



# Placentia Planning Commission Agenda

Regular Meeting

August 12, 2025

6:30 p.m.

City Council Chambers

401 E. Chapman Avenue, Placentia, CA

**Frank Perez**  
Chair

**Matthew Rocke**  
Vice Chair

**Brandon Evans**  
Commissioner

**Juan Guerrero**  
Commissioner

**Juan Navarro**  
Commissioner

**David Smith**  
Commissioner

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

**Phone: (714) 993-8124**

**Fax: (714) 528-4640**

**Website: [www.placentia.org](http://www.placentia.org)**

## Procedures for Addressing the Commission

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

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

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

## Special Accommodations

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

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

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

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

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

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**CALL TO ORDER:**

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

**PLEDGE OF ALLEGIANCE:**

**ORAL COMMUNICATIONS:**

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

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**CONSENT CALENDAR:**

1. **Planning Commission Regular Meeting Minutes – July 8, 2025**

**RECOMMENDATION:** Approve

**PUBLIC HEARING:**

1. **Applicant:** Yuri Oh, representing Hold Fitness Group, Inc.  
(Hold Studio)

**Project Location:** 1225 E. Imperial Highway

**Request:** USE PERMIT NO. 2025-04. A REQUEST FOR A BOUTIQUE FITNESS STUDIO IN AN EXISTING 2,200 SQUARE-FOOT COMMERCIAL TENANT SPACE LOCATED AT 1225 E. IMPERIAL HIGHWAY, WITHIN THE NEIGHBORHOOD COMMERCIAL (C-1) ZONING DISTRICT

**RECOMMENDATION:**

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

1. Open the public hearing concerning Use Permit No. UP 2025-04; and
2. Receive the staff report and consider all public testimony; and

3. Close the public hearing; and
4. Adopt Resolution PC-2025-10, a Resolution of the Planning Commission of the City of Placentia and making findings that the project is Categorically Exempt pursuant to the California Environmental Quality Act (CEQA) set forth in title 14 CCR § 15301 (Class 1 – Existing Facilities) and the City of Placentia Environmental Guidelines and making findings approving Use Permit No. 2025-04 permitting the establishment and operation of a 2,200-square-foot boutique fitness studio located at 1225 E. Imperial Highway, in the Neighborhood Commercial (C-1) Zoning District.

**2. Applicant: CITY OF PLACENTIA**

**Project Location: CITYWIDE**

**Request: PUBLIC HEARING (CONTINUED FROM JULY 8, 2025) REGARDING THE CHAPMAN CORRIDOR REVITALIZATION PLAN WHICH INCLUDES THE ADOPTION OF THE CHAPMAN CORRIDOR REVITALIZATION PLAN, THE CHAPMAN CORRIDOR STREETScape MASTER PLAN, GENERAL PLAN AMENDMENT (GPA) 2025-01, ZONE CHANGE (ZCA) 2025-03, AND SPECIFIC PLAN AMENDMENT (SPA) 2025-01 TO ESTABLISH THE CHAPMAN CORRIDOR SPECIFIC PLAN WITH NEW DEVELOPMENT STANDARDS**

**RECOMMENDATION:**

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

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

Zone Change (ZCA) 2025-03, and Specific Plan Amendment (SPA) 2025-01 changing the existing Zoning for the project area from existing various Zoning designations to “Chapman Corridor Specific Plan” and establishing development standards for the “Chapman Corridor” district for the project area; and recommending adoption of the Chapman Corridor Streetscape Master Plan.

**REGULAR AGENDA:**

1. **Applicant:** CITY OF PLACENTIA

**Project Location:** CITYWIDE

**STUDY SESSION REGARDING RESIDENTIAL DEVELOPMENT STANDARDS  
(CONTINUED FROM JULY 8, 2025)**

**RECOMMENDATION:**

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

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

**OLD BUSINESS:**

**NEW BUSINESS:**

**DEVELOPMENT REPORT:**

**DIRECTOR’S REPORT:**

**PLANNING COMMISSION REQUESTS:**

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

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**ADJOURNMENT**

The Planning Commissioners ADJOURN to the next regular meeting on September 9, 2025, at 6:30 p.m. in the City Council Chambers located at 401 East Chapman Avenue, Placentia CA, 92870.

**CERTIFICATION OF POSTING**

I, Joseph M. Lambert, Secretary to the Planning Commission of the City of Placentia, hereby certify that the Agenda for August 12, 2025, Regular Meeting of the Planning Commission of the City of Placentia was posted on August 7, 2025.



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Joseph M. Lambert, Secretary

**PLACENTIA PLANNING COMMISSION  
MINUTES  
REGULAR MEETING  
July 8, 2025  
6:30 p.m. – City Council Chambers  
401 E. Chapman Avenue, Placentia, CA**

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**CALL TO ORDER:** Commissioner/Chair Perez called the meeting to order at 6:35 p.m.

**ROLL CALL:**

PRESENT: Commissioner Evans, Guerrero, Navarro, Smith, Roche, Perez  
ABSENT: None

**STAFF PRESENT:**

Assistant City Attorney Kristi J. Smith, Director of Development Services Joseph Lambert, Planning Manager Andrew Gonzales, Associate Planner Lesley Whittaker, Deputy Director of Public Works Gabriel Gabany-Guerrero, Administrative Assistant Margie McCoy

**PLEDGE OF ALLEGIANCE:** Commissioner Smith

**ORAL COMMUNICATIONS:** Resident Joshua Correa stated that he'd like to see Placentia focus on its heritage, residents and history. He is a painter and presented a painting he stated is a vision-casting of what a City sign spanning Chapman Avenue could look like. He's painted other pictures in and around Placentia.

