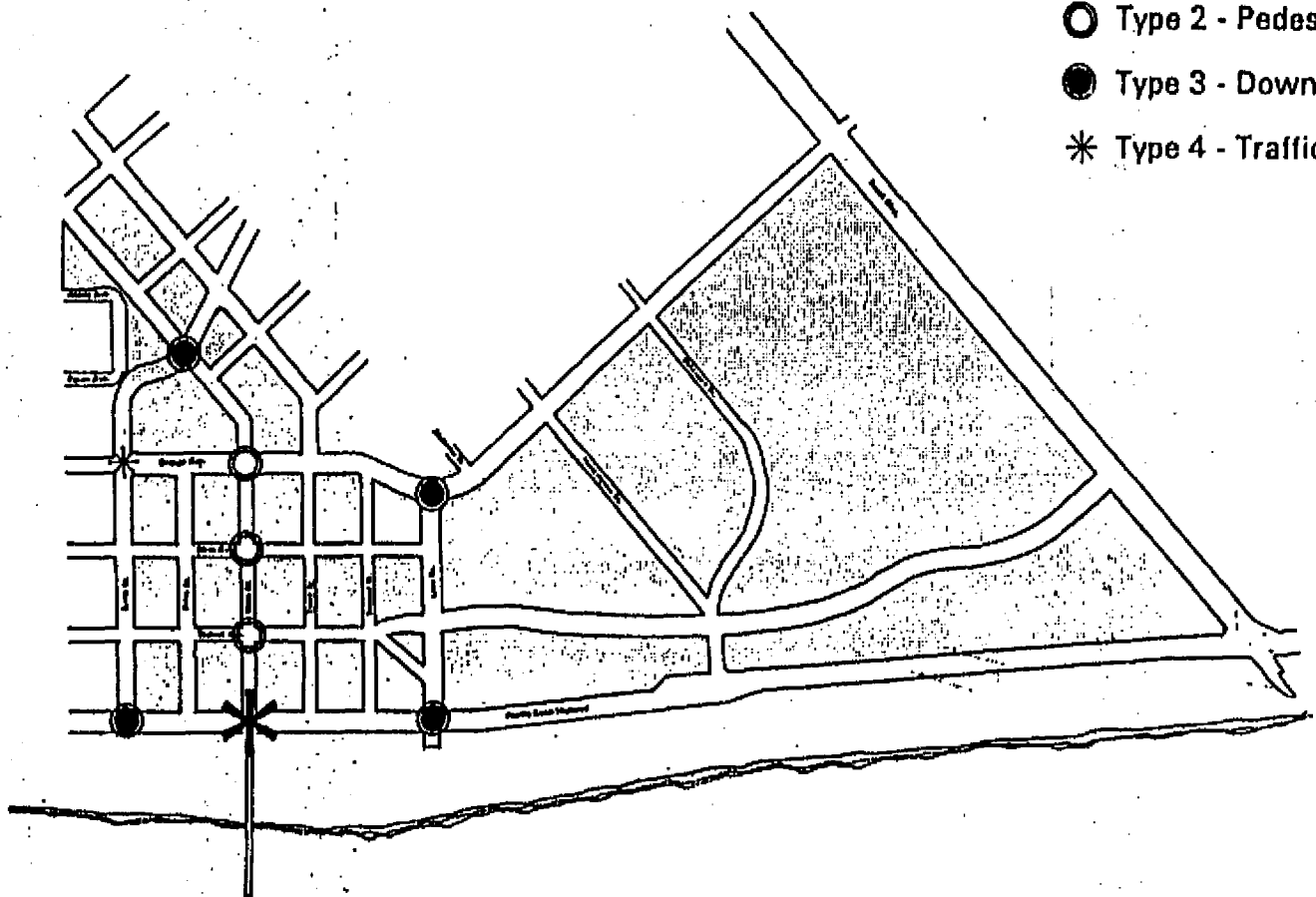
*Along the Main Street where curbfaces are irregular, setbacks shall be measured as shown.*



*Setbacks for Intersection Type 2*

# Intersection Enhancement

-  Type 1 - Major intersection
-  Type 2 - Pedestrian links
-  Type 3 - Downtown entries
-  Type 4 - Traffic diversion

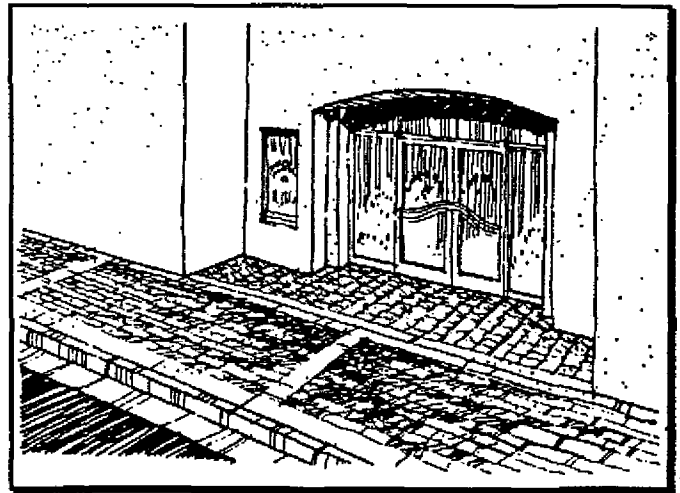




## E. Paving

The texture and color of the ground level areas is an essential visual element of the urban streetscape scene.

- a. Special paving treatment shall be used along Main Street, in the street intersections shown on Figure 4 and within the street medians shown on Figures 3 to unify the Downtown project area.
- b. The enhanced paving used in these areas shall be a removable modular type "Block paver."
- c. Block pavers shall be laid in a random color pattern varying from warm earth tone hues to shades of gray. This random color pattern shall be used in all paving applications. This will eliminate the problem of matching colors should the need for street repairs arise in the future.
- d. The paving patterns should be kept simple, not complex and confusing.
- e. A concrete band shall be used as a line of demarcation between the public right-of-way and private property. A concrete band can also be used as a transition between block pavers and asphalt within the designated street intersections.
- f. In those areas where decorative block pavers are not appropriate, concrete surfaces may be enhanced by aggregate, scoring, broom finish or salt finish.
- g. Concrete within the public right-of-way shall not be colored.



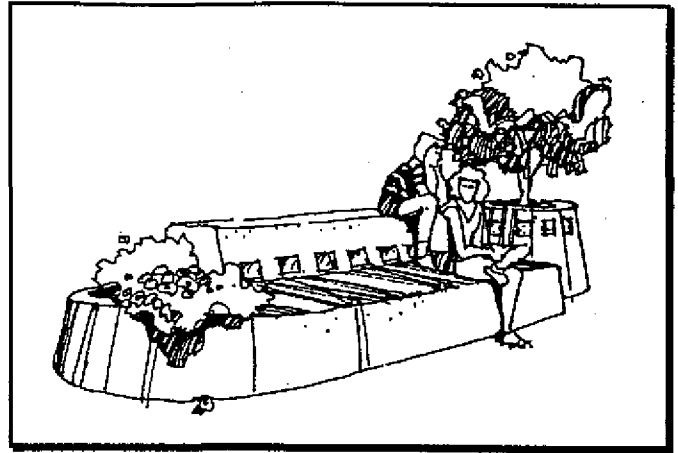
*A concrete band delineates the public right-of-way from the private improvements.*

## F. Street Furniture

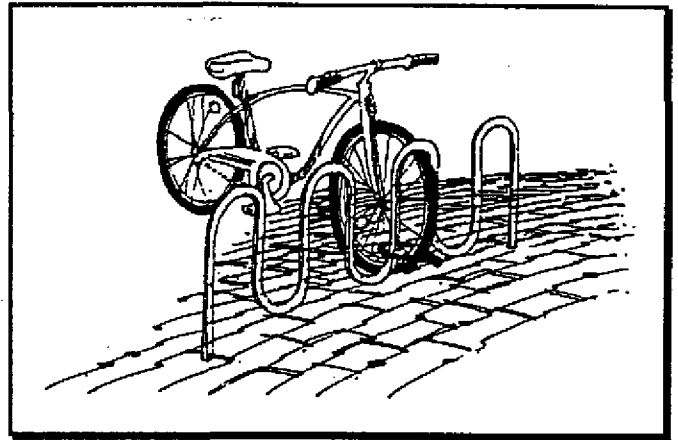
Street furnishings can enliven and provide variety to outdoor spaces used by the public. Street furnishings serve an aesthetic as well as utilitarian function. Proper design and placement of such amenities will reinforce the contemporary Mediterranean design theme and create a lively and festive atmosphere throughout the year in the Downtown.

Street furniture includes all items placed within the public right-of-way such as benches, bus shelters, trash receptacles, plant containers, tree grates and guards, bicycle racks, bollards, kiosks and fountains.

- a. The design and selection of street furniture shall include considerations for the security, safety, comfort and convenience of the user, including the handicapped.
- b. Wherever possible, street furniture shall consist of specially designed units, which incorporate several items such as benches, planters, newspaper racks, and trash receptacles.
- c. Street furniture shall be conservative in use of sidewalk space, and maintain a clear width sufficient to accommodate pedestrian flows.
- d. All street furniture shall be constructed of long wearing, vandal resistant materials, capable of withstanding the coastal climatic conditions.
- e. The selection, siting and layout of the different elements of street furniture shall insure that each article or structure is designed and situated to be in harmony with both the surrounding furnishings and the area as a whole. All street furniture to be installed by private parties as part of a development shall be subject to approval by the City.
- f. Appropriate materials for street furniture may include stucco, concrete, painted metal or anodized aluminum. Decorative tiles may be used as an accent.
- g. If concrete is used for benches, the surface shall be lightly textured as a deterrent to vandalism.
- h. Freestanding trash receptacles shall be bolted into the ground, have a plastic liner and rounded cover.
- i. Large plant containers and planters shall be open to the ground below. A permanent irrigation system shall be installed.
- j. Tree grates and tree guards shall be made of cast iron.
- k. Tree grates shall be expandable, so that the inner rings can be broken out as the tree grows.
- l. Bus shelters shall be kept simple in form. No advertisements shall be allowed on the sides or inside of the shelter.



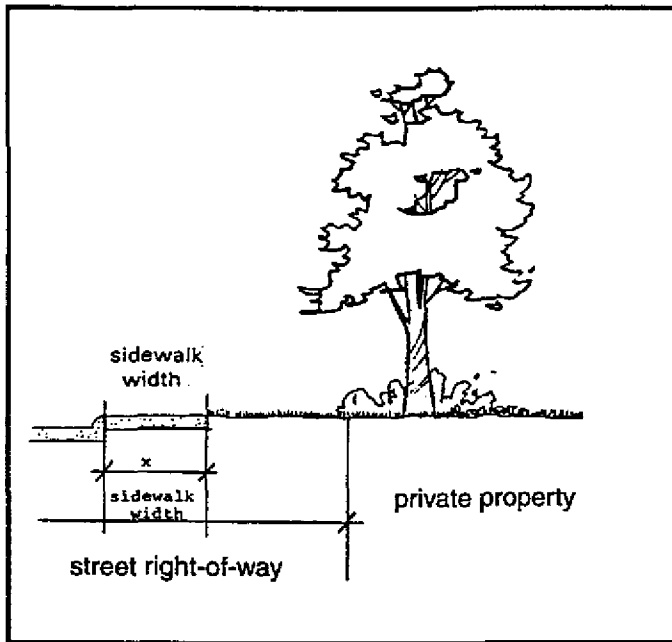
*This integrated bench and planter is attractively decorated with accent tile*



*A simple bike rack reduces street clutter*

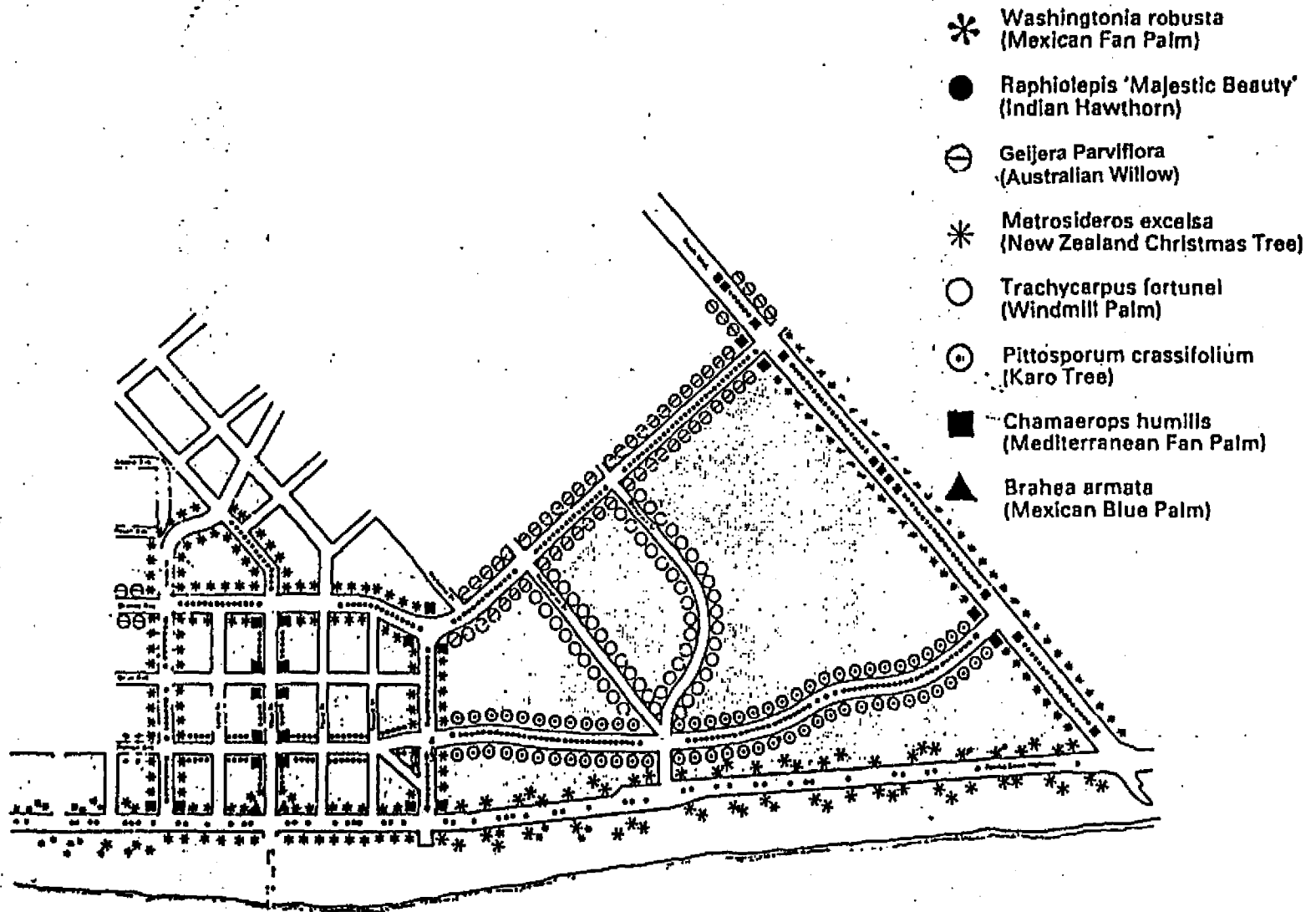
## G. Street Trees

- Street trees should be planted in accordance with Figure 1.
- Street trees along Main Street should be planted in the public right-of-way. In all other locations street trees shall be planted on private property.
- Landscaping in the setback areas along the inland side of Pacific Coast Highway should mirror the design of the Bluff Top Park.
- Street trees should be planted on private property, except along Main Street. The sidewalk should be located adjacent to the curb as shown in the diagram.



Right-of-way	Sidewalk width	Street classification
100-105'	11' (8' sidewalk and 3' landscaping)	Major – Pacific Coast Highway
100'	8'	Arterial – Lake, Atlanta, Orange, 6th
0-75'	4' clear	Local

# Suggested Street Tree Plan



# Chapter 6

## Special Consideration Commercial Guidelines

The guidelines contained within this chapter address site organization and building design issues associated with the following development types:

- Offices
- Vehicle Dealerships
- Service Stations and Car Washes
- Auto Repair Service
- Hotel and Motels
- Drive-Through Businesses
- Big Box Retail
- Mixed Use Projects

These guidelines are intended to supplement the development concepts and recommendations which were outlined in Chapter 4 of this document for general commercial development and in Chapter 5, Downtown/ Main Street commercial guidelines.



*Office Building*

### A. Offices

#### 1. Description

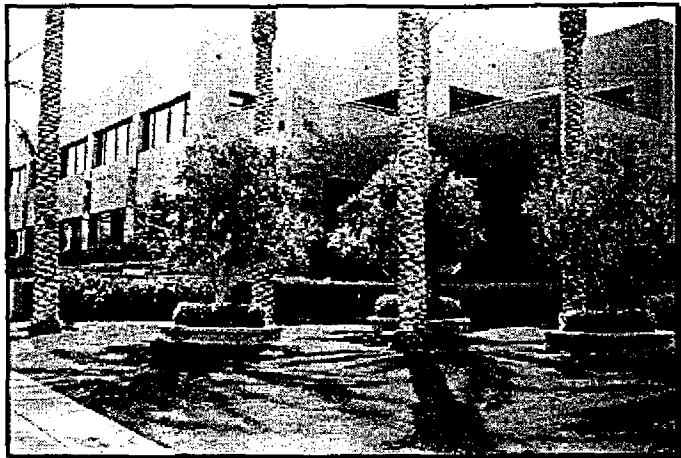
Office uses are primarily located along commercial corridors and share the following functional characteristics which contribute in the design of significantly different building forms from other commercial development:

- intensity of use is lower while building scale is greater
- buildings are typically 'live' on all four sides
- office activities are not limited to the first floor
- fewer entries along building perimeters
- no display windows
- occupancy of office buildings is more predictable

#### 2. Site Planning

- a. Office buildings should be "built to" the minimum required front setback.
- b. Surface parking should be located towards the rear of the site or at the side of the building.
- c. Multi-story buildings should not be placed adjacent to residential private open space areas. The first floor may be constructed at the minimum setback. Second and third floors should provide

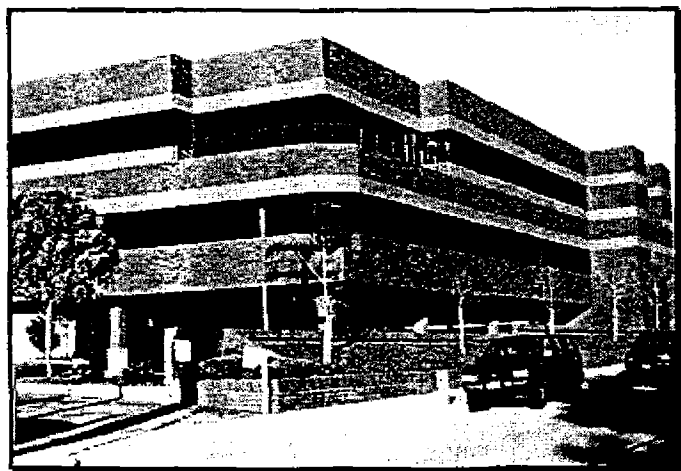
an additional foot of setback for each additional floor.



- d. Office buildings should site the primary entry towards the street.

### 3. Building Design

- a. Building surfaces over two stories high or 40-feet in length should provide vertical and horizontal wall plane offsets.
- b. The primary building access should be designed to convey a sense of entry.



*Horizontal and vertical offsets are encouraged*

## B. Vehicle Dealerships

### 1. Description

Vehicle Dealerships typically specialize in the sale and servicing of one or more lines of new or used automobiles. Dealerships are regional in nature and can have a market radius well in excess of 20 or 30 miles.

The major portion of a Vehicle Dealership site is typically used for outdoor storage and display of vehicles and a relatively minor portion is used for structures and customer parking.



*Sufficient customer parking should be provided.*

### 2. Site Planning

- a. Provisions will need to be made onsite for the unloading of vehicles from carriers.
- b. Outdoor vehicle displays oriented toward streets should be limited to permanent at-grade display areas that are architecturally compatible with the project.
- c. All storage areas should be screened from view from the public street and any adjacent residential

area. No storage except new car storage should occur adjacent to residential areas.

- d. No potentially noisy activity, such as vehicle repair, cleaning or testing, should be located near or oriented toward residential properties.

- e. Sufficient space should be provided for service drop-offs to prevent vehicle stacking on public street(s). Customer parking should be provided for the sales, service, and parts areas.

### 3. Building Design

- a. Buildings should be stylistically consistent on all sides and well articulated.
- b. The showroom should be oriented toward the major public streets.
- c. Walls and fences should be architecturally compatible with the buildings.
- d. Service uses should be entirely contained within the building(s). Internal vehicle access to the individual service bays should be provided in all cases. The access points to the service bays should not be visible to the public.
- e. All storage areas should be screened from public view from any adjoining properties and from the public right-of-way by appropriately designed walls, fencing and landscaping.
- f. Provisions should be made for a vehicle washing area. The wash rack should not be located visible or audible from any public street or residential area.
- g. Landscaping should be provided along all display perimeters but should be maintained at a low level (less than 32 inches in height).

## C. Service Stations and Car Washes



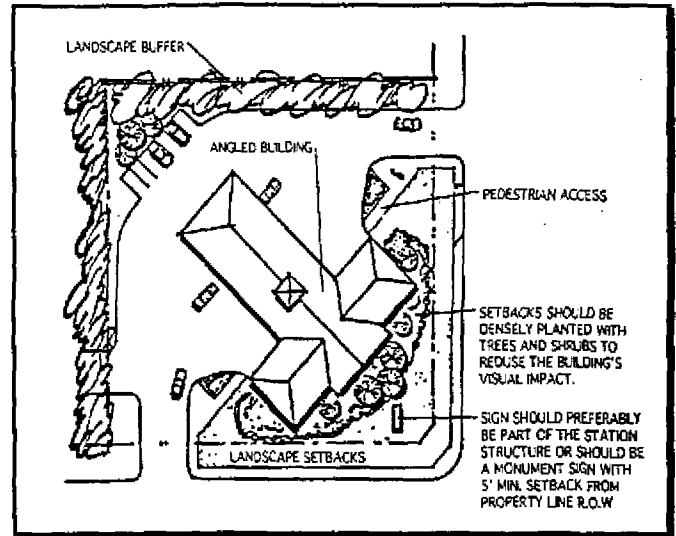
*Service Station*

### 1. Description

Service Stations and Car Washes are intensive auto-oriented uses that are characterized by large areas of paving.

### 2. Site Planning

- a. The site design for corner and mid-block sites should convey a strong link to the street or corner.
- b. The site should be designed to accommodate, anticipated circulation patterns and minimize paving.
- c. Driveway cuts should be limited to two per site, unless otherwise allowed by the City Engineer for valid circulation reason.
- d. Service and car wash bays should not face residential properties or the public street. The visibility of service bays and car wash openings should be minimized.
- e. Gas pump canopies should be screened by the main building structure. The retail market/ office building segment of the facility should be oriented along the street frontage.

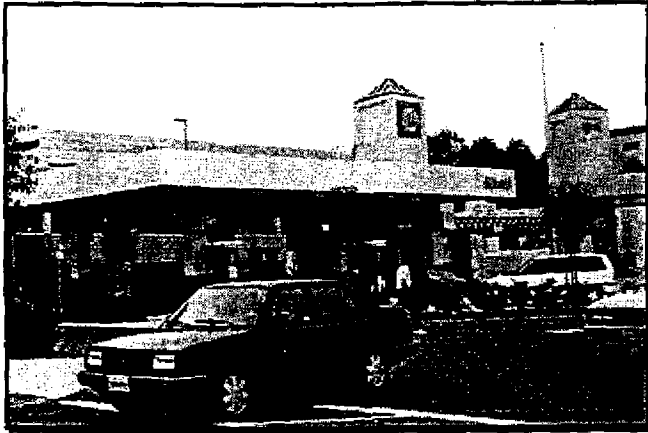


*Gas pump areas should be screened from view*



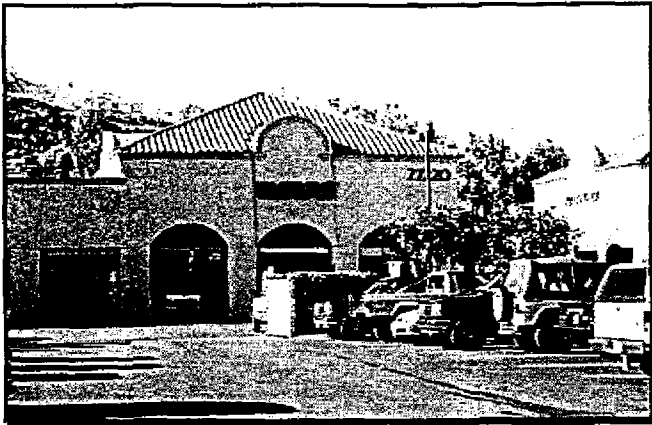
### 3. Building Design

- a. Site specific architectural design is strongly encouraged. Corporate or franchise design solutions are strongly discouraged.
- b. All structures on the site (including kiosks, car wash buildings, gas pump columns, etc.) should be architecturally consistent and related to an overall architectural theme.
- c. All building elevations should be architecturally enhanced.
- d. High quality building materials are encouraged. Reflective, glossy, and fluorescent surfaces are discouraged.
- e. The roof design of all structures, including pump canopies, should incorporate roof treatments with a low to moderate pitch. Flat roofs or mansard roof applications are strongly discouraged unless they are consistent with an established architectural theme.



- f. Gas pump canopies should not be internally illuminated. Light fixtures should be recessed into the canopy.
- g. Each gas pump island should include stacking for at least two vehicles (40-feet) onsite, on at least one end of the pump island.

## D. Auto Repair Service



*Auto Repair Service Center*

### 1. Description

Auto repair service facilities are generally freestanding buildings but can also be found in mixed use projects or commercial planned developments. Auto repair uses are typically associated with noise, large numbers of parked vehicles, traffic, and the presence of hazardous materials.

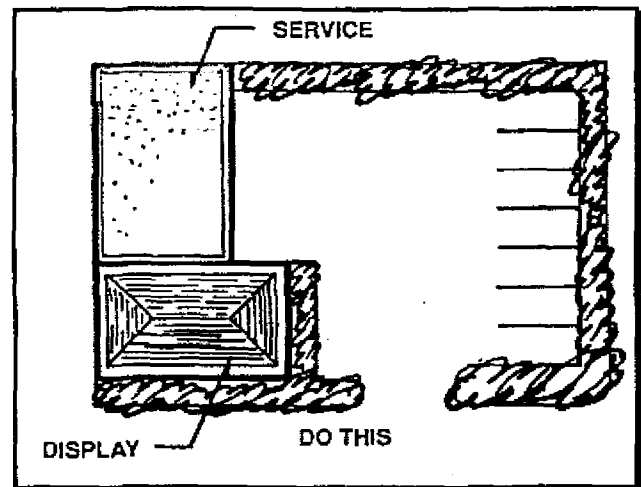
While these facilities rarely make good residential neighbors, they are necessary to urban life and can be accommodated into many other settings if care is taken to mitigate negative characteristics.

### 2. Site Planning

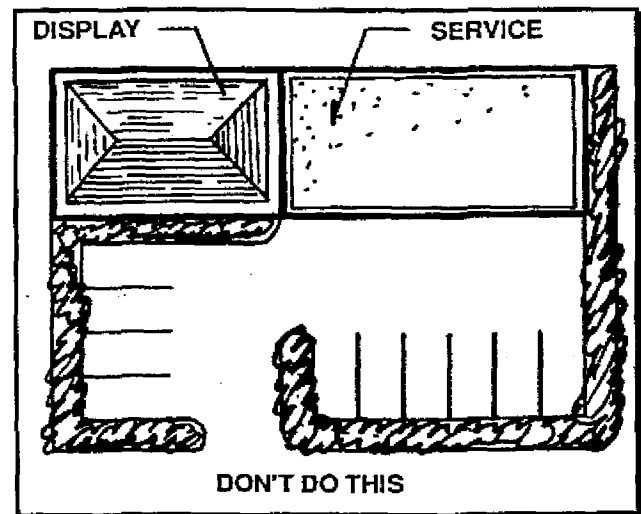
- Driveway access should be limited to the minimum number necessary.
- Vehicle drop-off areas should be provided to prevent vehicle overflow to adjacent streets.
- The interior of work bays should not be visible from a public street or any adjacent residential buildings or designated open space.

### 3. Building Design

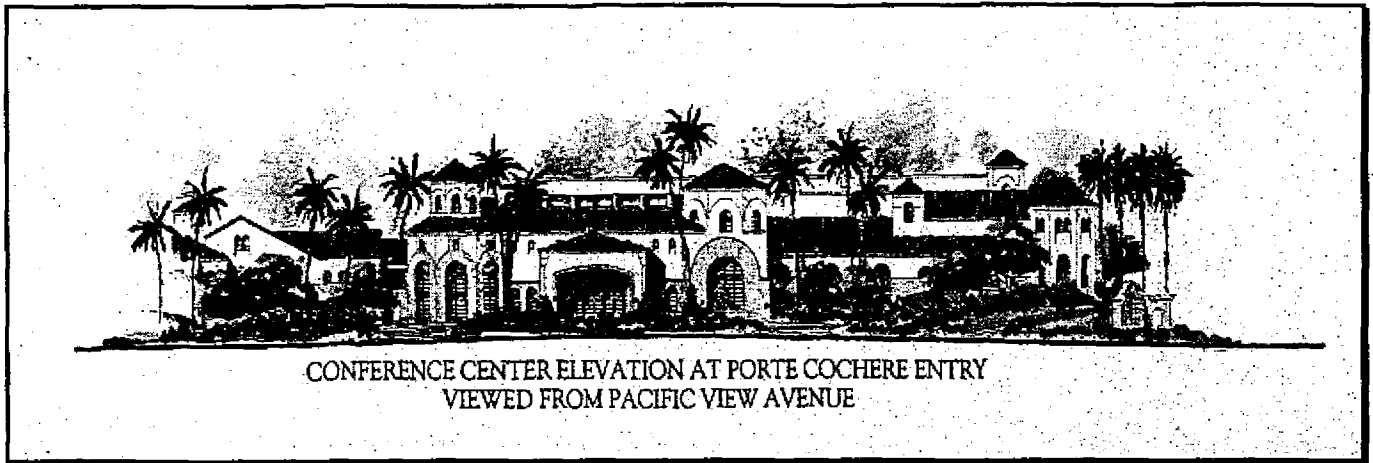
- Building design should be stylistically consistent, and compatible with surrounding buildings through use of similar scale, materials, colors, and/or detailing.
- Building materials should have the appearance of substance and permanency; lightweight metal or other temporary appearing structures are discouraged.



*Appropriate site design*



*Inappropriate site design*



*An example of a well designed hotel facade*

## **E. Hotels and Motels**

### **1. Description**

Hotels and Motels are located along commercial corridors and recreation areas and provide temporary accommodations for business and vacation travelers.

### **2. Site Planning**

- a. The building(s), not the parking lot(s), should establish the image and character for the development along street frontages.
- b. Short term parking should be provided in close proximity to office/ check-in areas.
- c. Delivery and loading areas should be screened to minimize adverse visual and noised impacts to adjacent uses.
- d. Recreational facilities should be designed to offer privacy to facility users.

### **3. Building Design**

- a. The scale of buildings should be compatible with the surrounding development patterns.
- b. Walkway, stairway and balcony railings and other similar details should be stylistically consistent with the building design.

- c. Mechanical equipment of all types, including swimming pool equipment, should be located to minimize impacts on adjacent uses. Air conditioning units should not be visible from public streets.
- d. Exterior corridors on multi-level buildings are strongly discouraged and should not be located adjacent to residential uses.
- e. Structures over two stories should incorporate interior access to guestrooms. Room entrances directly adjacent to parking lots or exterior walkways are discouraged.

## F. Drive-Through Businesses

### 1. Description

Various uses with drive through services such as restaurants, banks and drug stores are common along Huntington Beach corridors. These types of establishments present unique design challenges due to building siting, traffic, vehicular access and on-site circulation.



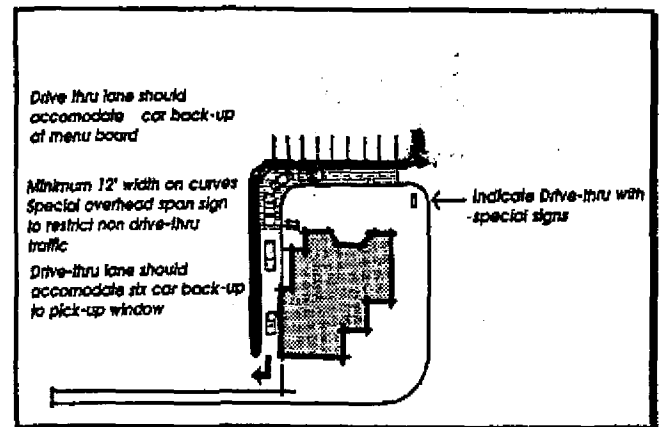
*The primary view along the major street frontage should be the building, not the drive through lane.*

### 2. Site Planning

- a. The building should be the predominant visual element along street frontages, not parking lots or drive through lanes.
- b. Drive-through aisles should be located towards the rear of the building, away from the street frontage, and screened from adjacent parking areas.
- c. Buildings with drive-through services should be "built-to" the minimum front setback lines.
- d. Drive-through aisles should provide adequate on-site queuing distance to accommodate 5 cars (150-feet) before the first stopping point (e.g. menu board, teller window, automatic teller machine). No portion of the queuing aisle should serve as a parking aisle.
- e. Drive through lanes should not exit directly to the site's main entrance. Drive-through aisles should provide at a minimum 25-foot interior radius for any curve.
- f. Whenever possible, the main structure should be sited so as to maximize the distance for vehicle queuing while screening the drive-through operations.

### 3. Building Design

- a. All building elevations should be architecturally enhanced.
- b. Buildings should incorporate a full roof with built-in roof top wells for mechanical equipment screening.
- c. A canopy should be provided at the drive-through pick-up window area.



*Drive-through business standards*



*Big Box Retail*

## **G. Big Box Retail**

### **1. Description**

Big box retail outlets are typically housed in large single story structures. Due to their positive economic impact on communities, they are becoming more prolific along local freeways, at major intersections and major commercial corridors.

Big box retail developments are characterized by large parking areas and minimal, "big box", architectural design.



*Distinguishing architecture is encouraged*

### **2. Site Planning**

- a. Parking area design should minimize adverse visual impacts of expansive parking lots by incorporating intensified landscaping and segmenting the parking area into smaller components.
- b. The major entry aisle should be aligned with the building entry of the most prominent building on site.
- c. Cart storage should be integrated within the initial building and site design. Large "cart corrals" are acceptable if they are designed to complement the project's site plan and architecture.

### **3. Building Design**

- a. The building design should incorporate a 2 ft. high building base.
- b. Building materials should be durable and resistant to damage, defacing, and general wear and tear. Stucco should not be utilized as a base material. Use of precast decorative concrete, stone masonry, brick and commercial grade ceramic tile is encouraged.
- c. Multiple plane roof lines are encouraged. Cornice details should be used at the top of parapet walls to provide distinctive caps to building facades.
- d. Big box building design should incorporate "liner shops" with entrances from interior and exterior of

the big-box building.

- e. Significant building wall articulation should be provided on all exterior building elevations visible to the public from the site or adjacent properties. Exterior wall treatments such as mass offsets, arcades, porticos, colonnades, and wing walls can be used to successfully mitigate the appearance of the typical big-box building appearance.
- f. The base of the big box building should be enhanced on all four sides by landscaping.
- g. Auxiliary outdoor storage and/or garden areas should be integrated within the primary building and their design should compliment the main building architecture.



*Outdoor storage area*

## H. Mixed Use Projects

### 1. Description

Mixed-use projects combine both commercial/office and residential uses as components of a single development. The uses may be combined either vertically or horizontally within the same structure, or can be distributed in different areas/structure on the site.



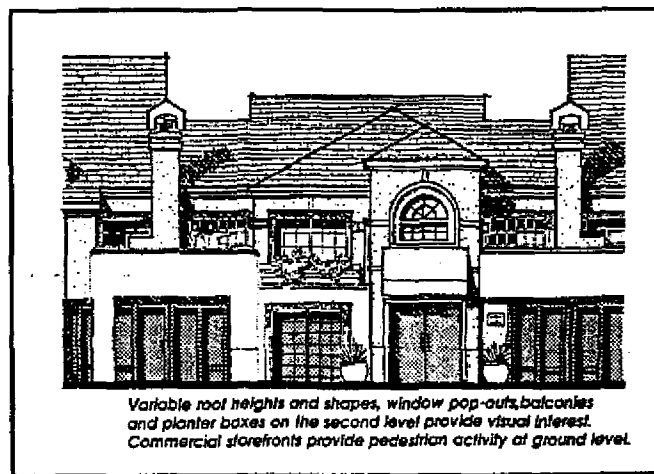
*Vertical mixed use project in downtown Huntington Beach.*

### 2. Site Planning

- a. Separate site access drive and parking facilities should be provided for residential uses and commercial uses.
- b. Security gates should be considered for access to residential uses and residential parking areas.
- c. Private open space areas which are intended for use by residents only should not be accessible from the commercial/office portion of the site.
- d. Parking lot lighting and building security lighting for commercial uses should be appropriately shielded so as not to spill over into the residential area.

### 3. Building Design

- a. The architectural style and use of materials should be consistent throughout the entire mixed-use project. Differences in use of architectural details may occur where the intent is to differentiate between the residential and commercial/office scale and character of the structure(s).
- b. The design of storefronts should be consistent with the guidelines for commercial development. The residential portion of a mixed-use structure should be consistent with the design guidelines for multifamily residential development.
- c. Projects three stories or less in height should incorporate full roofs on at least 50% of the roof area.
- d. Commercial signage should be restrained.
- e. Structures with heights greater than three stories should set back the upper portions of the structure a minimum of 10 feet for each additional two stories.
- f. When residential and commercial uses are combined in the same structure, separate entrances should be provided for each use.



*Variable roof heights and shapes, window pop-outs, balconies and planter boxes on the second level provide visual interest. Commercial storefronts provide pedestrian activity at ground level.*

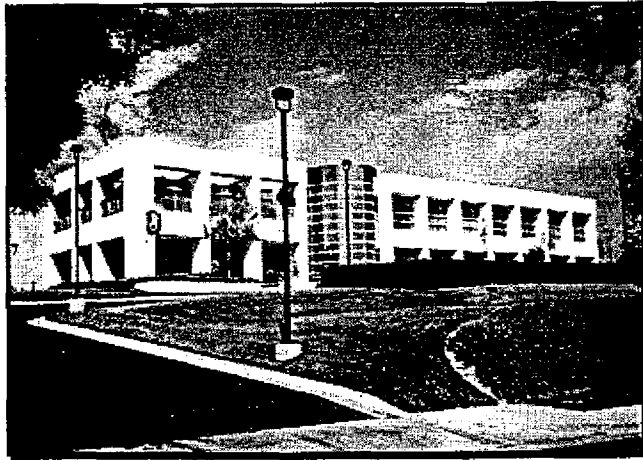
*Design upper floors with residential look.*





# Chapter 7

## Industrial



*High-quality industrial building*

### A. Introduction

Industrial development areas have typically been physically and visually isolated from other land uses in the past. More recently however, rapid urban growth and changes in planning philosophy towards inclusionary and neo-traditional design have placed industry in close proximity to residential areas, commerce and other activity centers. In addition, environmental and health regulations have made industrial uses more compatible with less intense land uses. Because of these factors, it is now recognized that industrial uses must be fully integrated, functionally and aesthetically within the city of Huntington Beach.

This chapter provides general design guidelines and concepts for industrial development which encourage the highest level of design quality and creativity.

Site-specific standards and guidelines shall take precedence when in conflict with the following guidelines. Where site specific standards or guidelines are silent, these guidelines will serve as a supplement.

### B. General Design Objectives:

The design of each industrial project in Huntington Beach should:

- Contribute towards reinforcing or establishing a distinct architectural and environmental image for the district within which the project site is located
- Consider the scale, proportion and character of development in the surrounding area
- Establish attractive, inviting, imaginative and functional site arrangement of buildings and parking areas, and a high quality architectural and landscape design which provides an efficient and pleasant work environment
- Facilitate and encourage on-site pedestrian activity and mitigate existing adverse automobile oriented planning patterns
- Minimize excessive or incompatible impacts of noise, light, traffic and visual character
- Preserve and incorporate natural amenities unique to the site such as ocean views, mature trees, etc. into the project development proposal
- Preserve and incorporate structures which are distinctive because of their age, historical, cultural significance, or unique architectural style into the project development proposal

### C. Site Planning

#### 1. Grading

- a. Industrial developments should be sensitive to their natural surroundings. Grading should be minimized by following the natural contours as much as possible. Graded slopes should be rounded and contoured to blend with the existing terrain.
- b. Grading should emphasize and accentuate scenic vistas and natural landforms.

- c. Large manufactured slopes should be avoided in favor of several smaller slopes integrated throughout the project. Smaller slopes are less obtrusive, more easily vegetated and can be used to add visual interest, preserve views and provide visual buffers where necessary.
- d. Significant natural vegetation should be retained and incorporated into the project.

## 2. Compatibility

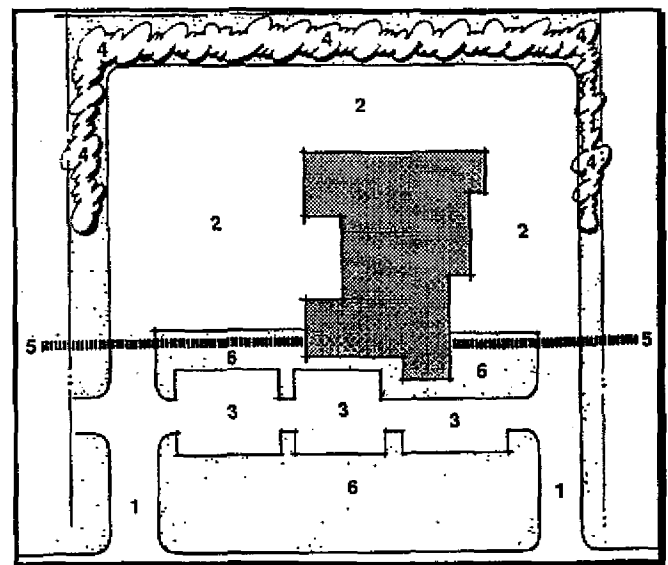
- a. The arrangement of structures, parking and circulation areas and open spaces should recognize the particular characteristics of the site and should relate to the surrounding built environment in pattern, function, scale, character and materials. In developed areas, new projects should meet or exceed the standards of quality which have been set by surrounding development.
- b. Structures which are distinctive due to their age, cultural significance, or unique architectural style should be preserved and incorporated in the project development proposal.
- c. Residential uses should be buffered from incompatible industrial development. Intensified landscaping, increased setbacks and appropriate building orientation should be utilized as a means of providing adequate separation between such land uses.
- d. Linkages (e.g. walkways, common landscape areas, building orientation) between compatible industrial uses are encouraged where appropriate.

## 3. Site Entry Design

- a. Entry areas to industrial developments should be enhanced by ornamental landscaping, low profile monument signage and decorative paving.

## 4. Building Siting

- a. Structure siting should take into consideration the context of the industrial area, the location of incompatible uses, the location of major traffic generators as well as the site's characteristics.
- b. The placement and design of structures should foster pedestrian access and circulation.
- c. Industrial site design should provide:
  - controlled site access (1)
  - service areas located at the sides and rear of buildings (2)
  - convenient public access and visitor parking (3)
  - screening of storage, work areas, and mechanical equipment (4)
  - storage and service area screen walls, as required by the Zoning Ordinance (5)
  - emphasis on the main building entry and landscaping (6)



*Appropriate Industrial Site Layout*

- d. Site buildings along industrial frontages, to the greatest extent possible. Provide variable building setbacks in order to avoid long monotonous building facades and create an interesting streetscene.
- e. Increased building setbacks should be provided for buildings 30-ft. high or greater.
- f. Whenever possible new structures should be clustered to create plazas and courtyards.

#### 5. Vehicular Access/ Circulation/ Parking

- a. Site access and internal circulation should promote safety, efficiency, and convenience. Conflicts between vehicles and pedestrians should be avoided. Continuous circulation should be provided throughout the site to the greatest extent possible. Dead-end driveways should be minimized. Adequate areas for maneuvering, stacking, truck staging, loading and emergency vehicle access should be accommodated on site.
- b. The number of site access points should be minimized and located as far as possible from street intersections. The use of common or shared driveways is encouraged and in some case may be required. Designs which encourage the use of streets for "internal circulation" should be avoided.
- c. Driveway entry locations should be coordinated with existing or planned median openings and driveways on the opposite side of the roadway.
- d. Loading and service areas should be provided with separate access and circulation whenever possible.
- e. Parking should not dominate street frontages. Parking areas should be screened by buildings and landscaping.
- f. Parking lots which accommodate a significant number of vehicles should be divided into a series of connected smaller lots.

- g. Parking lots should be separated from buildings by a raised walkway (minimum 4 feet wide) and landscape strip (minimum 7 feet wide).

#### 6. Pedestrian Circulation

- a. Placement of primary vehicle access points to the project site in close proximity to major building entries should be avoided in order to minimize pedestrian and vehicular conflicts.
- b. Clearly defined pedestrian paths should be provided from parking areas to primary building entrances and sidewalks along the site's perimeter.



*Pedestrian walkways should be visually attractive.*

- c. Design parking areas so that pedestrians walk parallel to moving cars. Minimize the need for pedestrians to cross parking aisles and landscape islands to reach building entries.
- d. Pedestrian walkways should be accessible, safe, visually attractive, and well defined by decorative pavement, landscaping, low walls, and low-level lighting.
- e. Safe and convenient pedestrian walkways should be provided between buildings and parking areas.
- f. Pedestrian access should be provided between transit stops and building entrances.

## 7. Plazas/ Courtyards and Recreational Areas

- a. Building placement that creates opportunities for plazas, courtyards, patios, or outdoor dining is strongly encouraged.
- b. Recreational facilities such as jogging trails and bicycle paths are encouraged.

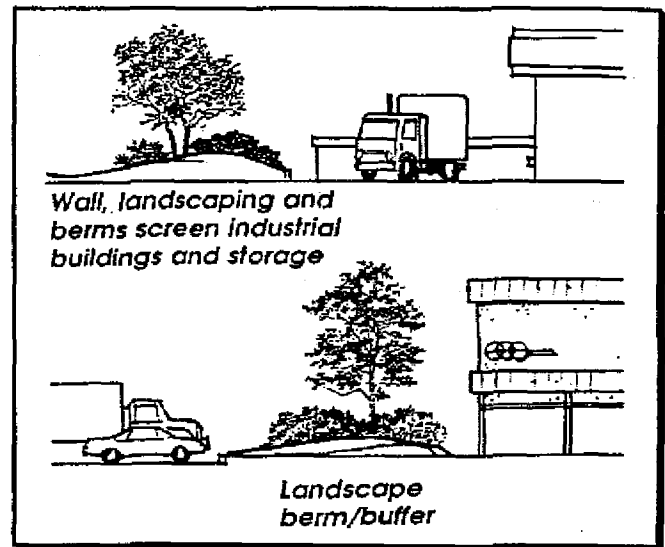


*Incorporate dining areas within industrial/business parks*

- c. Shade trees or architectural elements which provide shelter and relief from direct sunlight should be provided within plazas and courtyards.
- d. Landscaping, water features, and public art should be incorporated into plaza and courtyard design.

## 8. Loading & Delivery

- a. Loading and delivery service areas should be located and designed to minimize their visibility, circulation conflicts and adverse noise impacts to the maximum feasible extent.
- b. Loading and delivery service areas should be screened with portions of the building, architectural wing walls, freestanding walls and landscape planting.



*Loading areas should be screened from public view*

- c. Loading and delivery areas should not be located in required setback areas.
- d. Loading and unloading should be accommodated entirely on site.

## 9. Utility and Mechanical Equipment

- a. Utility and mechanical equipment (e.g. electric and gas meters, electrical panels, transformers and junction boxes) should be screened from view. All screening devices should be compatible with the architecture, materials and colors of adjacent structures.
- b. Transformers should not dominate the streetscape. When transformers are required to be installed adjacent to the street, they should be undergrounded.

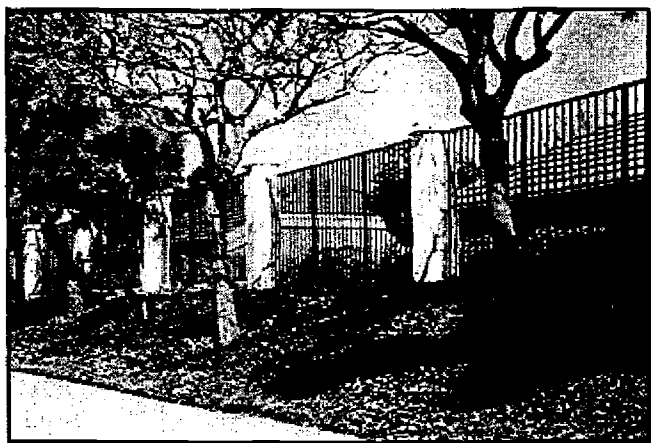
## 10. Refuse and Storage Areas

- a. Trash storage must be enclosed within or adjacent to the main structure or located within separate freestanding enclosures.
- b. Trash enclosures should be unobtrusive and conveniently accessible for trash collection but should not impede circulation during loading operations.

- c. Trash enclosures should be located away from residential uses to minimize nuisance to adjacent properties.
- d. Trash and storage enclosures should be architecturally compatible with the project design. Landscaping shall be incorporated into the design of trash enclosures to screen them and deter graffiti.

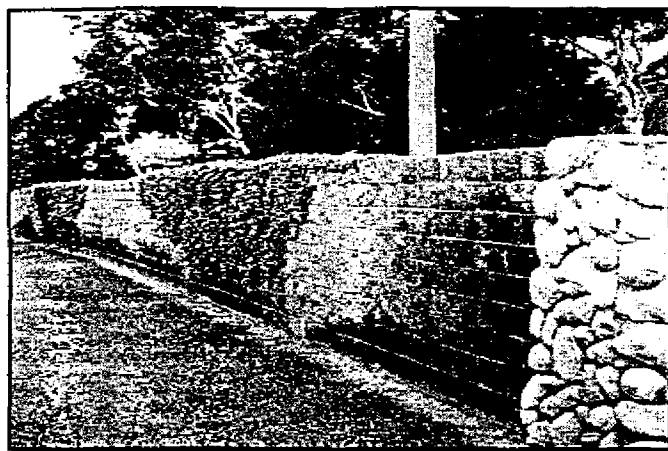
## 11. Walls and Fences

- a. Wall/ fence design should complement the project's architecture. Landscaping should be used to soften the appearance of wall surfaces.
- b. Walls and fences within front and exterior side yards of commercial sites should be avoided.
- c. Unless walls are required for screening or security purposes they should be avoided.
- d. Security fencing should incorporate solid pilasters, or short solid wall segments and view fencing.



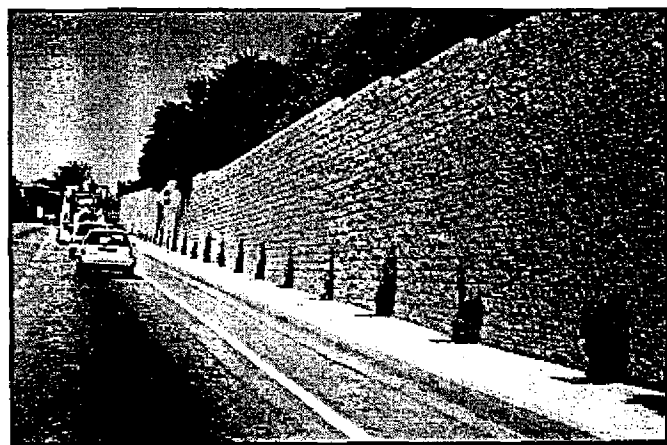
*The design of security fencing should be enhanced*

- e. Long expanses of fence or wall surfaces should be offset and architecturally designed to prevent monotony. Landscape pockets (12-feet wide by 3-feet deep) should be provided at 70-foot minimum intervals along the wall.



*Quality wall materials are encouraged*

- f. Walls and fences should be designed in such a manner as to create an attractive appearance to the street and to complement the architecture of the industrial park.
- g. Gates should be provided in walls or fences where necessary to allow emergency access.
- h. High perimeter walls and walls topped with barbed wire, razor wire, or broken glass are strongly discouraged.
- i. Chain link fences should not be visible from streets.



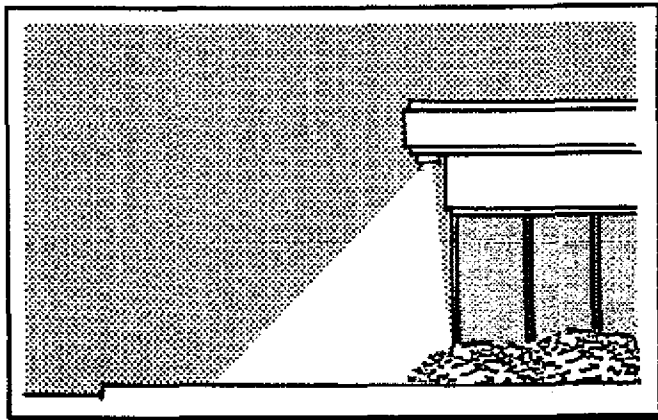
*High solid walls along public streets are discouraged*

## 12. Paving

- a. Decorative paving should be incorporated into parking lot design, driveway entries, pedestrian walkways and crosswalks.
- b. Paving materials should complement the architectural design. The use of stamped concrete, stone, brick, pavers, exposed aggregate, or colored concrete is encouraged.

## 13. Lighting

- a. The type and location of parking area and building lighting should preclude direct glare onto adjoining property, streets, or skyward. Lighting systems should be designed for two operating levels; a higher intensity lighting level for business operating hours and a reduced intensity level for non-operating hours.



*Confine light glare within the site boundaries*

- b. The design of the light fixtures and their structural support should be architecturally compatible with the theme of the development.
- c. Pedestrian scale/decorative light fixtures are encouraged within plazas and courtyards.

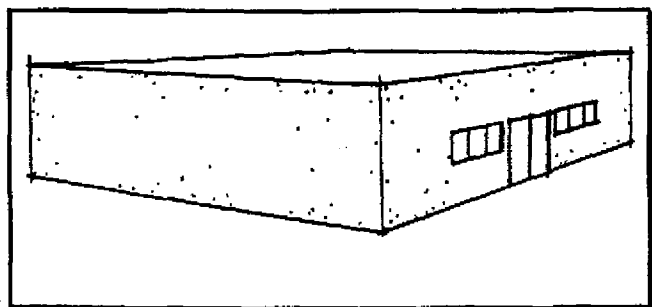
## D. Architectural Guidelines

### 1. Architectural Imagery

- a. No particular architectural "style" is required for industrial development. High quality, innovative and imaginative architecture is encouraged.
- b. The selected architectural style/ design should consider compatibility with surrounding character, including harmonious building style, form, size, color, materials and roofline. In developed areas infill projects should meet or exceed the standards of quality which have been set by surrounding development.
- c. The designer is expected to employ variations in form, building details and siting in order to create visual interest. In all cases the selected architectural style should be employed on all building elevations.
- d. A unified, identifiable image should be projected by individual buildings within industrial/ business parks through the use of similar and/ or complementary colors, materials, roof forms, signage, decorative pavement and architectural style.

### 2. Building Façade and Roof Articulation

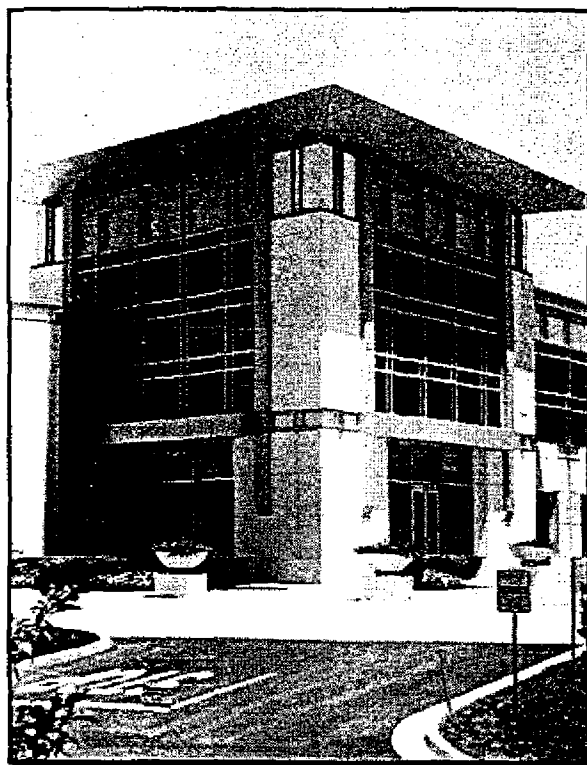
- a. Buildings should be segmented in distinct massing elements. Building facades should be articulated with architectural elements and details. Vertical and horizontal offsets should be provided to minimize building bulk.



*Plain box-like structures are discouraged.*

- b. Variable building elevations along linear street frontages are encouraged.

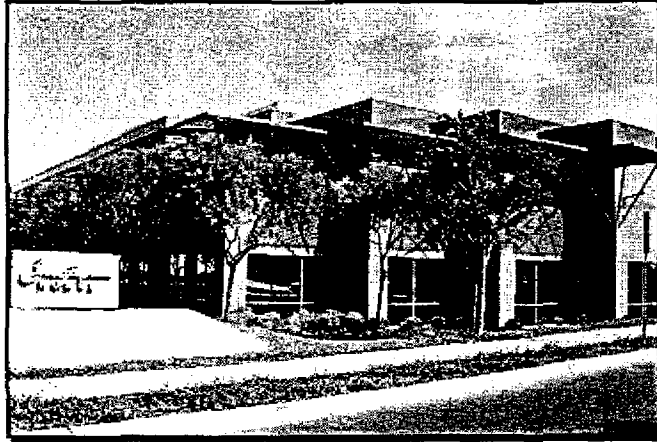
- c. Building entries should be readily identifiable. Use recesses projections, columns and distinctive materials and colors to articulate entrances.



*Building entries should be readily identifiable*

- d. Employ various building forms to create visual character and interest.
- e. Long (over 100') unarticulated building facades. Are not acceptable. Varied front setbacks are encouraged.
- f. All wall surfaces visible to the public should be architecturally enhanced. Front and side wall elevations should provide building offsets and architectural details.
- g. Varying building heights/massing and setbacks to define different functions such as offices and warehousing is encouraged.
- h. Nearly vertical, mansard or pitched roofs should be avoided.

- i. Vertical architectural elements such as towers should be used as focal points.
- j. Stairways should be designed as an integral part of the building architecture.
- k. Roof design should be an integral component of the overall building architecture. Long continuous rooflines are not acceptable. Multiple roof planes and offsets are encouraged.

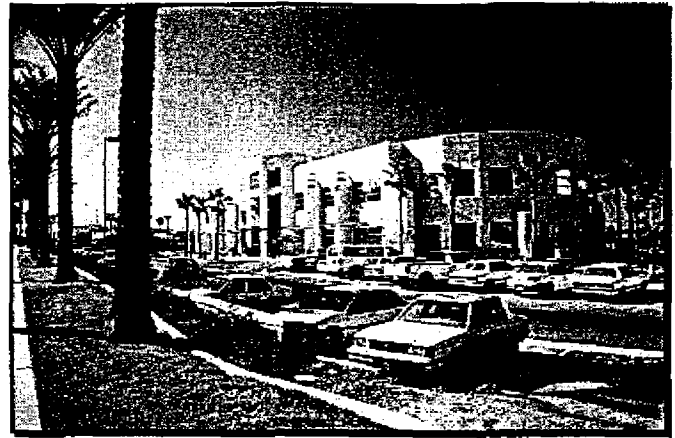


*Provide roof line variation*

- l. Gutters and downspouts should be concealed, unless designed as a decorative architectural feature.
- m. All mechanical equipment should be screened from view of public streets, neighboring properties, and nearby higher buildings.

### 3. Fenestration

- a. The size and location of doors and windows should relate to the scale and proportions of the building elevation on which they are located.



*Fenestration should relate to the scale of the building*

### 4. Building Materials and Colors

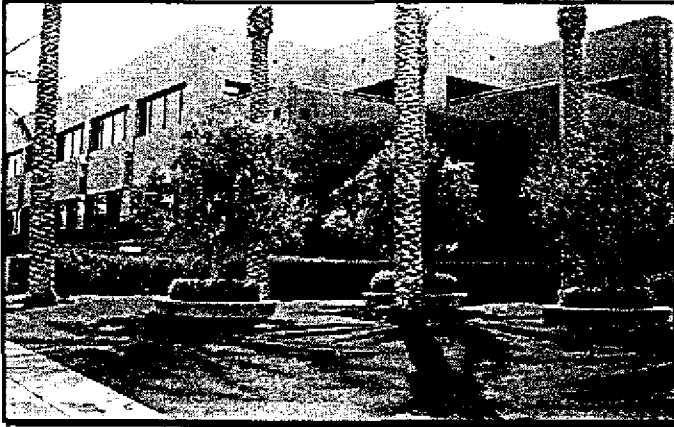
- a. Materials and colors should be used to create visual interest. When buildings are located within an industrial/ business park, utilize colors and materials which are complementary to the design theme and consistent with the colors/ materials palette for the industrial/ business park development.
- b. Exposed gutters should be colored to match fascia or wall materials. Exposed downspouts should be colored to match the surface to which they are attached.
- c. Use various types of building cladding to produce different texture, shade and shadow effects.
- d. High maintenance building materials such as stained wood, clapboard, or shingles should be avoided.
- e. Landscaping should be provided adjacent to walls to discourage graffiti.
- f. Materials should be chosen to withstand abuse by vandals or accidental damage by machinery. False facades and other simulated materials and ornamentation are discouraged.
- g. Brightly-colored buildings are discouraged.



## E. Landscaping Guidelines

### 1. Standard Guidelines

- a. Landscaping should be used to define entrances to buildings and parking lots, buffer incompatible uses, and screen outdoor storage, loading and equipment areas.



*Landscaping should be used to soften building exteriors*

- b. Landscaping should be in scale with adjacent buildings and of an appropriate size at maturity to accomplish its intended purpose.
- c. Buildings should be located on 'turf-islands'. A minimum 7-foot or larger landscape strip, including a 6" curb and 12" concrete strip, should be provided between parking areas and the front portion of the building.
- d. Utilize grade differential and/or berming in conjunction with landscaping to reduce the appearance of building mass and height along street frontages.
- e. When industrial uses are located adjacent to less intense uses, additional setbacks, walls, screening and/or landscaping should be provided to mitigate potential adverse effects to neighboring properties.
- f. Landscaped areas should generally incorporate planting materials utilizing a three tiered system: 1) grasses and ground covers, 2) shrubs and vines, and 3) trees. All areas not covered by structures, service yards, walkways, driveways, and parking spaces should be landscaped, in accordance with City Ordinance requirements.
- g. The following design concepts should be utilized in all project design:
  - Specimen trees (36-inch box or more) in informal groupings or rows at major focal points
  - Use of flowering vines both on walls and arbors or trellises
  - Use of planting to create shadow and patterns against walls
  - Use of planting to soften building lines and emphasize the positive features of the site
  - Trees to create canopy and shade, especially in parking areas and passive open space areas
  - Berms, plantings, and walls to screen parking lots, trash enclosures, storage areas, utility boxes, etc.
- h. Trees generally should be placed as follows:
  - A minimum of 8 ft. between center of trees and edge of driveway, 6 ft. from water meter or gas meter and sewer laterals
  - A minimum of 25-ft. between center of trees and point of intersection of the edge of driveways and streets or walkways
  - A minimum of 15-ft. between center of trees or large shrubs to utility poles/street lights
  - A minimum of 8-ft. between center of trees or large shrubs and fire hydrants, fire department sprinklers, standpipe connections
- i. Trees or large shrubs should not be planted under overhead lines or over underground utilities if their growth will interfere with the installation or maintenance of these utilities.
- j. Landscaping materials should be spaced so that they do not interfere with the lighting of the premises or restrict access to emergency apparatus.
- k. Existing healthy mature trees should be preserved and incorporated into the overall landscaping plan.
- l. Gravel, or astroturf is not permitted as a substitute for planting materials.

- m. Use of vines and climbing plants on buildings, trellises, and privately owned perimeter walls is encouraged.
- n. Landscaping should be protected from vehicular and pedestrian encroachment by raised planting surfaces. Concrete step-off areas should be provided in landscape planters adjacent to parking spaces.

## 2. Parking Lot Landscaping

- a. Parking lot landscaping should accent driveways, frame the major circulation aisles, and highlight pedestrian pathways.
- b. Parking areas for more than 250 parking spaces should provide continuous landscape planting strips between every row of parking and should be planted with shade trees low shrubs and groundcover at a minimum distance of 35-ft on center. These landscaping areas should provide a minimum of 7-ft. clear plantable width and shall be protected by a 6-inch high curb and a 12-inch wide concrete or comparable hardscape material ~~mow~~ strip on both sides.
- c. Parking areas for more than 250 parking spaces should provide landscaping islands with minimum 500 sq. ft. of plantable area and 7-ft. wide clear plantable width at the end of parking rows. These landscaping areas should be planted with shade trees, low shrubs and groundcover and should be protected by a 6-inch high curb on all sides and a 12-inch wide concrete step-off area adjacent to parking spaces.
- d. Parking areas for more than 250 parking spaces should provide interior planting islands with minimum 135 sq. ft. of plantable area every 10 parking spaces. These landscaping areas should be planted with shade trees, low shrubs and groundcover and should be protected by a 6-inch high curb on all sides and a 12-inch wide concrete step-off area adjacent to parking spaces.
- e. All parking lot street frontages for lots with more than 250 parking spaces should be screened by landscaping. Screening materials should provide a clear line of sight between 32 inches and 5 ft. above grade. Parking lot landscape screening should be implemented by utilizing one or a

combination of the following:

- a maximum 32-inch high evergreen hedge, to create a solid hedge
- a maximum 32-inch high earth berm with a slope no greater than 3.5:1
- non-deciduous (evergreen) trees planted at a distance of 35 ft. on center. Trees should be a minimum 36-inch box container size, or as recommended by conditions of approval

## 3. Slope Revegetation and Erosion Control

- a. All slopes to be constructed at a gradient steeper than 6:1 horizontal to vertical and with a vertical height of three feet or greater, shall be revegetated within 30 days of completion of grading.
- b. All slopes should be covered with herbaceous or prostrate shrubby ground covers.
- c. All plant materials should be appropriate to the site conditions, water conserving and appropriately spaced to control soil erosion.
- d. Trees, shrubs, and ground covers should be planted in undulating massings and groupings to reduce the constricted character of manufactured slopes.
- e. Revegetation on permanent slopes should include permanent irrigation systems.

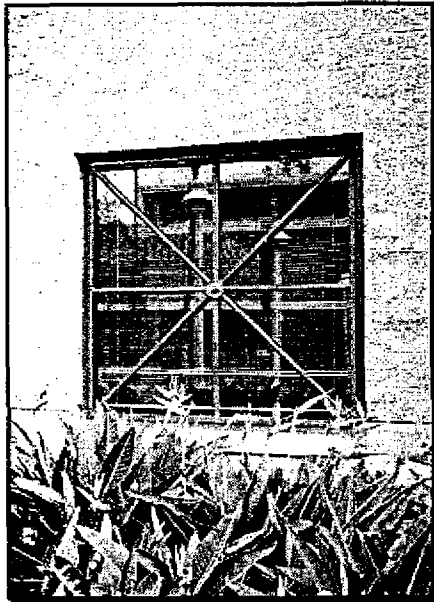
## 4. Plant Maintenance and Irrigation

- a. All young trees should be securely staked with double staking and/or guy-wires. Root barriers shall be required for any tree placed in paved or other locations where roots could damage adjacent paving/curb surfaces.
- b. Automatic sprinkler controllers shall be installed to ensure that landscaped areas will be watered properly. Backflow preventors and anti-siphon valves shall be provided in accordance with current codes.
- c. Sprinkler heads and risers should be protected from car bumpers. "Pop-up" heads should be used near curbs and sidewalks.

- d. The landscape irrigation system should be designed to prevent run-off and overspray.
- e. All irrigation systems should be designed to reduce vandalism by placing controls in appropriate enclosures.

**F. Public Safety Through Design**

- a. Electronic surveillance and security hardware should be as invisible and unobtrusive as possible. If security grilles are necessary, they should be architecturally integrated within the overall building design theme. The use of scissor grilles is strongly discouraged.



*Appropriate Security Hardware*

- b. Lighting should be designed to satisfy functional and decorative needs. Security lighting should be designed as part of an overall lighting plan rather than as single stand-alone elements.
- c. Safety behind buildings should be ensured through: 1) adequate security lighting for parking areas and pedestrian ways; 2) limited access (walls, fences, gates, shrubs); 3) signage; 4) introduction of activities (e.g., rear entrances for commercial activities) that increase surveillance; 5) surveillance through windows or with cameras; and 6) ongoing maintenance of storage areas and alleys.
- d. Building lighting should complement the architectural style of the building while providing illumination of building facades and entrances.
- e. Lighting should be sufficient for sidewalk and street illumination.
- f. Building address numbers should be visible from the public right-of-way.
- g. Landscaping should be planted and maintained to allow visibility and eliminate areas of potential criminal activity.
- h. Delineate the separation between public and private spaces with paving, building materials, grade separations or with physical barriers such as landscaping.

# Chapter 8

## Signs

### A. Introduction

Signage can have a dramatic impact on the visual character of a city. Restrained and tasteful signage conveys an orderly and quality appearance which complements project design and enhances the City's image. Excessive signage or illegible signage degrades the visual quality of the environment.

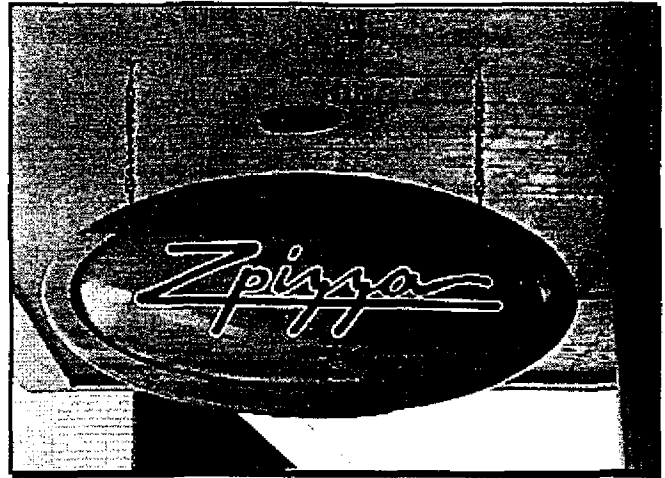
The sign design guidelines in this chapter encourage the highest level of sign design quality while allowing maximum flexibility.

Site specific standards and guidelines shall take precedence when in conflict with the following guidelines. Where such standards or guidelines are silent, these guidelines will serve as a supplement.

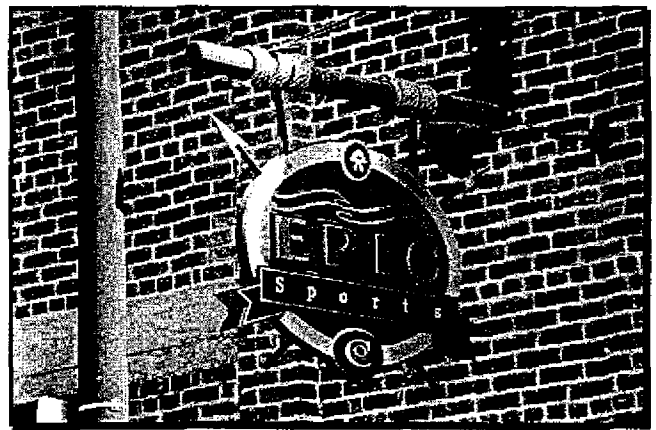
### B. General Design Objectives

The sign design for projects in Huntington Beach should:

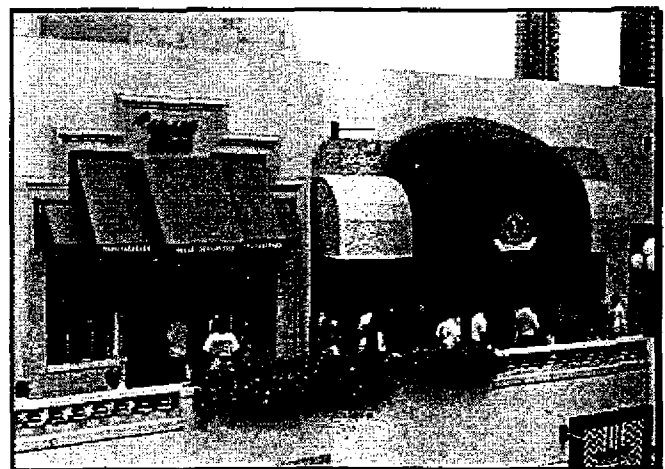
- Provide creative, high quality signage that positively contributes in the improvement of the visual environment, expression of local character, and development of a distinctive City image
- Enhance the building's architectural design
- Consider the scale proportions and character of signage in the immediate vicinity



*Canopy sign*



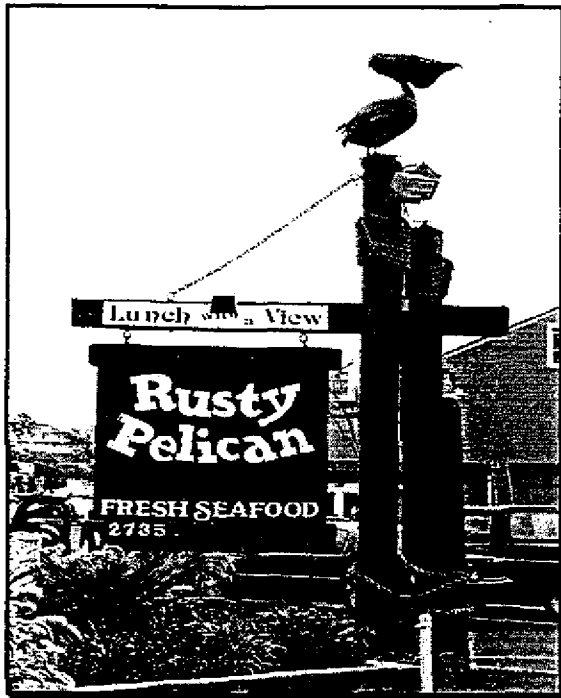
*Projecting sign*



*Awning Signage*

### C. General Sign Design Guidelines

- a. Building and freestanding signs should be compatible with the predominant visual elements of the project architecture.
- b. Sign size should be complementary to the proportion and scale of the building and its elements.
- c. Creative wall and freestanding signage which identifies and accentuate building entries is encouraged.
- d. Use of figurative signage is encouraged.



*Figurative signs are encouraged*

- e. Overly intricate typefaces should be avoided.
- f. Sign colors and materials should be selected to contribute to the signs legibility. Excessive use of colors is not acceptable.
- g. Freestanding signs should be placed within landscaped area(s), perpendicular to approaching traffic and positioned to provide clear lines of sight at intersections and driveway approaches.

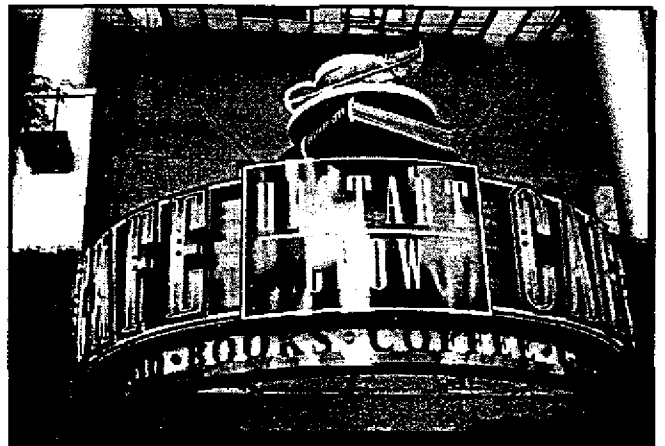
### 1. Color

- a. Use of colors is one of the primary means of visual communication. Excessive or uncoordinated use of colors in sign design can confuse and/ or negate the message of a sign. Restrained use of colors is encouraged.
- b. Sign design should consider the visual impacts of color contrast in achieving legible and aesthetically pleasing signage.



*Use of contrasting colors can enhance sign legibility*

- c. Color accents should be used to create unique and attractive signage and enhance sign legibility. Large sign areas with multiple colors are discouraged.



*Use of many colors can be confusing*

- d. Colors or color combinations that interfere with the legibility of the sign copy should be avoided.

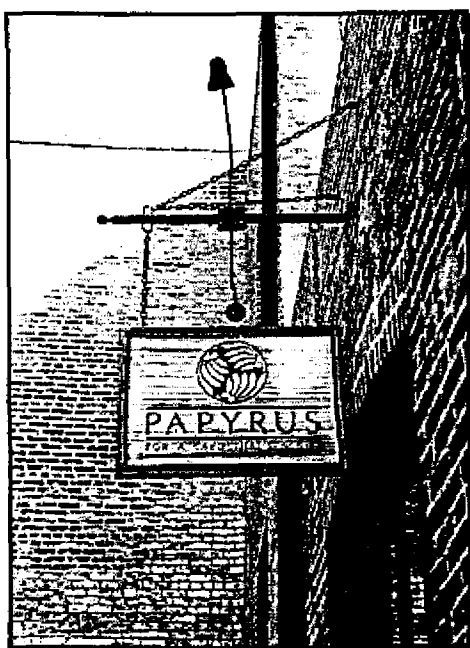
- e. Multi-tenant freestanding signs should utilize one uniform sign background color for all tenant signage.
- f. Bright fluorescent colors are distracting and should be generally avoided. Limited use of fluorescent colors may be acceptable if they are well integrated within the overall sign design.



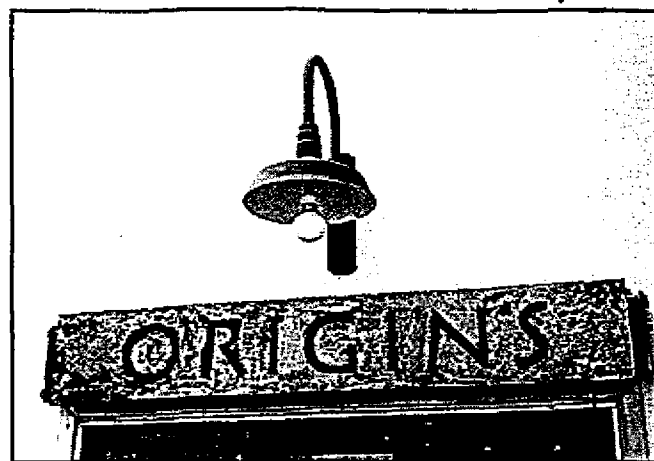
*Limited use of fluorescent colors is acceptable*

## 2. Materials

- a. The following materials are recommended for signs in Huntington Beach:
  - Wood (carved, sandblasted, etched and properly sealed, primed and painted, or stained).



*Well designed wood sign*

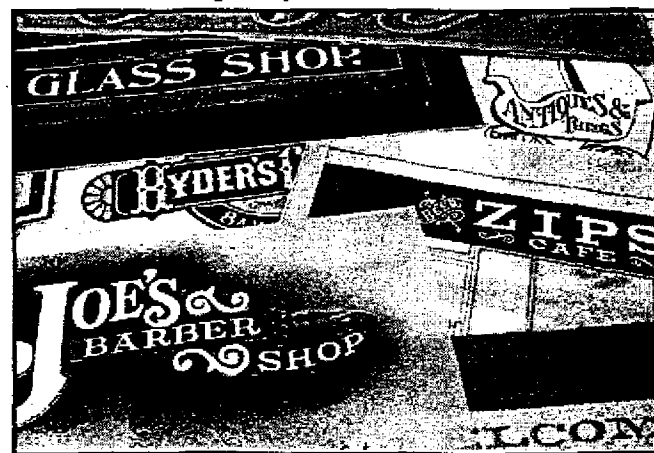


*Well designed metal Sign*

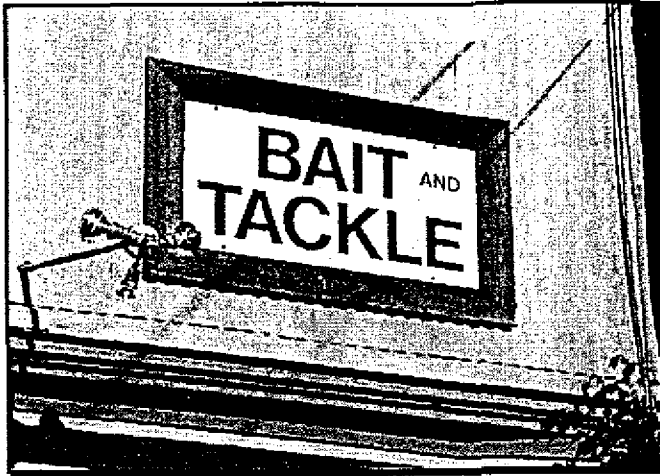
- High-density pre-formed foam, if properly designed in a manner consistent with these guidelines, and painted or otherwise finished to compliment the building architecture
- Metal (formed, etched, cast, engraved, and properly primed and painted or factory coated to protect against corrosion)
- Custom neon tubing, when used as an accent in conjunction with other sign types

## 3. Sign Copy/ Lettering Style/ Spacing

- a. Limit the number of lettering styles in order to increase legibility. The number of different lettering types should be limited to no more than two for small signs and three for larger signs.
- b. Avoid spacing letters and words too close together. Crowding of letters, words or lines decreases legibility.



*The fewer words, the more effective the sign*



*Lettering style should complement building architecture*

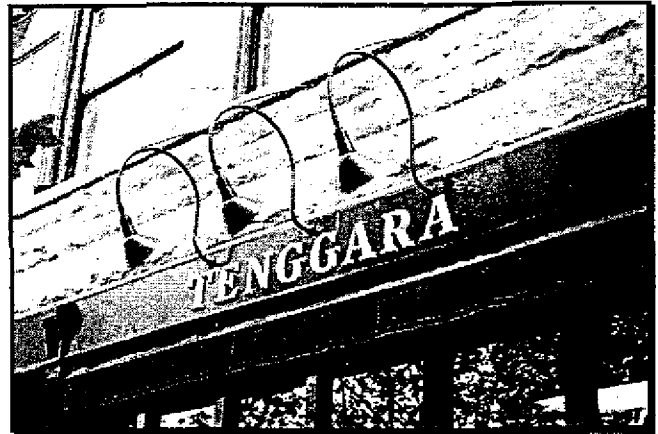


*The use of symbols and logos in the place of words is encouraged*

- c. Signs with brief succinct messages are encouraged because they can be read quickly and are more attractive.
- d. Use symbols and logos in the place of words whenever appropriate. Pictographic images usually register more quickly in the viewer's mind than a written message.
- e. Avoid hard-to-read, overly intricate typefaces and symbols.

#### 4. Sign Illumination

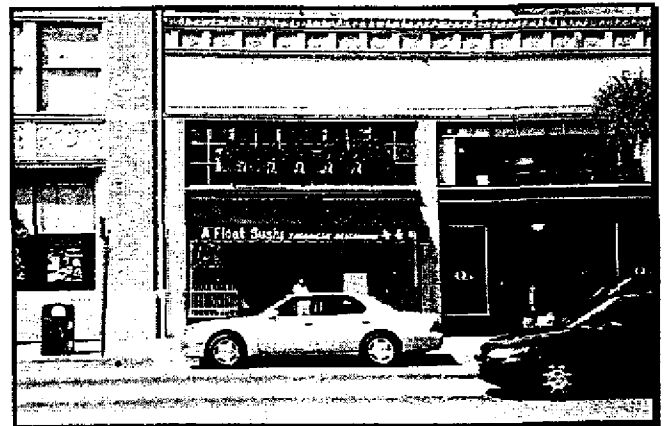
- a. Whenever indirect lighting fixtures are used, care should be taken to properly shield the light source to prevent glare from spilling over into residential areas and any public right-of-way.
- b. Signs comprised of individual letters are better integrated with building architecture. Individually illuminated letters, either internally illuminated or backlit solid letters (reverse channel) are encouraged. Internally illuminated cabinet sign are discouraged.



*Architecturally compatible indirect sign lighting is encouraged*

#### 5. Placement

- a. Signs should be placed near the main business entrance, should not project above the edge of the rooflines and should not obstruct windows and/or doorways.



*Avoid placing wall signs over windows*



#### **D. Wall and Building Signs**



*Well designed "Wall sign"*

- a. Wall signs should not project from the surface upon which they are attached by more than the minimum required distance for construction purposes and in no case by more than 12 inches.
- b. Internally illuminated can signs are strongly discouraged. Internally illuminated, individually cut channel letters are acceptable.
- c. Reverse channel letter signs are encouraged.
- d. Wall signs painted directly on the structure are encouraged.
- e. Lettering should not occupy more than 75% of the background area.
- f. Wall sign placement should be coordinated with architectural features.
- g. Prefabricated building fascia corporate signs are not acceptable.

#### **E. Projecting Signs**

- a. Projecting signs should be at least 12 ft. above finished floor.
- b. Sign supports and brackets should be compatible with the design and scale of the sign.
- c. The maximum allowable sign area for projecting signs should be 6 sq. ft.

- d. External illumination of projecting signs is encouraged.
- e. The text, copy, or logo face should not exceed 75% of the sign background.
- f. Projecting signs should be attached at a 90 degree angle from the face of the building.



*Well designed "Projecting sign"*

#### **F. Window Signs**



*Well designed "Window sign"*

- a. Window signs (permanent) should not cover more than 20% of the area of each window.
- b. Window signs should be limited to individual letter signs and logos. Glass-mounted graphic logos may be applied by silk screening or pre-spaced vinyl die-cut forms.

### G. Awning Signs

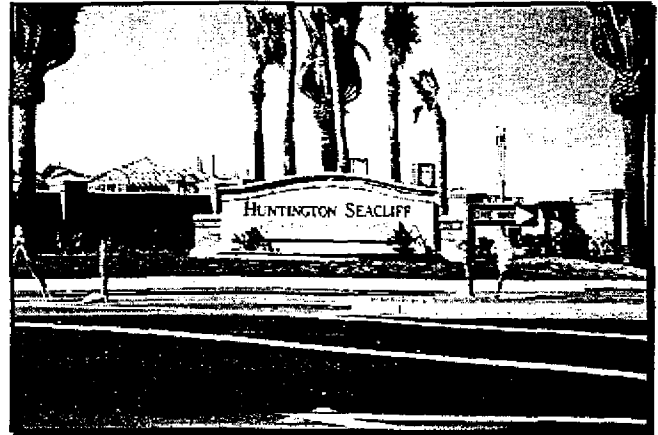
- Awnings should not be internally illuminated. Downward directed lighting that does not illuminate the awning is allowed.
- Sign or logo areas should not occupy more than 30% of the awning panel.
- Additional lettering may appear on the awning valance (flaps).



*Lettering may appear on the awning valance*

### H. Freestanding Monument Signs

- All freestanding signs should be monument type. Pole or pylon signs are strongly discouraged.
- A minimum of 10% of the sign face area of a freestanding monument sign should be dedicated to "in scale" address identification. Multi-tenant development should display the range of address numbers on the sign.
- Each sign should incorporate a 2 ft. high (min) base. The base materials should match those utilized on the development it serves.
- Freestanding monument sign should be setback from the public right-of-way a minimum of 1 ft.



*An architecture base is strongly encouraged on all freestanding signs*



*Well designed monumental sign in Downtown Huntington Beach*



*Pole or pylon signs are discouraged*

# Chapter 9

## Streetscape Guidelines

### A. Introduction

Huntington Beach has weakly defined points of entry (entry nodes) from the surrounding communities and the San Diego Freeway. Paths and Image corridors which provide a means of vehicular and pedestrian movement in the community lack the characteristics that provide identity and clarity of location. Entry node and corridor design lacks consistent quality landscaping and street furniture.



Coordinated streetscape improvements can be utilized to improve the overall City image by defining its districts, entry points and corridors. Traffic and utility hardware such as backflow devices, traffic control cabinets, cable TV boxes and air vacuum and release enclosures shall be screened from view and colored to blend in with their immediate surroundings. To the extent feasible, the aforementioned appurtenances shall be placed away from intersections, within easements on private property.



This chapter provides design guidelines and concepts for streetscape improvements within the right-of-way including, entry monument signage, roadway median design, public landscape plant palette, "superblock" corridor perimeter wall design treatments and street furniture.

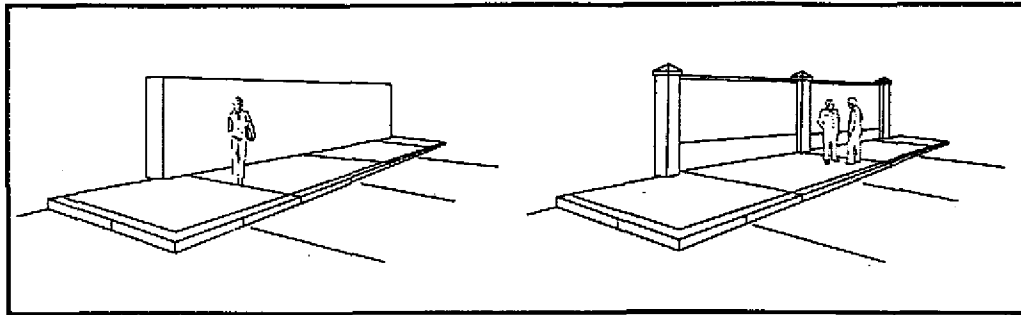
The guidelines encourage high quality design solutions and are intended to be utilized in conjunction with Public Works landscaping and street design standards.

### B. General Design Objectives

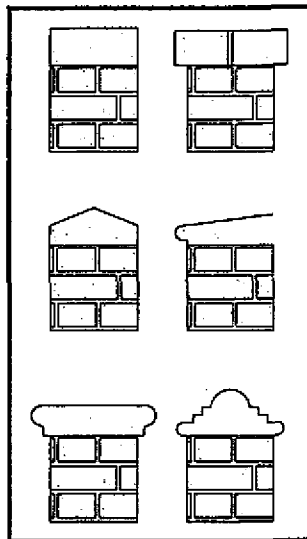
Huntington Beach entry nodes, corridors and districts streetscape design should:

- Provide a clear sense of arrival, through distinctive use of landscaping and special entry features
- Strengthen the City's street hierarchy by use of a landscape theme palette
- Enhance the pedestrian environment by the inclusion of sidewalk furniture, pedestrian scale light fixtures, street furniture and decorative paving
- Mitigate adverse visual impacts of walls along the residential "superblock" corridors

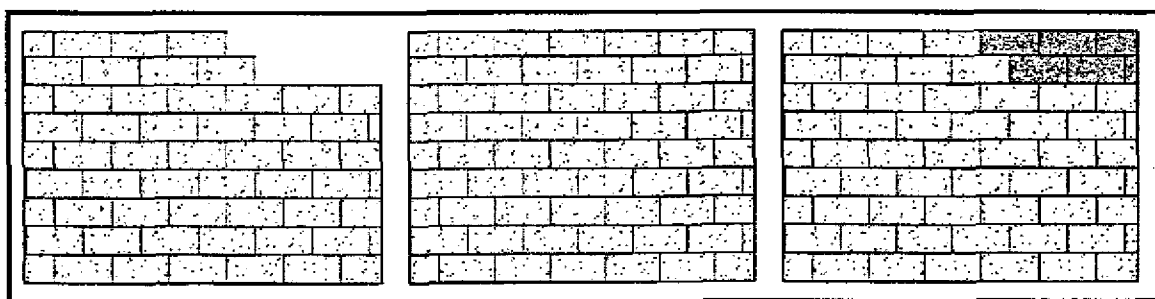
Final details and specifications pertaining to public improvements should be developed through a public process.



*New walls, including reconstructed walls, should be designed to add visual interest and should not result in a monotonous blank place.*



*New wall, including wall extensions and reconstructed walls, should include architectural caps to enhance visual interest.*



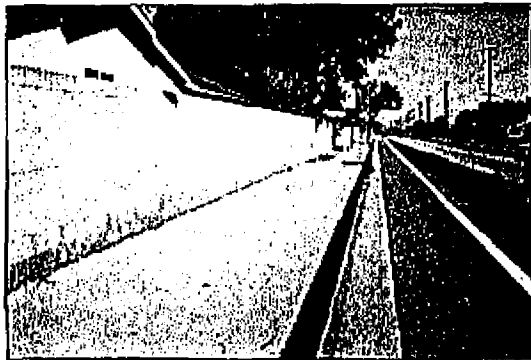
*Damaged Wall*

*Appropriate Wall*

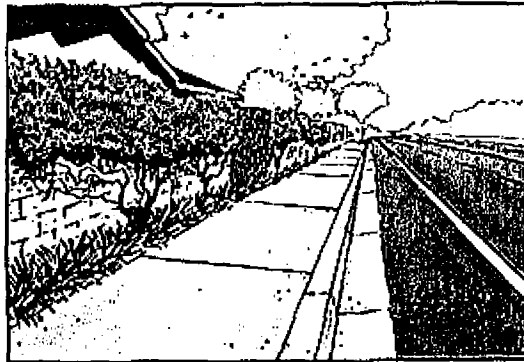
*Inappropriate Wall*

*Damaged walls should be replaced using materials that closely match undamaged portions.*

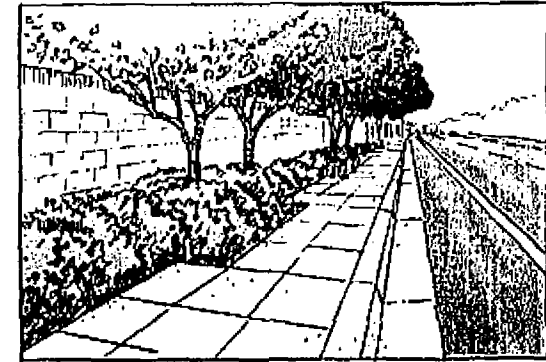
## Wall Treatments



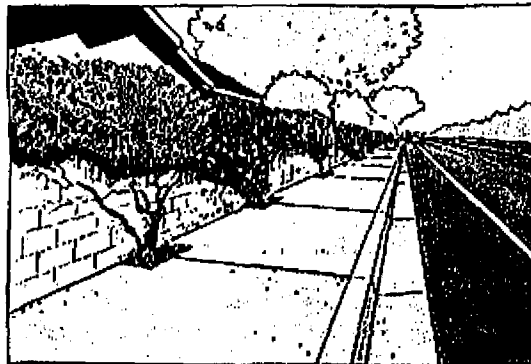
EXISTING SITUATION: BLANK WALL



CONTINUOUS WALL-ADJACENT CUT OUT  
PLANTED WITH SMALL SHRUBS & VINES



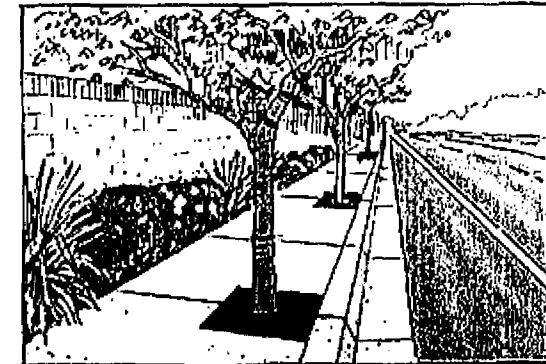
CONTINUOUS WALL-ADJACENT CUT OUT  
WITH SHRUB HEDGE AND LARGER CUT  
OUT PLANTERS FOR SHRUBS AND TREES



SMALL, WALL-ADJACENT CUT OUTS FOR VINES



SMALL, WALL-ADJACENT CUT OUTS FOR VINES,  
WITH ALTERNATING SPACING OF CURB-ADJACENT  
TREE WELLS FOR PALM TREES



CONTINUOUS WALL-ADJACENT CUT OUT  
FOR SHRUB PLANTING AND CURB-ADJACENT  
TREES IN TREE GRATES, SPACED 40'-60' O.C.

### Shrubs, Vines and Groundcovers



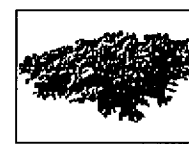
**Agapanthus spp.**  
Lily of the Nile  
small shrub 18"-24"  
evergreen  
moderate watering required  
drought tolerant once established  
dramatic flowers



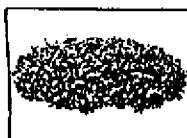
**Bougainvillea spp.**  
Bougainvillea (dwarf variety only)  
vine/groundcover 10'-15"  
semievergreen  
fast growing  
drought tolerant  
for large areas only



**Carissa spp.**  
Natal Plum  
small shrub 18"-36"  
evergreen  
fast growing  
drought tolerant  
excellent near ocean



**Ceanothus spp.**  
California Lilac  
shrubs and groundcovers  
evergreen natives  
moderate growth rate  
drought resistant  
prefer little water once established



**Trachelospermum jasminoides**  
Star Jasmine  
vine, shrub, groundcover  
evergreen shrub or vine  
fast growth rate  
moderate watering  
fragrant flowers



**Gazania spp.**  
Gazania  
flowering groundcover  
evergreen  
fast growing  
drought tolerant once established  
brilliant flowers



**Hedera spp.**  
Ivy  
groundcover  
evergreen  
very fast growth rate  
water needs vary



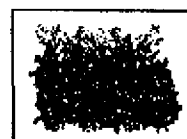
**Heteromeles arbutifolia**  
Toyon  
shrub 4'-8' tall  
evergreen native  
slow growth rate  
drought tolerant



**Hibiscus spp.**  
Hibiscus  
shrub 3'-7'  
evergreen  
moderate growth rate  
moderate watering



**Hemerocallis spp.**  
Daylily  
small shrub  
evergreen perennial  
moderate growth rate  
moderate watering  
dramatic flowers



**Lantana spp.**  
Trailing Lantana  
flowering groundcover  
12"-24" high  
very fast growth rate  
infrequent deep watering



**Limonium perezii**  
Sea Lavender  
groundcover  
common beach perennial 12" high  
moderate growth rate  
drought tolerant once established



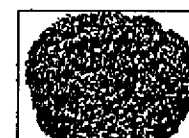
**Phormium tenax**  
New Zealand Flax  
shrub (exotic) 3'-5' high  
evergreen  
fast growing  
moderate to heavy watering  
small varieties available



**Photinia fraseri**  
Fraser's Photinia  
large shrub 5'-10'  
evergreen  
moderate to fast growth rate  
moderate watering



**Pittosporum tobira**  
Tobira (and 'Wheeler's Dwarf')  
large and small shrubs 2'-5'  
dense evergreen  
moderate growth rate  
moderate watering



**Rhamphiolepis indica**  
India Hawthorne (varieties)  
shrubs vary in size 2'-5'  
dense evergreen  
fast growth rate  
moderate to drought tolerant



**Rosmarinus spp.**  
Dwarf Rosemary  
groundcover  
dense, fragrant evergreen  
moderate growth rate  
drought tolerant



**Streptozia spp.**  
Bird of Paradise  
shrub (exotic) 4'-6' high  
evergreen perennial  
slow to moderate growth rate  
moderate to heavy watering

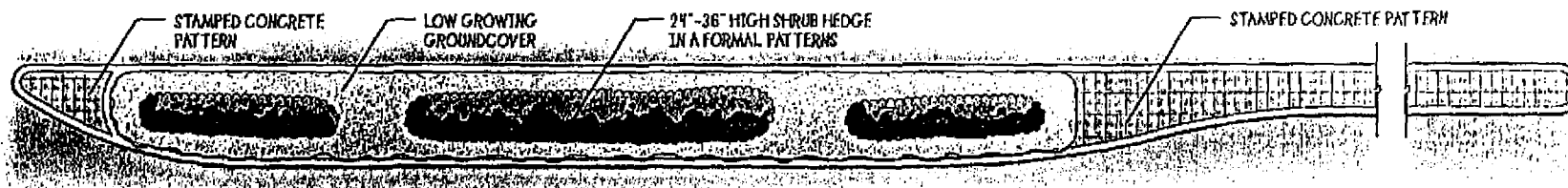


**Tecomaria capensis**  
Cape Honeysuckle  
vine, shrub, groundcover to 15'  
versatile plant, height varies  
fast growth rate  
drought tolerant once established

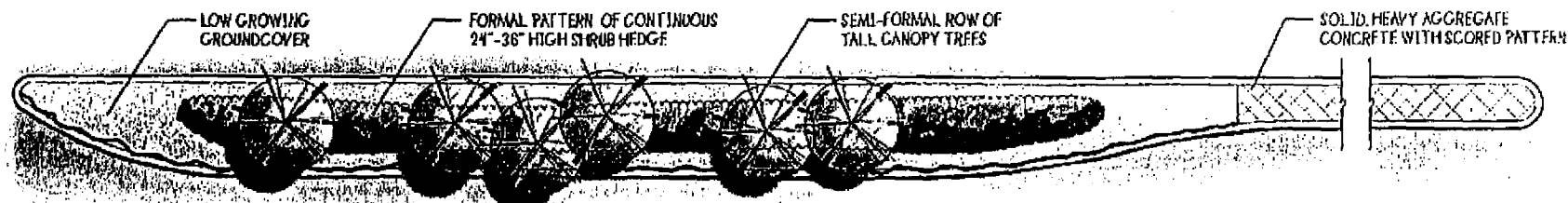
For additional plant material please refer to Huntington Beach Landscape Manual

## Median Concepts

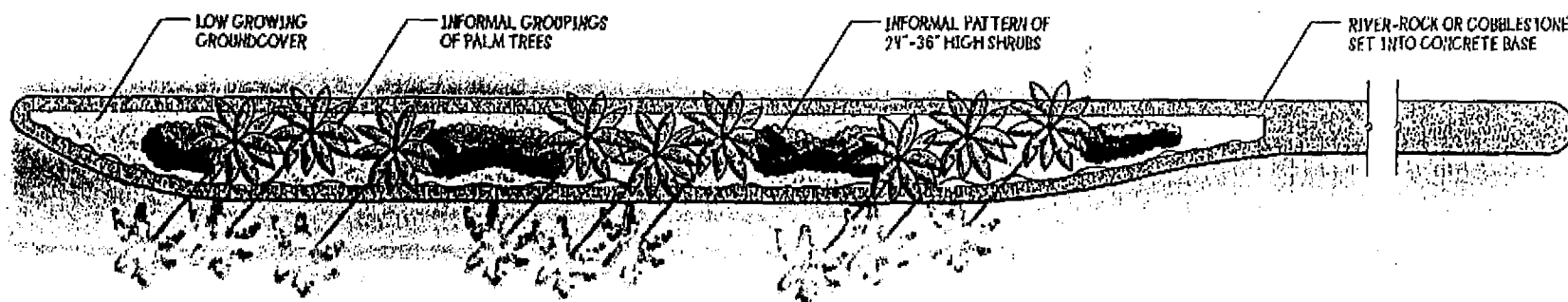
ALT. 1 FORMAL SHRUB  
HEDGE WITH "VIEW WINDOWS"



ALT. 2 FORMAL ROW OF CANOPY  
TREES AND CONTINUOUS SHRUB HEDGE

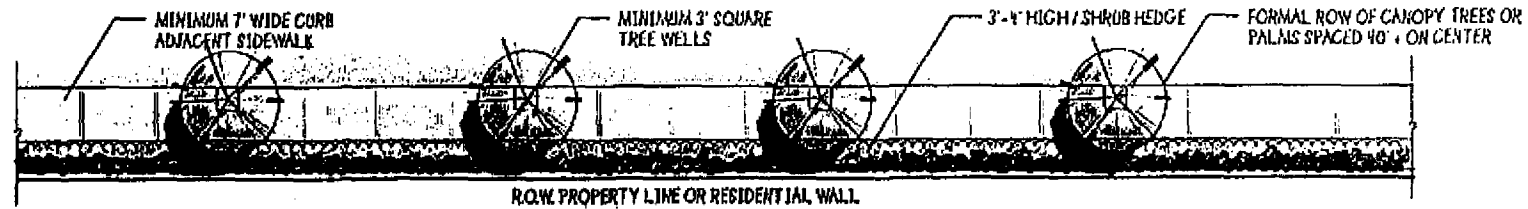


ALT. 3 INFORMAL GROUPINGS OF PALM  
TREES AND INFORMAL SHRUB PLANTINGS

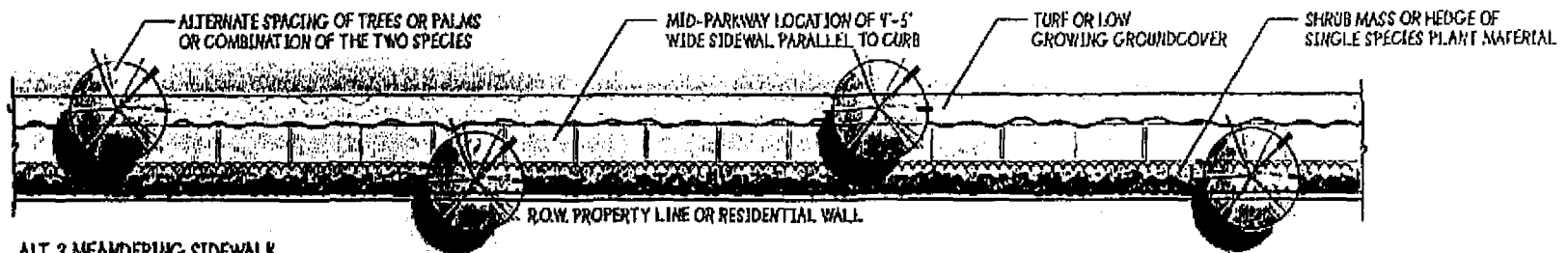


## Parkway Concepts

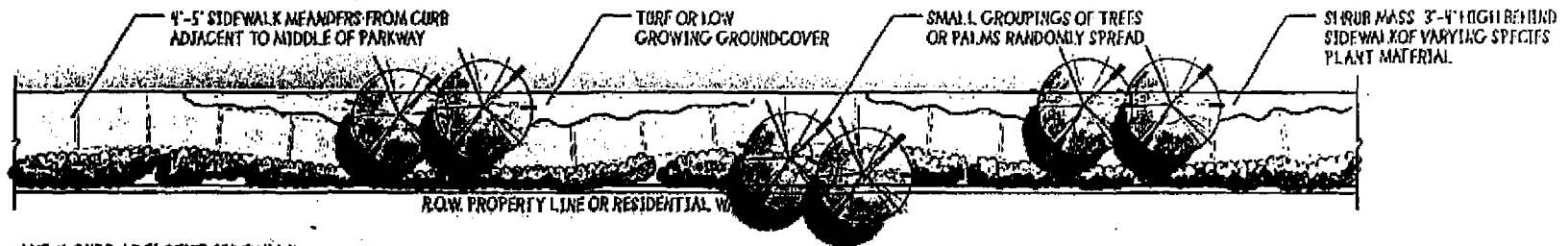
### ALT. 1 WIDE CURB-ADJACENT SIDEWALK WITH TREE WELLS



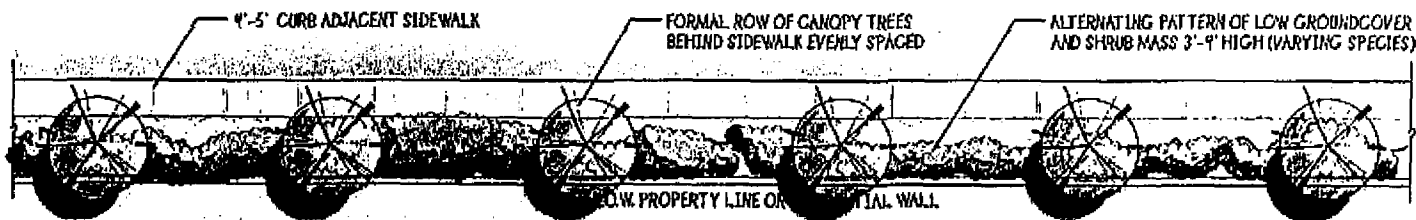
### ALT. 2 SPLIT PARKING WITH ALTERNATING TREES



### ALT. 3 MEANDERING SIDEWALK



### ALT. 4 CURB ADJACENT SIDEWALK



\* NOTE ALL PARKWAY SIDEWALK AND PLANTER AREA WIDTHS VARY

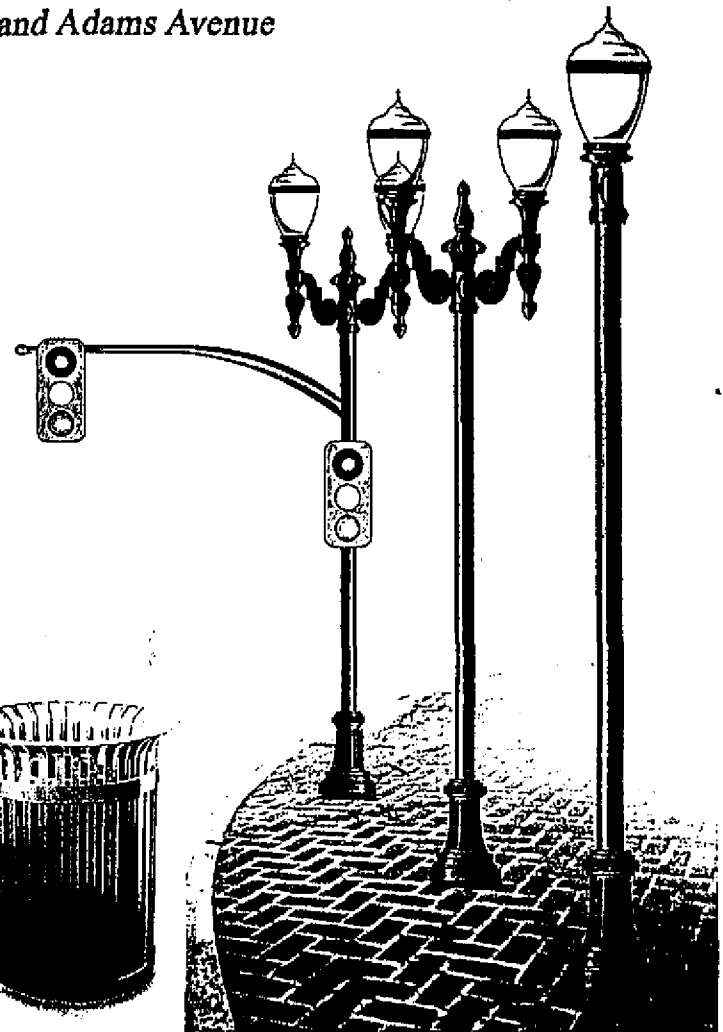
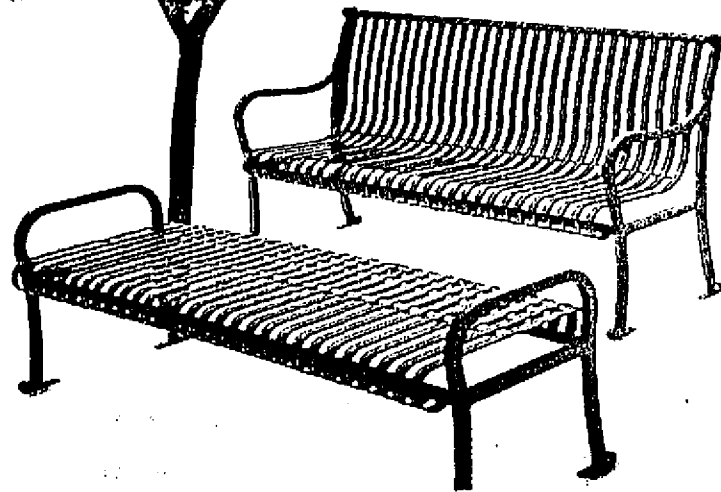


# HUNTINGTON BEACH • CITYWIDE URBAN DESIGN GUIDELINES

*Furniture Palette*



*Beach, Goldenwest, Brookhurst, Edinger, Warner and Adams Avenue*



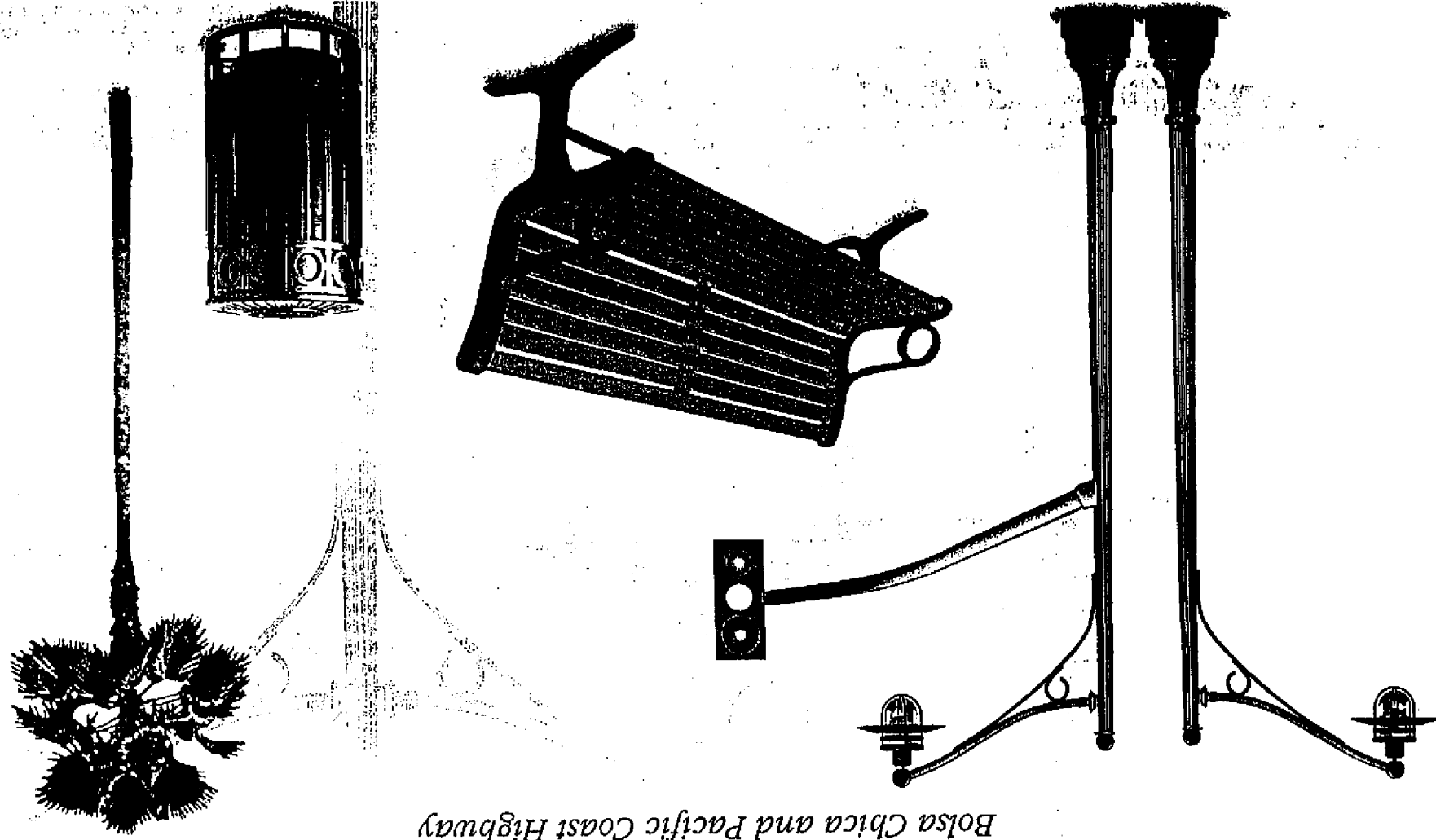


# HUNTINGTON BEACH • CITYWIDE URBAN DESIGN GUIDELINES

*Furniture Palette*

urban  
design  
studio

*Bolsa Chica and Pacific Coast Highway*



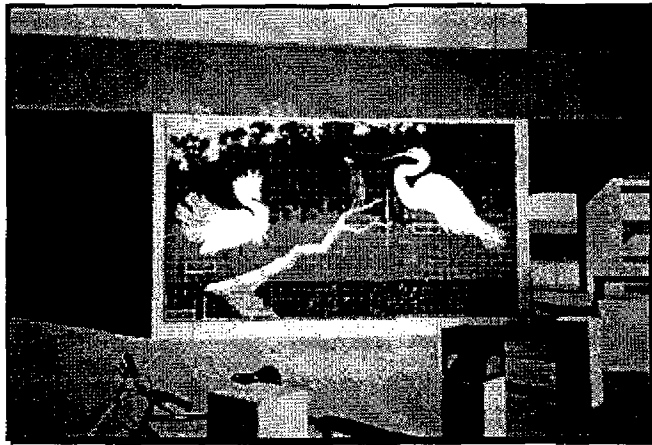


# Chapter 10

## Public Art Guidelines

### A. Introduction

Art enriches our urban landscape by engaging the mind, eye and spirit of the observer. A deeper interaction occurs when one is visiting, working or living near a place with art. Art revitalizes our public spaces and makes them seem more welcoming. It enhances private and public developments and contributes to a more livable and beautiful city.



*Seacliff "Shorebird" mural located at the Huntington Beach Civic Center*

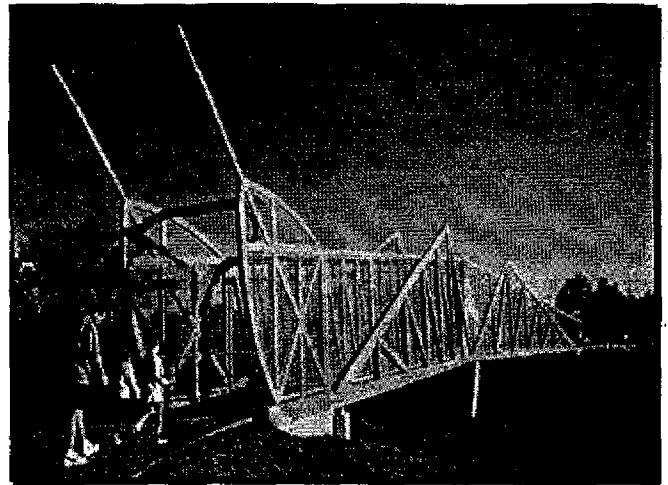
The City of Huntington Beach encourages the inclusion of art within public and private developments. This chapter provides guidance for the inclusion and processing of public art proposals.

### B. General Design Objectives

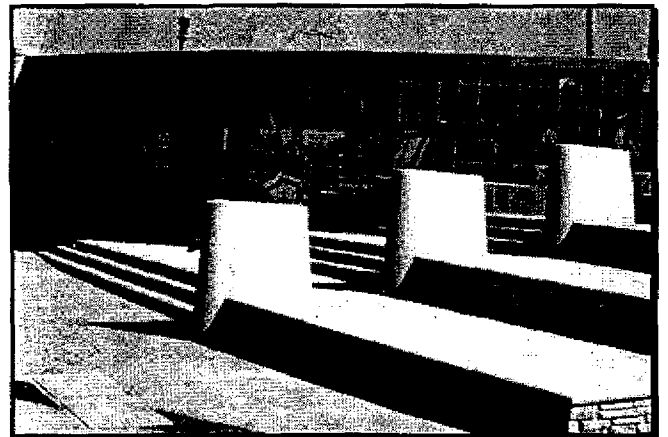
Intensify the use and strengthen the role of public art to enhance the visual image of Huntington Beach by:

- Facilitating the use of public art in the design of private and public development proposals

- Encouraging the inclusion of artists proficient in the visual arts in the project design team
- Fostering collaboration among artists, architects, landscape architects and engineers to fully integrate artworks within development proposals.
- Providing that any committee recommending public art in a public development be composed of a majority of at least 60 percent general public members unaffiliated with the arts.



*Art can be integrated into architecture*



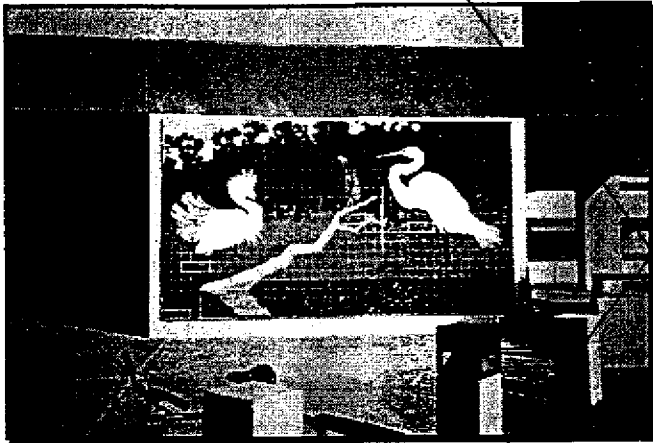
*Ceramic tile mural in Huntington Beach*

# Chapter 10

## Public Art Guidelines

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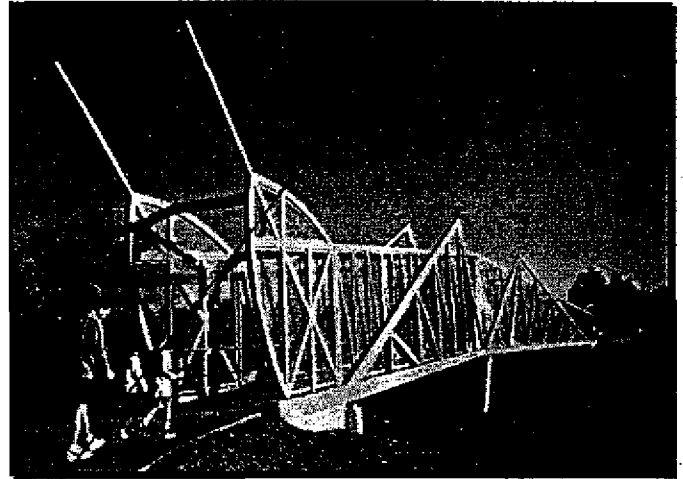
### B. General Design Objectives

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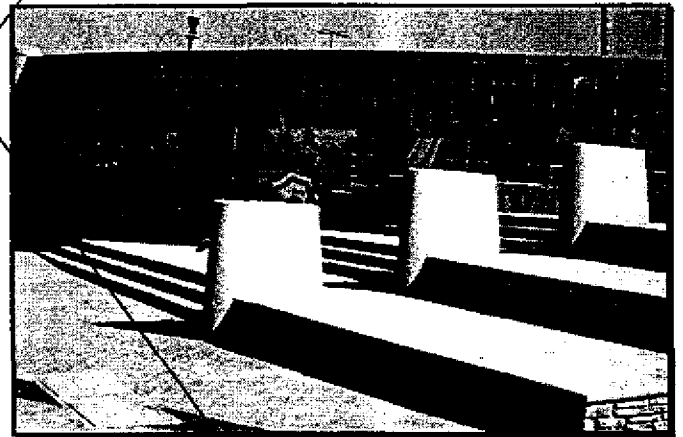
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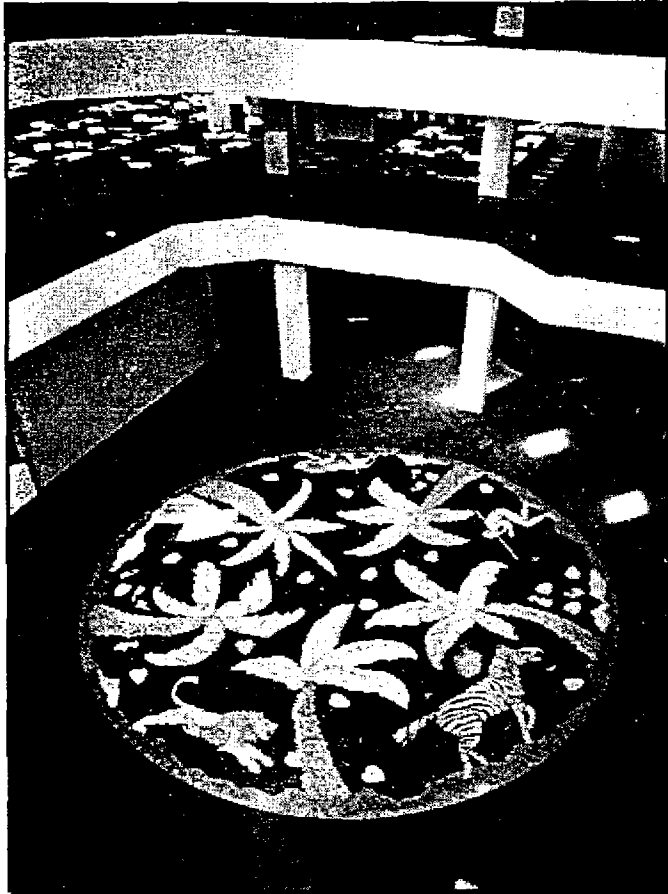
*Art can be integrated into architecture*



*Ceramic tile mural in Huntington Beach*

### C. Public Art is Good Business

Private developers are finding that commissioning art is more than good citizenship. By enhancing the overall quality of a project and giving it a unique character not achievable in other ways, public art increases a project's value.



### D. The Goal of Collaboration & Integration

The artist is a key player and contributor to place making. As a primary resource, the artist is uniquely capable in resonating with our histories and our cultural memories.

Collaboration among artists, architects, landscape architects and engineers during the early stages of project design is encouraged so that artworks can be fully integrated into development proposals.



### E. City Review

The developer should contact the Cultural Services Division Manager as early as possible during the project design process to obtain information regarding inclusion of artwork within a development proposal; how to develop a project art plan and how to select and work with artists and art consultants. The Cultural Services Division Manager will be responsible for tracking progress and insuring compliance with the art program guidelines through all stages of the project.

#### 1. Development of a Project Art Plan

A project art plan should be prepared by the developer to address the following:

- Specify the proposed funding, and present a budget for the art
- Describe in detail the developer's process for artist selection
- Describe how their art project will foster collaboration among artist(s)
- Identify the art consultant and/or selection committee
- Indicate the intended site(s), media, and materials of artwork(s)

- Describe the qualifying artwork, including artist concept & drawings, if available
- Detail the schedule for the selection, fabrication and installation of the artwork
- Describe plans for maintenance of the artwork(s)

## 2. Art Project Reports & Documentation

At the time of Building Permit submittal, the project developer must provide a progress report on the art project to the Cultural Services Division. Building Permits should not be issued prior to approval of the progress report by the Cultural Services Division.

The installation of artwork should be completed and a final written report, including visual documentation (slides, photos) and a detailed statement of project expenses must be submitted to the Cultural Services Division prior to the issuance of a Certificate of Occupancy. Copies of contracts with Art Consultant(s) and artist(s) must also be attached.

In some cases, it may be impossible to complete installation of artwork prior to granting the Certificate of Occupancy. In this case, the Cultural Services Division may recommend that the Certificate of Occupancy be issued subject to posting of a performance bond in the full amount dedicated for artwork and approval of an installation schedule for the art project.

### F. Working with Arts Consultants

Project developers are strongly encouraged to work with an art consultant in the selection of artists and artwork. An arts consultant can provide expert assistance on artists who work in the field of public art. A public art manager can facilitate the collaborative process from the initial stages of developing an art plan, proposals, and contracts to completion of fabrication and installation of the art.

Up to 20% of the on-site art budget can be used toward an art consultant's fees based on milestones completed and agreed upon in advance. A list of arts consultants may be available from the Cultural Services Division.



*Public art incorporated into lighting fixture design*

### G. Selecting Artists

Artists selected should be generally recognized as professionals of serious intent. Their work should convey strong artistic excellence, should be appropriate to the site, should integrate with the building and landscape design and should recognize accessibility, durability, and issues of security, maintenance, and safety.



**H. Eligible types of Artwork:**

All forms of original visual art are eligible, including but not limited to:

- Any public location within a project, including the street wall, paths and linkages, gardens and grounds, plazas, etc. The treatment of these areas might involve light, sound, tactile qualities and any manner of materials
- Painting of all media, including portable and permanently affixed works such as murals
- Sculpture which may be in the round, bas-relief, high relief, mobile, fountain, kinetic, electronic, architectural etc., in any material or combination of materials
- Other visual media including, but not limited to, prints, drawings, stained glass, artistic lighting, calligraphy, mosaics, photography, clay, fiber and textiles, wood, metals, paving, plant materials, plastics, crafts or artifacts, or other materials or combination of materials

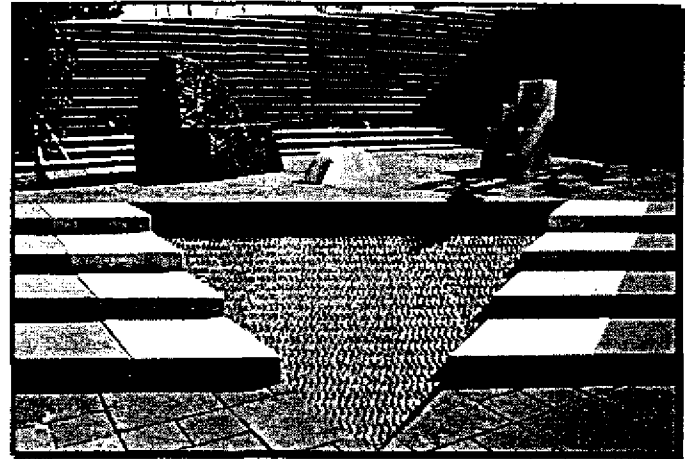
The following non-artistic items do not meet the intent of this program:

- Directional or other functional elements, such as supergraphics, signs, maps, etc.
- Those elements generally considered to be components of a landscape architectural design, except where these elements are designed by the artist and are an integral part of the project artwork
- Modifications in or improvements to building surfaces or structural elements of the building unless artist designed
- Reproductions, by mechanical or other means, of original works of art
- Decorative, ornamental, or functional elements which are designed by the architect, as opposed to an artist commissioned for this purpose
- "Art Objects" which are mass-produced of standard design, such as playground sculptures or fountains

**I. Artwork Location:**

- a. Artwork siting and its visibility are important project design considerations. Artworks should be clearly visible and accessible to the public.
- b. Artworks should be a permanent part of the

development and must remain in place for the life of the development. Works may be portable or fixed as long as the artwork is always located at or adjacent to the site and is accessible to the public. The Cultural Division Services must approve, in writing, any changes in location of artwork.



*Art can be a part of a water feature*

**J. Lighting**

- a. Exterior artwork(s) should be adequately lit so as to be clearly visible from sidewalks during evening hours. Interior artworks should be adequately lit during all hours of public access.

**K. Ownership and Maintenance**

- a. All art in a specific project belongs to the project owner. The artist, project developer and architect (if appropriate) should be credited for their roles in the art project through a plaque located near the artwork.
- b. Art must be maintained and repaired as necessary in accordance with accepted curatorial standards set by the Cultural Services Division. Stolen or vandalized art must be replaced or repaired as close as possible to its original form.
- c. Installation, future preservation, maintenance, and replacement if necessary, of public art within private developments should be assured for the life of the development project by the property owner.



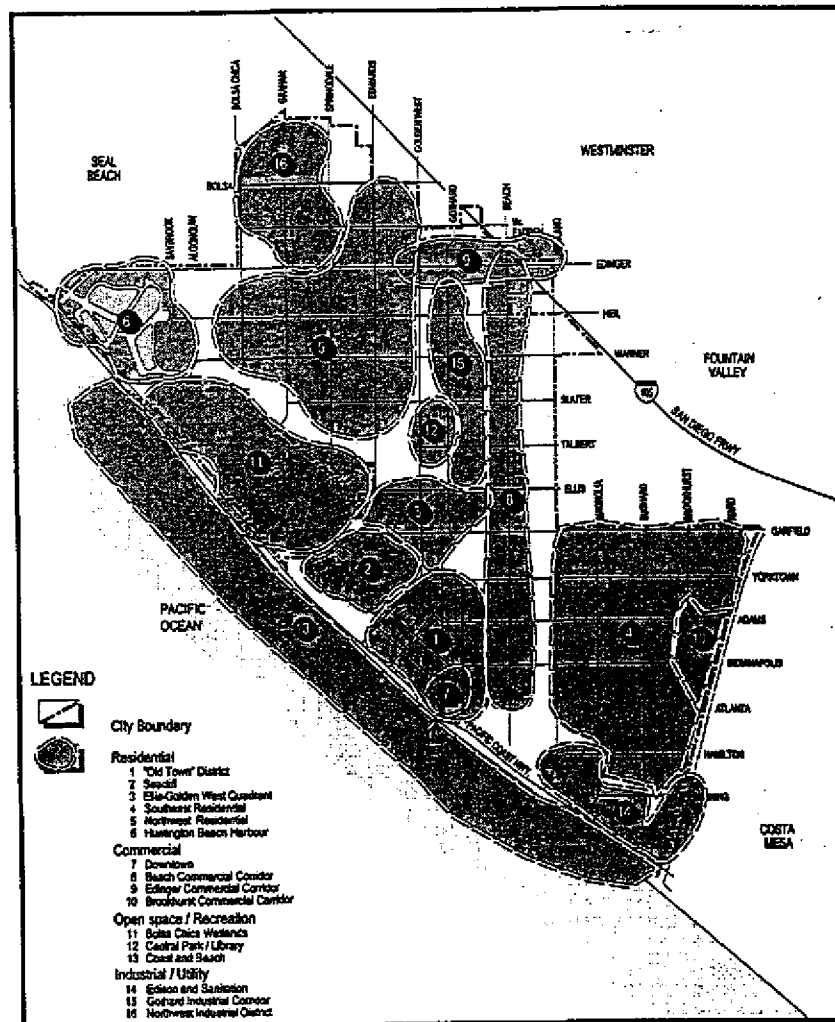
# Chapter 11

## District-Specific Guidelines

### Introduction

The District-Specific Guidelines chapter provides design direction that reinforces the unique character of each of the 16 Huntington Beach districts.

The guidelines are intended to be used in conjunction with applicable land use specific design guidelines in this manual and to supplement the General Plan Land Use Element Community District and Subarea schedule design and development standards and principles. Site specific standards and guidelines shall take precedence when in conflict with the following guidelines. Where site specific standards or guidelines are silent, these guidelines will serve as a supplement.



Huntington Beach Districts

## 1. Old Town

### *Major Identifying Features and Characteristics*

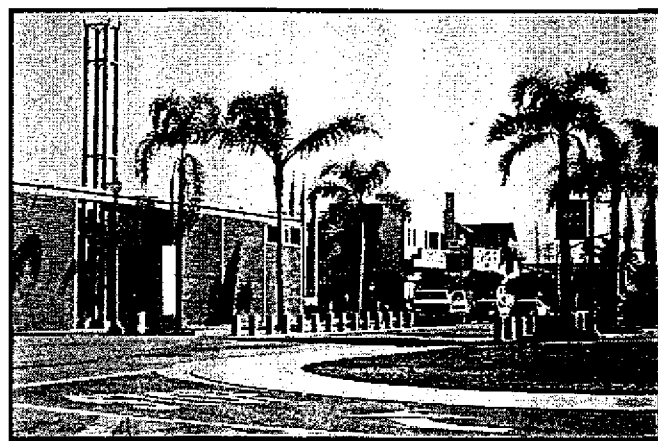
- Short and narrow blocks
- "Mansionization" altering beach bungalow architectural character and scale
- Mature landscaping
- Distinctive palm-lined streets
- Newer tract homes on Main St. adjacent to commercial uses
- Large landscaped medians and islands
- Three-story single and multi-family housing
- Well-defined pedestrian crosswalks

### *District Specific Design Guidelines*

The following guidelines are intended to supplement other applicable guidelines in this manual and reinforce the positive attributes unique to the Old Town District.

- The architecture and intensity of new residential development should respect the character and scale of existing adjacent residences
- Commercial development should be designed to respect prevailing building edge conditions, promote compatibility with adjacent uses, and include human scale design elements
- Residential streets should be small in scale. Placement and access of garages from alleys is highly recommended
- Dwellings with front porches and gable roofs along street frontages are encouraged

The following photos illustrate the Old Town District.



## 2. Seacliff

### *Major Identifying Features and Characteristics*

- Golf course
- Large neo-Mediterranean homes
- Remnant pumping wells
- Older residential neighborhood tract distinctively different from newer homes
- New gated entries tracts with distinctive entry landscaping, monumentation, water features, and signage

### *District Specific Design Guidelines*

The following guidelines are intended to supplement other applicable guidelines in this manual and reinforce positive attributes unique to the Seacliff District.

- Use of varied front setbacks to minimize visual impact of large single-family residences is encouraged
- Minimizing the dominance of garage doors along street frontages. Placing garages toward the rear of the lot is encouraged
- Residential streets should form a continuous network of streets
- Prominent views should be protected. Where opportunities exist, recreation/landscape corridors should be created
- Pedestrian paths and bike paths should provide linkages to the beach

The following photos illustrate the Seacliff District.



### 3. Ellis-Golden West Quadrant

#### *Major Identifying Features and Characteristics*

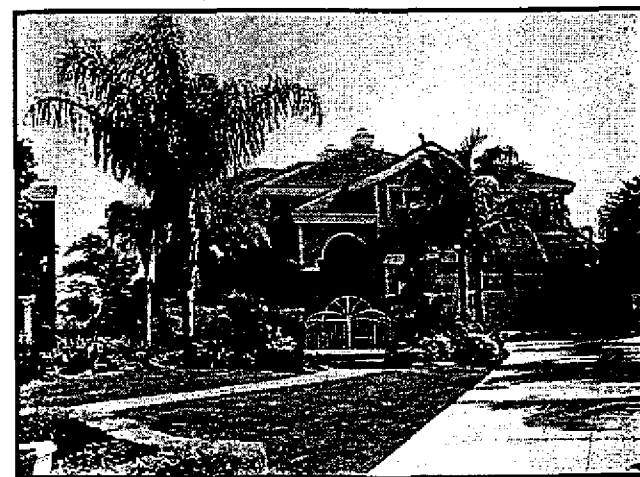
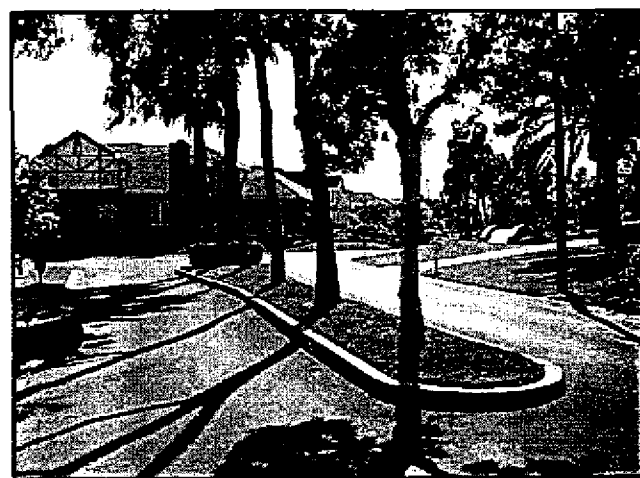
- Newer tracts of single-family detached dwellings accommodate estate residential uses and feature common open space areas and equestrian trails
- Newer construction features traditional architectural styles

#### *District Specific Design Guidelines*

The following guidelines are intended to supplement other applicable guidelines in this manual and reinforce positive attributes unique to the Ellis-Golden West Quadrant District.

- Single-family residential neighborhoods in the Ellis-Golden West Quadrant District (EGWSP) should convey a sense of spaciousness
- Landform alteration should be minimized, in accordance with EGWSP provisions
- Large residential structures should be designed to provide variety in massing and scale
- Development within open space corridors should be limited, in accordance with EGWSP provisions
- Open space should be visible from residences and adjacent streets
- Public open spaces should be designed to encourage public use

The following photos illustrate the Ellis-Golden West Quadrant District.



#### 4. Southeast Residential

##### *Major Identifying Features and Characteristics*

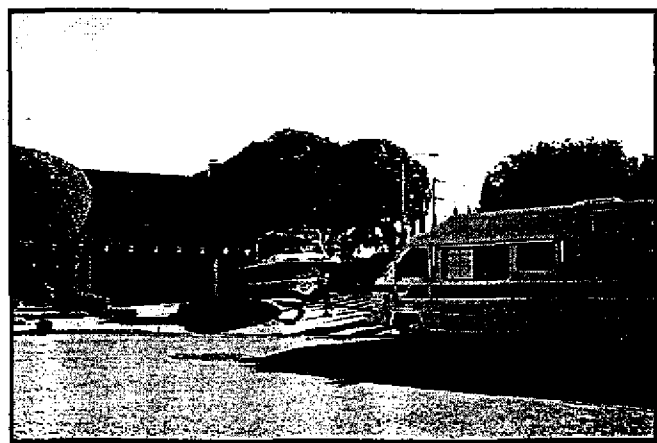
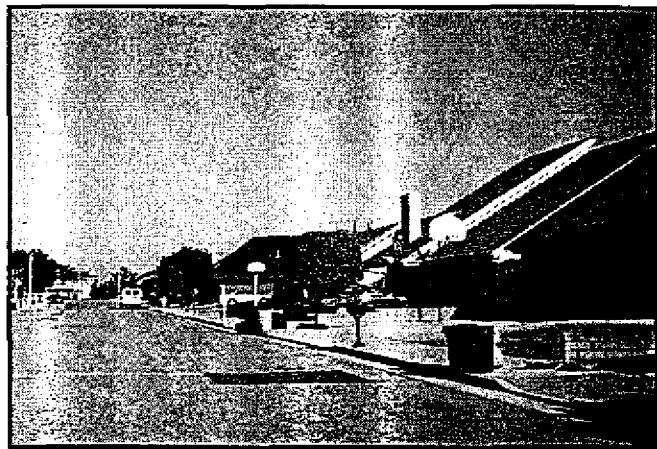
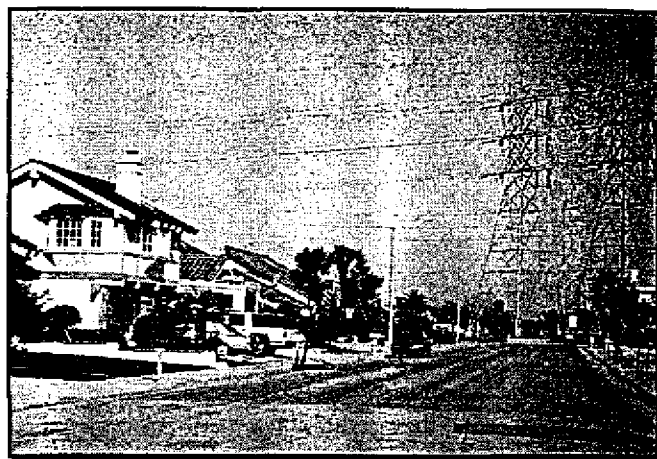
- Walled-in older single-family tract homes
- Higher densities along major arterials and intersections
- Visual uniformity
- Little variation or distinction between neighborhoods
- Neighborhood parks located under transmission towers and lines
- Cul-de-sacs

##### *General Guidelines*

The following guidelines are intended to supplement other applicable guidelines in this manual and reinforce positive attributes unique to the Southeast Residential District.

- New homes should be compatible with the scale of existing development
- Walls along major arterial streets should be constructed of quality materials
- New walls, including reconstructed walls, should be designed to add visual interest
- Permitted wall extensions should be compatible with the wall they are located upon
- Visibility of boat and RV storage should be minimized
- Facilitate pedestrian access. Where feasible, public pedestrian linkages with surrounding residential, commercial and other activity areas should be provided through community perimeter walls

The following photos illustrate the Southeast Residential District.



## 5. Northwest Residential District

### *Major Identifying Features and Characteristics*

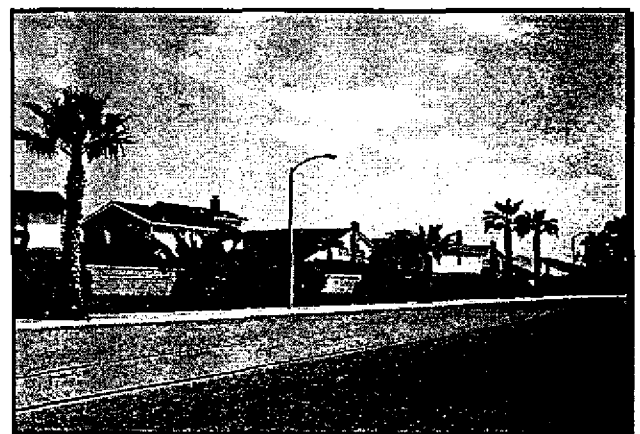
- Walled-in older single-family tract homes
- Higher densities along major arterials and intersections
- Visual uniformity
- Little variation or distinction between neighborhoods
- Neighborhoods planned around community parks

### *General Guidelines*

The following guidelines are intended to supplement other applicable guidelines in this manual and reinforce positive attributes unique to the Northwest Residential District.

- Parks and open spaces should be maintained as central neighborhood unifying features
- Multi-family residences should be designed to be compatible in scale with existing development
- The landscaping of parkways, between residential properties and major roads, should be intensified
- Facilitate pedestrian access. Where feasible, public pedestrian linkages with surrounding residential, commercial and other activity areas should be provided through community perimeter walls

The following photos illustrate the Northwest Residential District.



## 6. Huntington Beach Harbour

### *Major Identifying Features and Characteristics*

- Limited access
- 2-story and 3-story homes with rear boat slips
- Inland waterway network
- Higher density housing—apartments and condos
- Commercial centers along water frontage

### *General Guidelines*

The following guidelines are intended to supplement other applicable guidelines in this manual and reinforce positive attributes unique to the Huntington Beach Harbour District.

- Developments should take advantage of water frontage location while respecting adjacent properties
- Huntington Harbour views should be protected
- Wood and concrete shingle roof tiles are preferred over barrel or "S" tiles as roofing materials
- Flat roofs are discouraged
- Use of pipe railings is encouraged on commercial projects
- Horizontal wood siding or clapboard is preferred over stucco as exterior wall building materials

The following photos illustrate the Huntington Beach Harbour District.



## 7. Downtown

### Major Identifying Features and Characteristics

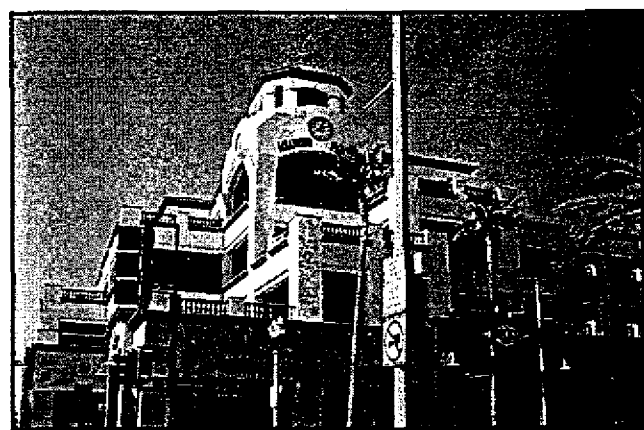
- Minimal building setbacks
- Pedestrian-scale and pedestrian-oriented commercial uses
- Outdoor cafes
- New "landmark quality" buildings
- Newer mixed-use developments and entertainment uses
- Older historically significant/ architecturally distinctive buildings
- Fountains and water features at key nodes
- Pedestrian crosswalks with decorative paving
- Parking structures
- Angled meter parking on Main Street
- Multi-family housing
- Landscape planters provide greenery and seating
- Buildings orientated towards the street
- Public open space areas at street and upper levels for pedestrians
- Distinctive Mediterranean theme and architecture
- Major tourist attraction

### General Guidelines

The following guidelines are intended to supplement other guidelines in this manual and reinforce positive attributes unique to the Downtown District.

- Storefronts should convey an open, inviting appearance rather than a closed, fortress look. Storefronts should include a minimum of 60% glass
- Pedestrian amenities should be provided to the greatest feasible extent
- Mixed-use development that supports the pedestrian character of the Downtown District is encouraged
- New infill development should be consistent with the established neighborhood character. Historically significant structures should be preserved

The following photos illustrate the Downtown District.





## 8. Beach Commercial Corridor

### *Major Identifying Features and Characteristics*

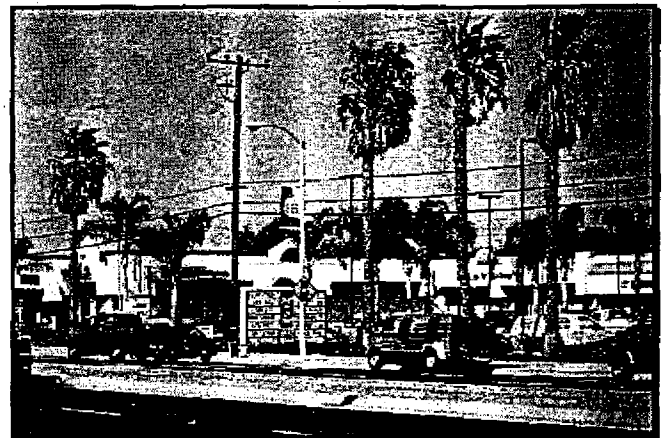
- Auto-oriented development
- No identifiable architectural or landscaping theme
- Outdated architecture and deteriorating buildings, centers, and signage
- Wide mix of commercial uses
- Typical strip commercial pattern
- Mix of individual and multi-tenant buildings
- Uncoordinated signage with no unifying themes
- Low and mid-rise structures with varying setbacks
- Surface and parking structures
- Minimal landscaping
- Enclaves of concentrated auto and medical uses

### *General Guidelines*

The following guidelines are intended to supplement other applicable guidelines in this manual and reinforce positive attributes unique to the Beach Commercial Corridor District.

- Landscaping along medians and sidewalks should be enhanced
- Parking lots should be screened from the public street
- Utility lines should be undergrounded
- Contemporary architecture should be considered in lieu of Mediterranean styles
- Standardized, unimaginative franchise architectural designs are strongly discouraged
- Drive-thru facilities are discouraged
- Building setbacks should be minimized. Pedestrian connections from buildings to sidewalk should be provided

The following photos illustrate the Beach Commercial Corridor.



## 9. Edinger Commercial Corridor

### Major Identifying Features and Characteristics

- Larger retail centers, "big box" format
- Auto-oriented developments
- Vast surface parking areas
- No identifiable architectural or landscaping theme
- Minimal landscaping
- Confusing uncoordinated signage
- Outdated architecture and deteriorating buildings, centers, and signage

### General Guidelines

The following guidelines are intended to supplement other applicable guidelines in this manual and reinforce positive attributes unique to the Edinger Commercial Corridor District.

- Intensified landscaping, especially trees, should be provided in parking lots, along building perimeters, adjacent to sidewalks and in medians
- Significant fenestration/ glazing surfaces should be included in "big-box" design solutions
- The massing of large commercial structures should be enhanced with quality details and perimeter landscaping
- Standardized, unimaginative franchise architectural designs are strongly discouraged
- Drive-thru facilities are discouraged
- Building setbacks should be minimized. Pedestrian connections from buildings to sidewalk should be provided

The following photos illustrate the Edinger Commercial Corridor.



## 10. Brookhurst Commercial Corridor

### *Major Identifying Features and Characteristics*

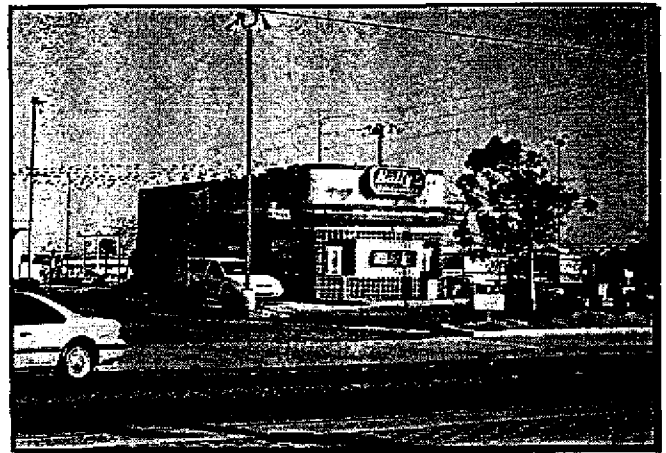
- Mix of larger commercial and neighborhood serving uses
- Strip commercial pattern
- No linkages between adjacent centers
- Lack of a unifying architectural or landscaping theme
- Minimum landscaping
- Unimpressive commercial architecture

### General Guidelines

The following guidelines are intended to supplement other applicable guidelines in this manual and reinforce positive attributes unique to the Brookhurst Commercial District.

- Drive-through aisles should be screened from view
- Pedestrian pathways and crosswalks should be clearly defined
- Intensify parking lot landscaping. Parking lots with over 100 parking stalls should incorporate planting strips between every row of parking
- Parking areas along street frontages should be screened from view by a 30-36 inch high evergreen hedge

The following photos illustrate the Brookhurst Commercial Corridor.



## 11. Bolsa Chica Wetlands

### *Major Identifying Features and Characteristics*

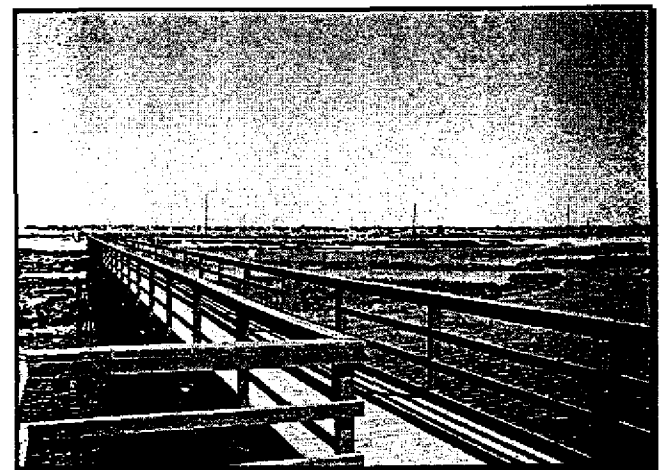
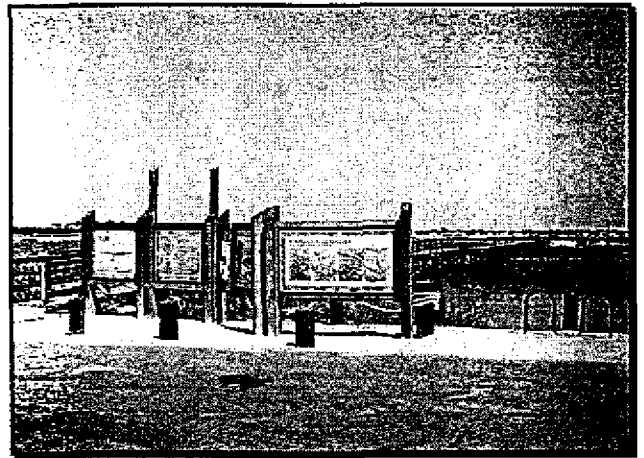
- Limited physical access
- Strong visual and cultural link to city
- Significant wildlife habitat
- Environmental interpretive/educational sites

### *General Guidelines*

The following guidelines are intended to supplement other applicable guidelines in this manual and reinforce positive attributes unique to the Bolsa Chica Wetlands District.

- Views of the Bolsa Chica Wetlands from adjacent public rights-of-way should be preserved
- Adjacent uses should be designed to minimize adverse visual impacts to the Bolsa Chica Wetlands
- All sites within and adjacent to the Bolsa Chica Wetlands should respect its fragile ecosystem

The following photos illustrate the Bolsa Chica Wetlands District.



## 12. Central Park/Library

### *Major Identifying Features and Characteristics*

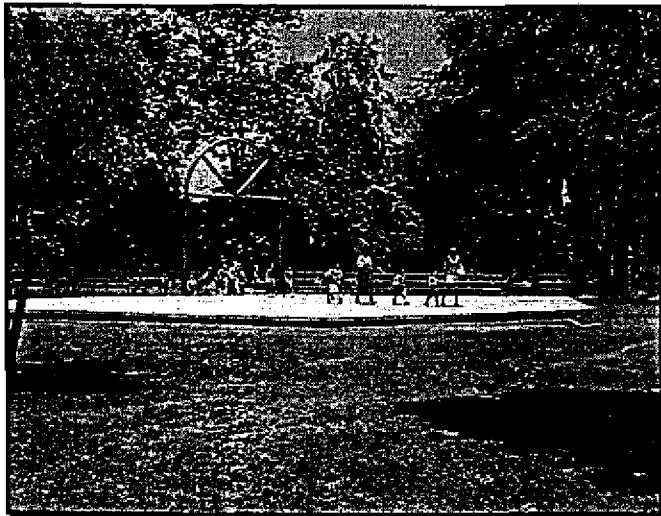
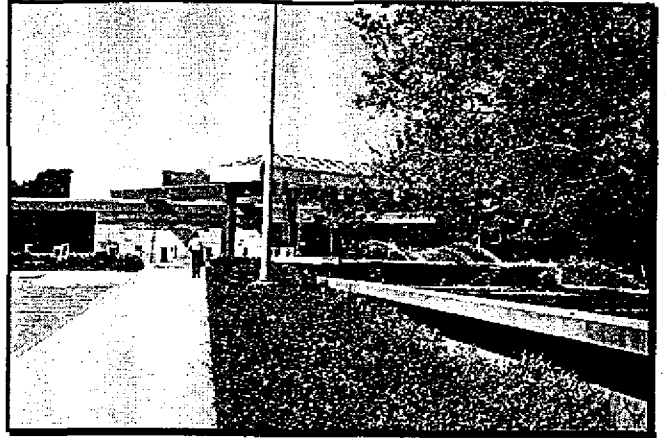
- Lacks linkage with adjacent recreational facilities and residential neighborhoods
- Primary recreational and cultural center of City
- Natural open space
- Mature landscaping

### *General Guidelines*

The following guidelines are intended to supplement other applicable guidelines in this manual and reinforce positive attributes unique to the Central Park/Library District.

- Uses within and adjacent to Central Park should compliment the natural environment
- Natural features such as existing trails and mature trees should be preserved

The following photos illustrate the Central Park/Library District.



### 13. Coast & Beach

#### *Major Identifying Features and Characteristics*

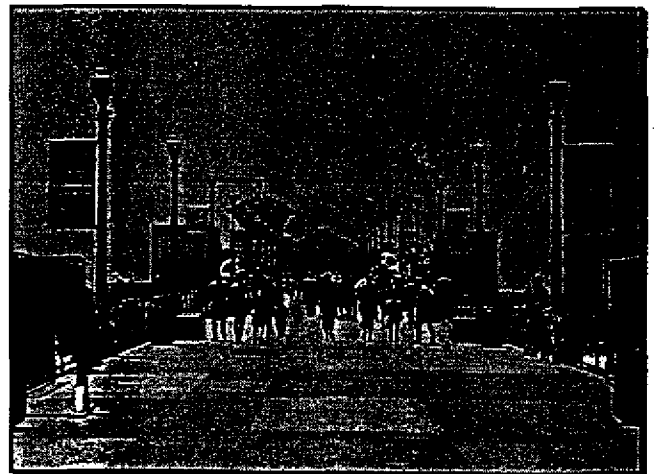
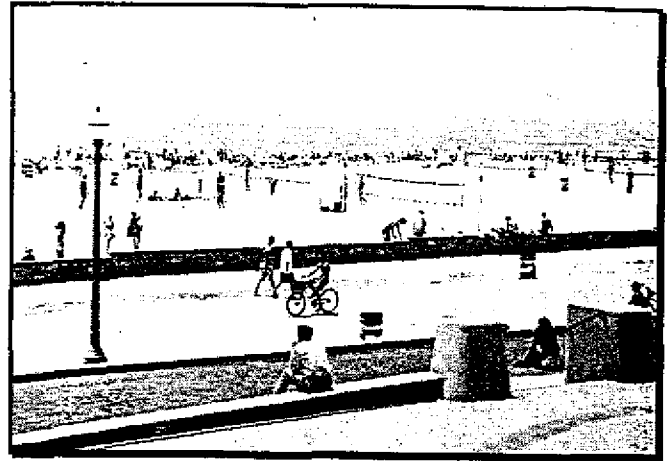
- Unobstructed ocean views
- Pier/ Pier Plaza/ Commercial development
- Beach facilities like concession stands, fire pits, volleyball courts
- Continuous bike/pedestrian path
- Billboards obstruct coastal views and clutter landscape
- Ocean-oriented activities and sports

#### *General Guidelines*

The following guidelines are intended to supplement other applicable guidelines in this manual and reinforce positive attributes unique to the Coast and Beach District.

- Beach access and unobstructed ocean views should be maintained
- All improvements should consider ocean views, passive and active recreational opportunities, pedestrian connections, fragile beach ecology, and climate conditions
- Beachfront amenities and development should visually link the ocean and downtown Huntington Beach
- Beach facilities design should be coordinated to the greatest extent possible
- Creative but restrained in terms of size signage is encouraged

The following photos illustrate the Coast & Beach District



## 14. Edison & Sanitation

### *Major Identifying Features and Characteristics*

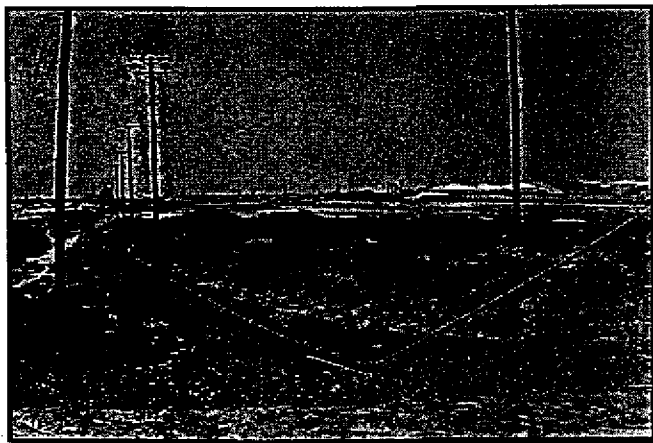
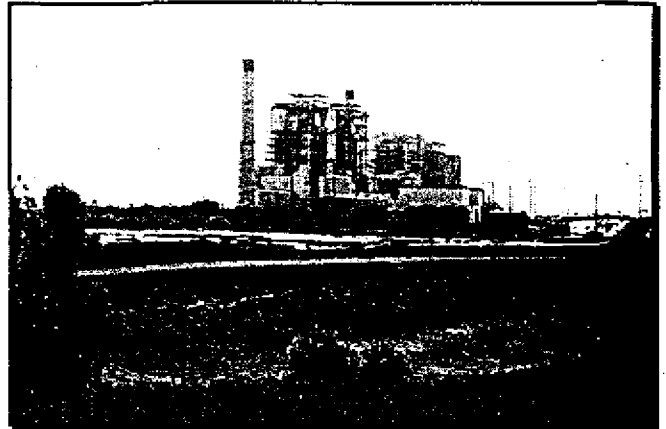
- Large industrial plant facilities
- Perimeter fencing
- Entry gates with employee-only access
- Visually prominent storage tanks, stacks, power lines, and machinery

### *General Guidelines*

The following guidelines are intended to supplement other applicable guidelines in this manual and reinforce positive attributes unique to the Edison and Sanitation District.

- Intensified landscaping should be provided to screen industrial facilities
- Entry gates should be landscaped
- Use of natural stone such as river rock is encouraged in perimeter wall design

The following photos illustrate the Edison & Sanitation District.



## 15. Gothard Industrial Corridor

### *Major Identifying Features and Characteristics*

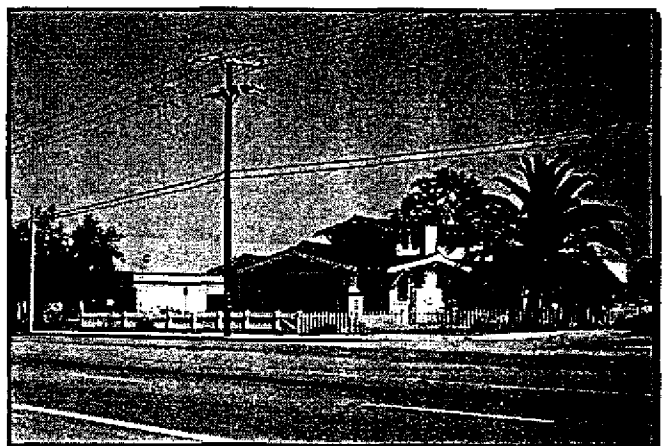
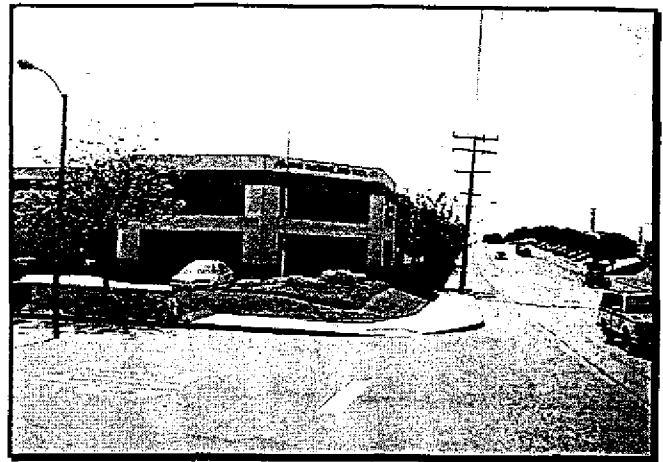
- Auto related, commercial and industrial uses
- Undefined District edges
- Residential frontages along Gothard
- Architectural scale and massing lack consistent theme
- Smaller manufacturing and incubator industries
- Small commercial enterprises
- Auto-oriented developments, high speed traffic

### *General Guidelines*

The following guidelines are intended to supplement other applicable guidelines in this manual and reinforce positive attributes unique to the Gothard Industrial Corridor District.

- Building design should include significant architectural details and massing variation
- Building setbacks along Gothard should create a strong identifiable edge
- Residential structures of architectural significance should be retained and incorporated into future development plans and projects
- Intensified landscaping along Gothard is encouraged
- Contemporary style masonry structures are encouraged
- Metal buildings are discouraged

The following photos illustrate the Gothard Industrial Corridor.





## 16. Northwest Industrial

### *Major Identifying Features and Characteristics*

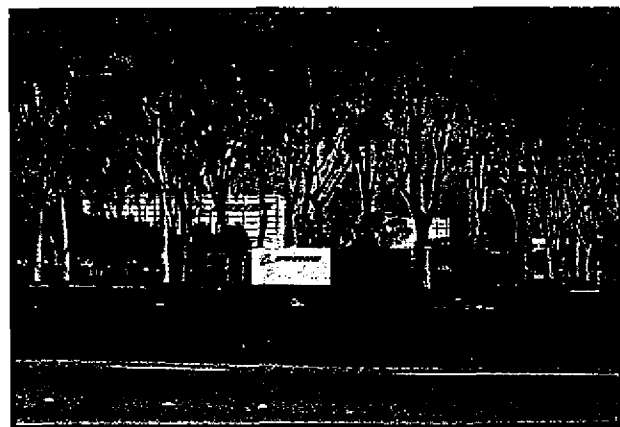
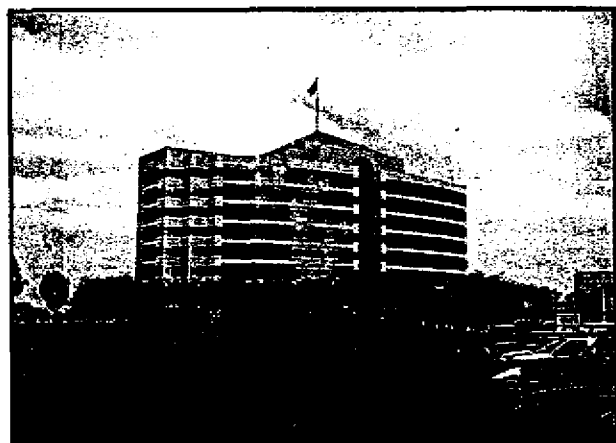
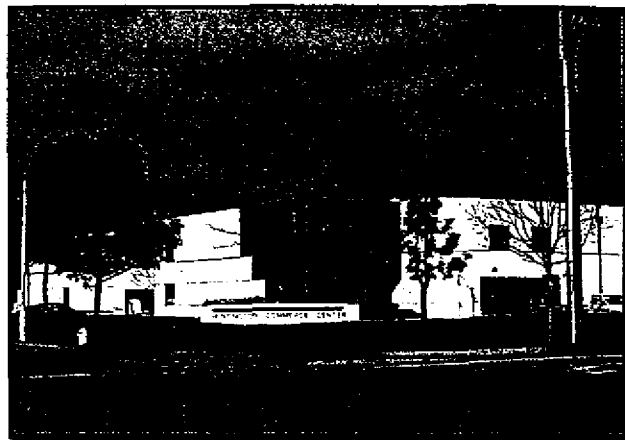
- Well-defined concentration of light manufacturing, industrial, office, and commercial uses within a campus setting
- Boeing Aerospace facilities
- Landscaped business parks
- Inconsistent placement of street trees and site landscaping
- Research and development industries
- Random signage

### *General Guidelines*

The following guidelines are intended to supplement other applicable guidelines in this manual and reinforce positive attributes unique to the Northwest Industrial District.

- Entry monuments and gateways should be incorporated into larger industrial developments
- Pedestrian linkages through industrial districts are encouraged
- High quality architecture is encouraged
- Intensified landscaping along project perimeter areas is recommended

The following photos illustrate the Northwest Industrial District.



# APPENDIX



**TABLE LU-4**

**Community District and Subarea Schedule**

Subarea	Characteristic	Standards and Principles
<b>I Downtown (cumulative)</b>	<b>Area wide Functional Role</b>	Maintain the City's downtown as a principal focal point of community identity, containing a mix of community-serving and visitor-serving commercial uses, housing, and cultural facilities. Development should achieve a pedestrian-oriented, "village-like" environment that physically and visually relates to the adjacent shoreline.
<b>1A Main Street/ PCH "Core"</b>	<b>Permitted Uses</b>	Category: Mixed Use-Vertical Integration of Housing ("MV") Uses permitted by the "CG" and "CV" land use categories), shared parking facilities, and mixed-use structures vertically-integrating housing with commercial uses.
	<b>Density/Intensity</b>	Category: "-F12" <ul style="list-style-type: none"> <li>Height: three (3) stories for buildings occupying less than a full block; four (4) stories for full block structures</li> </ul>
	<b>Design and Development</b>	Categories: Specific Plan ("-sp") and Pedestrian District ("-pd") <ul style="list-style-type: none"> <li>Requires the preparation of a Specific Plan.</li> <li>Development must be designed and sited to establish a pedestrian-oriented character.</li> <li>Maintain and expand streetscape amenities.</li> <li>Establish an unified architectural character and highly articulated facades.</li> <li>Require vertical setbacks of upper stories.</li> <li>Emphasize design elements that maintain viewsheds of the shoreline and Pier.</li> <li>Encourage the preservation of historical structures.</li> <li>Establish linkages (walkways) to adjacent streets; providing connectivity of public open spaces and plazas.</li> </ul>
<b>1B Main Street/ Olive "Core"</b>	<b>Permitted Uses</b>	Category: Mixed Use-Vertical Integration of Housing ("MV") Same uses as Subarea 1A.
	<b>Density/Intensity</b>	Category: "-F6/25" <ul style="list-style-type: none"> <li>Height: three (3) stories for buildings occupying less than a full block; four (4) stories for full block structures</li> </ul>
	<b>Design and Development</b>	Categories: Specific Plan ("-sp") and Pedestrian District ("-pd") Same as Subarea 1, except standard for shoreline viewshed.

**TABLE LU-4 (Cont.)**

**Community District and Subarea Schedule**

Subarea	Characteristic	Standards and Principles
<b>1C</b> <b>Abutting</b> <b>Downtown</b> <b>"Core"</b>	<b>Permitted Uses</b>	Category: Mixed Use-Horizontal Integration of Housing ("MH") Professional offices, supporting retail commercial, restaurants, cultural, and civic (as permitted in "CO" land use category) shared parking facilities, and free-standing multi-family residential.
	<b>Density/Intensity</b>	Category: "-F4/30" <ul style="list-style-type: none"> <li>Height: three (3) stories</li> </ul>
	<b>Design and Development</b>	Categories: Specific Plan ("-sp") and Pedestrian District ("-pd") <ul style="list-style-type: none"> <li>Requires the preparation of a Specific Plan.</li> <li>Buildings should be sited and designed to facilitate pedestrian activity.</li> <li>Establish an unified architectural character and highly articulated facades.</li> <li>Require vertical setbacks above the second story.</li> <li>Require that the scale and massing of structures be consistent with the downtown character and as a transition to adjacent residential neighborhoods.</li> <li>Provide linkages with the Main Street/PCH "cores" (Subareas 1A and 1B)</li> </ul>
<b>1D</b> <b>Main Street,</b> <b>North of</b> <b>Orange</b>	<b>Permitted Uses</b>	Category: Mixed Use ("M") Uses permitted in Commercial General ("CG") and Commercial Neighborhood ("CN") land use categories, cultural and civic, mixed use structures vertically-integrating housing and commercial, and free-standing multi-family housing. Uses that conflict with residential units should be excluded.
	<b>Density/Intensity</b>	Category: "-F11/25" <ul style="list-style-type: none"> <li>Height: three (3) stories for buildings occupying less than a full block; four (4) stories for full block structures</li> </ul>
	<b>Design and Development</b>	Same as Subarea 1C

**TABLE LU-4 (Cont.)**

**Community District and Subarea Schedule**

Subarea	Characteristic	Standards and Principles
2 Pier	Functional Role	Maintain the Huntington Beach Pier and adjacent properties for beach-related recreational purposes, emphasizing its identity as a coastal and cultural amenity.
	Permitted Uses	Category: Commercial Visitor ("CV") Visitor-serving commercial (surf, bicycle and skate rentals, bait and tackle shops, etc.), restaurants/cafes, beach-related cultural facilities, and parking lots.
	Density/Intensity	<ul style="list-style-type: none"> <li>Pier: limit development to be compatible with the recreational role of the Pier</li> <li>Shoreline: limit development to the existing Maxwell's building "footprint"</li> <li>Height: two (2) stories</li> </ul>
	Design and Development	Category: Specific Plan ("-sp") and Special Design District ("-d") <ul style="list-style-type: none"> <li>Design structures to reflect its beachfront location.</li> <li>Establish an unifying architectural character for all structures.</li> <li>Maintain public view of the ocean.</li> <li>Emphasize the Huntington Beach Pier as a community landmark.</li> <li>Facilitate pedestrian access.</li> <li>Link the Pier to the Main Street Downtown "Core" (Subarea 1A).</li> </ul>
3 "Old Town"	Area wide Functional Role	Maintain the "Old Town" residential area as a distinct neighborhood of the City, incorporating local-serving commercial and community "focal" points to enhance its "village" character. The single family character of the small lot subdivisions shall be maintained.
3A PCH Frontage	Permitted Uses	Category: Residential High ("RH")
	Density	Category: "-30"
	Design and Development	Category: Specific Plan ("-sp") <ul style="list-style-type: none"> <li>Design multi-family units to convey the visual character of single family units and incorporate extensive mass and facade modulation and articulation.</li> <li>Site and design development to maintain public views of the coast from public places.</li> </ul>

**TABLE LU-4 (Cont.)**

**Community District and Subarea Schedule**

Subarea	Characteristic	Standards and Principles
<b>3B Town Lots</b>	Permitted Uses	Category: Residential Medium High ("RMH")
	Density	Category: "-25"
	Design and Development	<ul style="list-style-type: none"> <li>• Incorporate front yard setbacks to maintain the existing residential neighborhood character.</li> <li>• Site and design development to maintain public views of the coast from public places.</li> </ul>
<b>3C PCH Nodes</b>	Permitted Uses	Category: Mixed Use-Vertical Integration of Housing ("MV") Visitor-serving commercial uses permitted by the Commercial Visitor ("CV") land use category, excluding uses that may adversely impact character of surrounding residential, and mixed-use structures vertically-integrating housing with commercial.
	Density/Intensity	Category: "-F8" <ul style="list-style-type: none"> <li>• Height: three (3) stories</li> </ul>
	Design and Development	Category: Specific Plan ("-sp") <ul style="list-style-type: none"> <li>• Design structures to achieve a consistent visual character and be compatible with adjacent residential units in scale and mass.</li> <li>• Require structures to be sited along the PCH frontage, with parking to the rear, sides, or within structures.</li> <li>• Site and design development to maintain public views of the coast from public places.</li> </ul>
<b>3D</b>	Permitted Uses	Category: Commercial Neighborhood ("CN")
	Density/Intensity	Category: "-F1" <ul style="list-style-type: none"> <li>• Height: two (2) stories</li> </ul>
	Design and Development	Category: Special Design District ("-d") <ul style="list-style-type: none"> <li>• Design structures to be visually consistent and compatible with adjacent residential units.</li> <li>• Design and site structures to achieve a "village" character.</li> </ul>

**TABLE LU-4 (Cont.)**

**Community District and Subarea Schedule**

Subarea	Characteristic	Standards and Principles
<b>4</b> <b>PCH Coastal Corridor</b>	<b>Area wide Functional Role</b>	Preserve and enhance the recreational character of the Pacific Coast Highway coastal corridor by the expansion of visitor-serving uses and maintenance of open spaces and recreational opportunities. Establish distinct commercial nodes, residential communities, and open spaces along its length.
<b>4A</b> <b>Peter's Landing</b>	<b>Permitted Uses</b>	Category: Commercial Visitor ("CV")
	<b>Density/Intensity</b>	Category: "-F2" <ul style="list-style-type: none"> <li>• Height: three (3) stories</li> </ul>
	<b>Design and Development</b>	Category: Special Design District ("-d") <ul style="list-style-type: none"> <li>• Promote the revitalization and enhancement of the Peter's Landing commercial center.</li> <li>• Establish a unified "village" character, using consistent architecture and highly articulated facades and building masses.</li> <li>• Establish a pedestrian character.</li> <li>• Provide pedestrian linkages with surrounding residential areas, where feasible.</li> <li>• Establish a well-defined entry from PCH.</li> <li>• Physically and visually link development to Huntington Harbour's waterways and PCH.</li> <li>• Incorporate measures to mitigate the noise impacts of vehicular use of PCH.</li> <li>• Incorporate elements to ensure compatibility with surrounding residential areas.</li> </ul>
<b>4B</b> <b>Existing Oil Property</b> (Continued on next page)	<b>Permitted Uses</b>	Category: Mixed Use-Horizontal Integration of Housing (MH) <ul style="list-style-type: none"> <li>• Residential Medium High ("RMH")</li> <li>• Single and multi-family residential</li> <li>• Visitor serving commercial (as permitted by Commercial Visitor ["CV"] land use category)</li> <li>• Parks, golf courses, and other recreational amenities</li> <li>• Open spaces</li> <li>• Continued Oil Production</li> </ul>



**TABLE LU-4 (Cont.)**

**Community District and Subarea Schedule**

Subarea	Characteristic	Standards and Principles
4B Existing Oil Property (Cont.)	Density/Intensity	Category: "F2-30" <ul style="list-style-type: none"> <li>• Height: four (4) stories</li> <li>• Average Density: 15 units per acre</li> </ul>
	Design and Development	Category: Specific Plan ("sp") <ul style="list-style-type: none"> <li>• Requires the preparation of and development in conformance with a Conceptual Master Plan of Development and Specific Plan.</li> <li>• The preparation of a Specific Plan may be phased in conformance with the conceptual Master Plan.</li> <li>• Establish a cohesive, integrated residential development in accordance with the policies and principles stipulated for "New Residential Subdivisions" (Policies LU 9.3.1 and LU 9.3.4).</li> <li>• Allow for the clustering of mixed density residential units and integrated commercial sites.</li> <li>• Require variation in building heights from two (2) to four (4) stories to promote visual interest and ensure compatibility with surrounding land uses.</li> <li>• Commercial development shall be prohibited along the Palm Avenue frontage.</li> <li>• Residential development along Palm Avenue shall be compatible in size, scale, height, type, and massing with existing development on the north side of Palm Avenue.</li> <li>• Visitor Serving Commercial development shall be oriented along the Pacific Coast Highway frontage.</li> <li>• Minimize vehicular access points onto arterial streets and highways including Palm Avenue, Golden West Street, Pacific Coast Highway, and Seapoint Street.</li> <li>• Open space and neighborhood parks, which may be private, shall be provided on site.</li> </ul>

**TABLE LU-4 (Cont.)**

**Community District and Subarea Schedule**

Subarea	Characteristic	Standards and Principles
<b>4C</b> <b>PCH/First</b> <b>(Lake) Street</b>	<b>Permitted Uses</b>	Category: Commercial Visitor ("CV") Visitor-serving and community-serving commercial uses, restaurants, entertainment, and other uses (as permitted by the "CV" and "CG" land use categories)
	<b>Density/Intensity</b>	Category: "-F7" <ul style="list-style-type: none"> <li>Height: eight (8) stories</li> </ul>
	<b>Design and Development</b>	Category: Specific Plan ("-sp") <ul style="list-style-type: none"> <li>Establish a unified "village" character, using consistent architecture and highly articulated facades and building masses.</li> <li>Require vertical setbacks of structures above the second floor.</li> <li>Incorporate pedestrian walkways, plazas, and other common open spaces for public activity.</li> <li>Provide pedestrian linkages with surrounding residential and commercial areas.</li> <li>Establish a well-defined entry from PCH.</li> <li>Maintain views of the shoreline and ocean.</li> </ul>
<b>4D</b> <b>Waterfront</b>	<b>Permitted Uses</b>	Category: Commercial Visitor ("CV") Hotels/motels and supporting visitor-serving commercial uses (in accordance with Development Agreement)
	<b>Density/Intensity</b>	Category: "-F7" <ul style="list-style-type: none"> <li>Hotel/motel rooms: 1,690</li> <li>Commercial: 75,000 square feet</li> </ul>
	<b>Design and Development</b>	Category: Specific Plan ("-sp") As defined by the adopted Development Agreement.
<b>4E</b> <b>PCH/Beach</b> <b>Northeast</b>	<b>Permitted Uses</b>	Category: Open Space Conservation ("OS-C"), uses permitted by the Commercial Visitor ("CV") land use category, and free-standing multi-family housing ("RM"). (Please refer to the Land Use Map for the exact boundaries of each land use designation.)
(Continued on next page)	<b>Density/Intensity</b>	Category: <ul style="list-style-type: none"> <li>For RM designations, 15 units per acre</li> <li>For CV designations, F2</li> <li>Height: three (3) stories</li> </ul>

**TABLE LU-4 (Cont.)**

**Community District and Subarea Schedule**

Subarea	Characteristic	Standards and Principles
4E PCH/Beach Northeast (Cont.)	Design and Development	Category: <ul style="list-style-type: none"> <li>Establish a major streetscape element to identify the Beach Boulevard-PCH intersection.</li> <li>Site, design, and limit the scale and mass of development, as necessary, to protect wetlands.</li> <li>Maintain visual compatibility with the downtown.</li> <li>Incorporate onsite recreational amenities for residents.</li> <li>Minimize access to and from PCH, providing an internal roadway system.</li> <li>Incorporate extensive landscape and streetscape.</li> </ul>
4F Wetlands	Permitted Uses	Category: Conservation ("OS-C") <ul style="list-style-type: none"> <li>Wetlands conservation.</li> </ul>
4G Edison Plant	Permitted Uses	Category: Public ("P") and Conservation ("OS-C") <ul style="list-style-type: none"> <li>Wetlands conservation.</li> <li>Utility uses.</li> </ul>
	Design and Development	In accordance with Policy LU 13.1.8.
4H Brookhurst- Magnolia	Permitted Uses	Category: Conservation ("OS-C") Wetlands conservation.
4I Atlanta-First (Lake) Street	Permitted Uses	Category: Residential High ("RH") Multi-family residential, parks and other recreational amenities, schools, and open spaces.
	Density/Intensity	Category: "-30" <ul style="list-style-type: none"> <li>Height: four (4) stories</li> </ul>
	Design and Development	Category: Specific Plan ("-sp") <ul style="list-style-type: none"> <li>Requires the preparation and conformance to a specific or master plan.</li> <li>Establish a cohesive, integrated residential development in accordance with the policies and principles stipulated for "New Residential Subdivisions" (Policies 9.3.1-9.3.4).</li> <li>Allow for the clustering of mixed density residential units and integrated commercial sites.</li> <li>Require variation in building heights from two (2) to four (4) stories to promote visual interest and ensure compatibility with surrounding land uses.</li> </ul>

**TABLE LU-4 (Cont.)**

## Community District and Subarea Schedule

Subarea	Characteristic	Standards and Principles
4J Beach	Permitted Uses	Category: Shoreline ("OS-S") • Coastal and recreational uses.
	Design and Development	In accordance with Policy LU 14.13.
5 Regional "Core"	Area wide Functional Role	Enhance Huntington Center, the Edinger Corridor, and adjacent properties as a key focal point of regional commerce.
5A Huntington Center	Permitted Uses	Category: Commercial Regional ("CR") Region-serving commercial uses permitted by the "CR" land use category and mixed-use structures vertically-integrating housing with commercial uses permitted by the "-mu" overlay.
	Density/Intensity	Category: "-F2" • Height: four (4) stories
	Design and Development	Category: Mixed Use (-mu) ; Specific Plan (-sp) • Require the preparation of and development in conformance with a specific or master plan. • Design and site development as a cohesive and integrated center and as stipulated by Policy LU 10.1.16. • Locate buildings around common courtyards and pedestrian areas. • Locate a portion of development along the Beach Boulevard frontage. • Improve the signage and sense of entry from the Interstate 405 Freeway, Beach Boulevard, and other major access points. • Implement extensive streetscape improvements along the Beach Boulevard and Edinger street frontages. • Promote the economic enhancement and revitalization of the Center.
5B Corporate Center	Permitted Uses	Category: Mixed Use ("M")
	Density/Intensity	Category: "-F4" • Height: per existing structures
	Design and Development	Category: Specific Plan ("-sp") • Require the preparation of and development in conformance with a specific or master plan. • Design additional uses and buildings to complement existing structures and improve visibility from the Interstate 405 Freeway.

**TABLE LU-4 (Cont.)**

**Community District and Subarea Schedule**

Subarea	Characteristic	Standards and Principles
<b>5C</b> <b>Edinger</b> <b>Corridor</b>	<b>Permitted Uses</b>	Category: Commercial Regional ("CR") Region-serving commercial uses, including "big-box" retail uses permitted by the "CR" land use category.
	<b>Density/Intensity</b>	Category: "-F2" <ul style="list-style-type: none"> <li>Height: three (3) stories</li> </ul>
	<b>Design and Development</b>	Category: Special Design ("-d") <ul style="list-style-type: none"> <li>Design and site development as a cohesive and integrated center as stipulated by Policy LU 10.1.15.</li> <li>Mitigate noise and vehicular impacts that may occur on adjacent residential neighborhoods.</li> <li>Implement extensive streetscape improvements (landscape, signage, lighting, etc.) along Edinger.</li> </ul>
<b>5D</b> <b>"Old World"</b>	<b>Permitted Uses</b>	Category: Mixed Use ("M") Community-serving commercial uses, motel/bed and breakfast, restaurants, cultural facilities, and similar uses (as permitted by the "CG" land use category) and free-standing multi-family housing.
	<b>Density/Intensity</b>	Category: "-F2/45" <ul style="list-style-type: none"> <li>Motel: 12 units</li> <li>Height: three (3) stories</li> </ul>
	<b>Design and Development</b>	Category: Special Design ("-d") <ul style="list-style-type: none"> <li>New development shall be designed to be consistent with the style of existing buildings.</li> <li>Provide pedestrian linkages to uses within the subarea and adjacent centers.</li> </ul>
<b>5E</b> <b>"Student Center"</b>	<b>Permitted Uses</b>	Category: Commercial General ("CG") Community-serving commercial uses permitted by the "CG" land use category.
	<b>Density/Intensity</b>	Category: "-F1" <ul style="list-style-type: none"> <li>Height: two (2) stories</li> </ul>
	<b>Design and Development</b>	Category: Special Design ("-d") <ul style="list-style-type: none"> <li>Design and site development to achieve a unified "village" environment (as defined by Policy LU 10.1.12).</li> <li>Locate buildings around common courtyards and pedestrian areas.</li> <li>Discourage the development of office uses on the first floor.</li> <li>Establish pedestrian linkages to Golden West College and adjacent regional commercial centers.</li> </ul>

**TABLE LU-4 (Cont.)**

**Community District and Subarea Schedule**

Subarea	Characteristic	Standards and Principles
<b>5F Transit Center</b>	<b>Permitted Uses</b>	Category: Mixed Use-Vertical Integration of Housing ("MV") Community-serving commercial uses permitted by the Commercial General ("CG") land use category and transit-related uses.
	<b>Density/Intensity</b>	Category: "-F8" <ul style="list-style-type: none"> <li>Height: four (4) stories</li> </ul>
	<b>Design and Development</b>	Category: Special Design ("-d") <ul style="list-style-type: none"> <li>Design to integrate commercial and transit-oriented uses and facilities.</li> <li>Cluster buildings on common walkways, open spaces, and/or plazas.</li> <li>Incorporate unifying design elements (signage, streetscape, architectural design, and other).</li> <li>Link Transit Center with adjacent parcels in the Regional Core.</li> <li>Design structures to be compatible with adjacent residential uses.</li> </ul>
<b>6 Beach Boulevard Corridor</b>	<b>Area wide Functional Role</b>	Provide for the evolution of the Beach Boulevard corridor into a series of distinct commercial, mixed-use, and residential nodes. Develop a high level of design identity for each node, which improves the visual character of the Boulevard and establishes a unique "sense of place." Facilitate pedestrian activity within each to minimize the need for automobile travel among individual uses.
<b>6A SWC of Beach and Warner</b>	<b>Permitted Uses</b>	Category: Commercial Office ("CO") Uses permitted by the "CO" land use category.
	<b>Density/Intensity</b>	Category: "-F3" <ul style="list-style-type: none"> <li>Height: per existing structures</li> </ul>
	<b>Design and Development</b>	Category: Special Design ("-d") <ul style="list-style-type: none"> <li>Design additional uses and structures to complement existing structures.</li> <li>Design and site structures to maintain pedestrian activity.</li> <li>Improve pedestrian linkages to surrounding land uses, where feasible.</li> </ul>

**TABLE LU-4 (Cont.)**

**Community District and Subarea Schedule**

Subarea	Characteristic	Standards and Principles
<b>6B Beach Warner area</b>	<b>Permitted Uses</b>	Category: Commercial General ("CG"); and Mixed Use-Vertical Integration of Housing ("MV") Commercial and community-serving commercial uses permitted by the Commercial General ("CG") land use category.
	<b>Density/Intensity</b>	Category: "-F13"; and "-F8" • Height: four (4) stories
	<b>Design and Development</b>	Category: Special Design ("-d"), Automobile District ("-a") • Establish a unified "village" character, using consistent architecture and highly articulated facades and building masses, and siting buildings around common courtyards and pedestrian areas. • Locate buildings along the Beach and Warner street frontages and incorporate a visual landmark at the intersection (signage, landscape, architectural element, etc.). • Require vertical setbacks of structures above the second floor. • Limit access to and from Beach Boulevard, clustering driveways and entrances as feasible for multiple businesses. • Provide pedestrian linkages with surrounding residential and commercial areas. • Encourage the creation of an automobile district.
<b>6C Five Points</b>	<b>Permitted Uses</b>	Category: Commercial General ("CG") Commercial uses permitted by the "CG" land use category.
	<b>Density/Intensity</b>	Category: "-F2" • Height: three (3) stories
	<b>Design and Development</b>	Category: Special Design ("-d") • Establish a unified "village" character, using consistent architecture and highly articulated facades and building masses, and siting buildings around common courtyards and pedestrian areas. • Integrate new development to be consistent with existing structures. • Achieve a high level of development quality in accordance with Policy LU 10.1.12.

**TABLE LU-4 (Cont.)**

**Community District and Subarea Schedule**

Subarea	Characteristic	Standards and Principles
<b>6D Five Points Medical Center</b>	<b>Permitted Uses</b>	Category: Mixed Use ("M") Medical facilities, professional offices, and supporting retail commercial uses permitted by the Commercial ("CO") land use category, congregate care facilities, multi-family and senior housing, and shared parking facilities.
	<b>Density/Intensity</b>	Category: "-F3/30" • Height: four (4) stories
	<b>Design and Development</b>	Category: Specific Plan ("-sp") • Require the preparation of and development in conformance with a specific or master plan. • Integrate new development with existing to ensure compatibility. • Require vertical setback of building heights along the peripheral street frontages, except Main Street. • Establish pedestrian linkages to surrounding neighborhoods and districts, where feasible.
<b>6E Office Node (Adams-York town)</b>	<b>Permitted Uses</b>	Category: Commercial Office ("CO") Uses permitted by the "CO" land use category.
	<b>Density/Intensity</b>	Category: "-F2" • Height: four (4) stories
	<b>Design and Development</b>	• Design to be consistent in scale and architectural character with existing structures. • Require vertical setback of elevations above the second story. • Limit access to and from Beach Boulevard, clustering driveways and entrances as feasible for multiple businesses. • Implement pedestrian linkages to surrounding areas, where feasible.
<b>6F Newland Center</b>	<b>Permitted Uses</b>	Category: Commercial General ("CG") Commercial uses permitted by the "CG" land use category.
	<b>Density/Intensity</b>	Category: "-F1" • Height: two (2) stories
	<b>Design and Development</b>	Category: Special Design ("-d") Design structures to maintain the scale and character of the adjacent Heritage Park.



**TABLE LU-4 (Cont.)**

**Community District and Subarea Schedule**

Subarea	Characteristic	Standards and Principles
<b>6G General Commercial</b>	<b>Permitted Uses</b>	Category: Commercial General ("CG") Commercial uses permitted by the "CG" land use category.
	<b>Density/Intensity</b>	Category: "-F1" <ul style="list-style-type: none"> <li>Height: two (2) stories</li> </ul>
	<b>Design and Development</b>	<ul style="list-style-type: none"> <li>Design and site structures to achieve a high level of quality in accordance with Policy LU 10.1.4 and Policy LU 10.1.12.</li> <li>Limit access to and from Beach Boulevard, clustering driveways and entrances as feasible for multiple businesses.</li> </ul> <p>Commercial uses permitted by the Commercial General ("CG") land use category. , and shared parking, mixed-use structures vertically-integrating housing with commercial uses, and automobile sales and related uses. (Please refer to the Land Use Map for the exact boundaries of each land use designation.)</p>
<b>7 Civic Center Node</b>	<b>Area wide Functional Role</b>	Provide for the enhancement of the Civic Center as a primary focal point of governmental and cultural identity and intensification of adjacent areas with uses that support and reinforce this identity.
<b>7A Civic Center</b>	<b>Permitted Uses</b>	Category: Public ("P") Governmental administrative, cultural, and similar uses permitted by the "P" land use category.
	<b>Density/Intensity</b>	To be determined based on community needs.
	<b>Design and Development</b>	<ul style="list-style-type: none"> <li>Design and site new development to complement existing structures, maintaining the "civic" identity of the site.</li> <li>Site and design additional development to maintain compatibility with surrounding residential neighborhoods.</li> <li>Maintain significant open space, plazas, and other areas for outdoor community activities.</li> <li>Establish pedestrian and bicycle linkages to surrounding neighborhoods and districts.</li> </ul>

**TABLE LU-4 (Cont.)**

**Community District and Subarea Schedule**

Subarea	Characteristic	Standards and Principles
<b>7B Civic Center Village (Yorktown- Main)</b>	<b>Permitted Uses</b>	Category: Commercial Office ("CO") Commercial uses, civic theater, and similar uses permitted by the Commercial Office ("CO") land use category.
	<b>Density/Intensity</b>	Category: "-F2" <ul style="list-style-type: none"> <li>Height: four (4) stories</li> </ul>
	<b>Design and Development</b>	Category: <ul style="list-style-type: none"> <li>Establish a unified "village" character, using consistent architecture and highly articulated facades and building masses, and siting buildings around common courtyards and pedestrian areas.</li> <li>Require vertical setbacks of structures above the second floor.</li> <li>Incorporate art in public places.</li> <li>Incorporate extensive streetscape amenities (landscape, signage, lighting, etc.) along the Main Street and Yorktown frontages.</li> <li>Provide pedestrian linkages with the Civic Center and Subarea 7C.</li> </ul>
<b>7C Seacliff Center</b>	<b>Permitted Uses</b>	Category: Mixed Use-Horizontal Integration of Housing ("MH") Commercial uses, civic theater, and similar uses permitted by the Commercial General ("CG") land use category, professional offices [as permitted by the Commercial Office ("CO") land use category], and free-standing multi-family residential.
	<b>Density/Intensity</b>	<ul style="list-style-type: none"> <li>Retail commercial: 200,000 square feet</li> <li>Office commercial: 100,000 square feet</li> <li>Residential: 475 units</li> <li>Height: 80 feet</li> </ul>
	<b>Design and Development</b>	Category: Specific Plan ("-sp") Same as Subarea 7B.
<b>8 Commercial Nodes</b>	<b>Area wide Functional Role</b>	Maintain and establish commercial centers to serve surrounding residential neighborhoods and the greater community.
<b>8A Community Commercial</b>	<b>Permitted Uses</b>	Category: Commercial General ("CG") <ul style="list-style-type: none"> <li>Commercial uses permitted by the "CG" land use category.</li> </ul>
	<b>Density/Intensity</b>	Category: "-F1" <ul style="list-style-type: none"> <li>Height: two (2) stories</li> </ul>
	<b>Design and Development</b>	Design to achieve a high level of quality in conformance with Policy LU 10.1.4. and Policy LU 10.1.12

**TABLE LU-4 (Cont.)**

Community District and Subarea Schedule

Subarea	Characteristic	Standards and Principles
8B Neighborhood Commercial	Permitted Uses	Category: Commercial Neighborhood ("CN") Commercial uses permitted by the "CN" land use category.
	Density/Intensity	Category: "-F1" • Height: two (2) stories
	Design and Development	Design to achieve a high level of quality in conformance with Policy LU 10.1.10
9 Industrial	Area wide Functional Role	Ensure the development of industrial uses to provide employment for the City's residents and contribute revenue for the City's services.
9A McDonnell Douglas	Permitted Uses	Category: Industrial ("I") Uses permitted by the "I" land use category.
	Density/Intensity	Category: "-F1" • Height: consistent with existing development, with vertical setbacks adjacent to residential areas and the site's periphery
	Design and Development	Category: Special Design ("-d") • Design and site development to achieve a "campus-park" setting in adherence to Policy LU 12.1.5 and buildings to achieve a high level of design quality in accordance with Policy LU 12.1.4. • Integrate new development to be compatible with existing structures and open spaces. • Incorporate extensive landscape along the primary street frontages. • Design and site buildings to ensure compatibility with adjacent residential neighborhoods.
9B Bolsa-Spring dale Park	Permitted Uses	Category: Industrial ("I") Same as Subarea 9A.
	Density/Intensity	Category: "-F2" • Height: two (2) stories
	Design and Development	Category: Special Design ("-d") • Same as Subarea 9A • Encourage the preparation of a specific or master plan to guide development in a unified manner. • Incorporate visual elements to distinguish key entries along principal streets.

**TABLE LU-4 (Cont.)**

**Community District and Subarea Schedule**

Subarea	Characteristic	Standards and Principles
9C Industrial/ Office Park	Permitted Uses	Category: Commercial Office ("CO") Offices, and supporting retail uses permitted by the "CO" land use category and light industrial uses permitted by the "I" land use category.
	Density/Intensity	Category: "-F2" • Height: two (2) stories
	Design and Development	Category: Special Design ("-d") • Integrate structures into a cohesive development. • Encourage the preparation of a site-specific or master plan to guide development. • Design structures to convey visual interest, including modulation of building masses and extensive facade articulation. • Encourage parcel consolidation to support larger scale development.
9D Gothard Corridor	Permitted Uses	Category: Industrial ("I") Uses permitted by the "I" land use category.
	Density/Intensity	Category: "-F2" • Height: two (2) stories
	Design and Development	Category: Special Design ("-d") • Same as Subarea 9A • Incorporate visual elements to distinguish key entries along principal streets. • Incorporate design and site planning elements that facilitate the long-term development of the railroad corridor for rail transit use.
9E Gothard Historic District	Permitted Uses	Category: Industrial ("I") Light industrial, office, and similar uses, provided that the existing historic structures are retained.
	Density/Intensity	Category: "-F2"
	Design and Development	Category: Historic District ("-h") Design uses to retain character of historic structures.

**TABLE LU-4 (Cont.)**

**Community District and Subarea Schedule**

Subarea	Characteristic	Standards and Principles
<b>9F Newland Hamilton Industrial</b>	<b>Permitted Uses</b>	Category: Industrial ("I") Uses permitted by the "I" land use category.
	<b>Density/Intensity</b>	Category: "-F2" on the northern portion of the area only. • Height: two (2) stories
	<b>Design and Development</b>	Category: Special Design ("-d") • Same as Subarea 9A • Site, design, and limit the scale and mass of development, as necessary, to protect wetlands.
<b>10 Public</b>	<b>Permitted Uses</b>	Category: Public ("P") Uses permitted by the "P" land use category.
	<b>Density/Intensity</b>	To be determined on an individual basis to reflect the character of surrounding land uses.
	<b>Design and Development</b>	In accordance with Policy LU 13.1.8.

**Note:** Areas designated by the Land Use Plan Map for single family and multi-family residential are not delineated as Community Subareas, other than those listed above. Refer to the Land Use Plan Map and associated policies to determine appropriate use, density, and design and development standards.

STATE OF CALIFORNIA            )  
COUNTY OF ORANGE            ) ss:  
CITY OF HUNTINGTON BEACH    )

I, CONNIE BROCKWAY, the duly elected, qualified City Clerk of the City of Huntington Beach, and ex-officio Clerk of the City Council of said City, do hereby certify that the whole number of members of the City Council of the City of Huntington Beach is seven; that the foregoing resolution was passed and adopted by the affirmative vote of at least a majority of all the members of said City Council at a **regular** meeting thereof held on the **5th day of September, 2000** by the following vote:

**AYES:**       Julien, Sullivan, Harman, Garofalo, Green, Dettloff, Bauer  
**NOES:**       None  
**ABSENT:**   None  
**ABSTAIN:**   None



\_\_\_\_\_  
City Clerk and ex-officio Clerk of the  
City Council of the City of  
Huntington Beach, California