**CONSENT CALENDAR:**

1. **Minutes  
Placentia Planning Commission Regular Meeting of:  
June 10, 2025**

Recommended Action: Approve  
**(Approved 4-0-2-0 as recommended)**

**Motion by Smith second by Guerrero and carried on a (4-0-2-0) vote to approve the Consent Calendar.**

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

**PUBLIC HEARING:**

1. **Applicant: City of Placentia**

**Project Location: Citywide**

**REVIEW OF THE CHAPMAN CORRIDOR REVITALIZATION PLAN WHICH INCLUDES THE ADOPTION OF THE CHAPMAN CORRIDOR REVITALIZATION PLAN, THE CHAPMAN CORRIDOR STREETScape MASTER PLAN, GENERAL PLAN AMENDMENT (GPA) 2025-01, ZONE**

**CHANGE (ZCA) 2025-03, AND SPECIFIC PLAN AMENDMENT (SPA) 2025-01 TO ESTABLISH THE CHAPMAN CORRIDOR SPECIFIC PLAN WITH NEW DEVELOPMENT STANDARDS**

Recommended Action: Adopt Resolution recommending City Council approve the project as recommended by Staff

Chair Perez opened the Public Hearing at 6:41 p.m.

Development Services Director Joseph Lambert provided background on the Chapman Corridor Revitalization Plan, including its adoption and the consultant's role. The plan aims to enhance Chapman Avenue from Placentia Avenue to N. Kraemer Blvd., improving transportation, supporting economic growth, and preserving the Corridor's unique character. Director Lambert clarified that the City will not use Eminent Domain and emphasized the voluntary participation of private property owners. The Plan includes new Zoning designations, consistent with existing ones, and aims to provide Design Guidelines for new developments. Director Lambert then introduced consultant Suzanne Schwab from Placeworks to give a full presentation of the Chapman Corridor Project.

Consultant Schwab introduced herself and the other consultants involved in the plan including Placeworks, Fehr and Peers, and Nuvis, and then outlined the seven chapters of the plan, including Vision and Guiding Principles, Land Use Plans, and Development Standards. The plan includes sub-areas with tailored land use standards to transition along the Corridor, such as Gateway West, Gateway Core, and Gateway Neighborhood. Consultant Schwab also discussed the potential for new mixed-use developments, commercial corridor improvements, and the preservation of existing developments.

The following Public Speakers came forward to address the Planning Commission with their concerns about the proposed project: Barbara Openshaw, Denise May, Noel Andersen, Richard Geiger, Suzanne Palazuelos Geiger, Ivan Cisneros, Richard Salazar, Jack Harrison, Alicia Dillender, Carolyn Woolhouse, Blanca Lopez, Kelly Agama, Marleen Cortez, Omar Cortez, David Chun, John Walcek, Laurie Mann-Hart, Saeed Yazdi and Frank Bandera.

Public comments included concerns about the proposed development changing the nature of Chapman Avenue, the lack of public outreach regarding the project, traffic issues, the potential displacement of residents and emphasizing the need for affordable housing. Additional residents expressed concerns about the impact on the small-town feel of Placentia and the potential for high-rise developments. Questions were also raised about alternatives, the division of homeowners, and the protection of residents from new development and its potential impacts. One resident highlighted environmental reviews and predicted increased taxes for current residents, while another complained about the short notice and lack of information provided to homeowners, particularly those at Cinnamon Tree and was concerned that there would be a potential for developers to buy out residents. There were also concerns about the impact on parking, the safety of disabled residents and transparency regarding potential development.

Chair Perez closed the Public Hearing at 8:45 p.m.

Commissioners' questions included the funding for street improvements and the potential impact on citywide development fees. Director Lambert agreed that the Chapman Corridor Plan is a set of policy tools and standards, not a requirement for development. A Commissioner suggested adding language to the trash and recycling enclosure section to ensure adequate turnaround space for trash trucks. Both Director Lambert and Consultant

Schwab answered questions about the mobility and infrastructure section, including the elimination of parking along Chapman and the installation of bike lanes. Director Lambert emphasized that the multi-family flex zone allows for the same density as the existing zoning and that any redevelopment of a condominium complex would require unanimous agreement among all property/condominium owners. Commissioners inquired about the feasibility of building public parking lots.

Commissioner Rocke suggested continuing the discussion about this item to a later date to allow for more community input and better understanding of the proposed changes.

**Motion by Rocke second by Perez and carried on a (5-1-0-0) vote to continue this item to the next Regular Planning Commission Meeting on August 12, 2025.**

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

**REGULAR AGENDA:**

**1. Applicant: City of Placentia**

**Project Location: Citywide**

**Study Session Regarding Residential Development Standards**

**Motion by Evans second by Guerrero and carried on a (5-1-0-0) vote that this item is continued to the next Regular Planning Commission Meeting on August 12, 2025**

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

**OLD BUSINESS: None**

**NEW BUSINESS: None**

**DEVELOPMENT REPORT:**

Chick-fil-A is nearing end of construction. Grand Opening date will be announced. Toll Brothers is finalizing construction of 100 homes. Former Carl's Jr. on Imperial and Rose is slated to turn into a Better Buzz Coffee restaurant. Director Lambert also thanked the Commissioners for patience and professionalism in hearing from a large number of Public Speakers at tonight's meeting.

**DIRECTOR'S REPORT: None**

**PLANNING COMMISSION REQUESTS:**

Commissioner Evans asked that any commonly asked questions from tonight be added to Placentia's website along with any additional project information that would be helpful to residents.

**ADJOURNMENT:**

Chair Perez adjourned the Regular Meeting of the Planning Commission at 9:30 p.m. to the regular meeting of Tuesday, August 12, 2025, at 6:30 p.m. in the City Council Chambers at 401 East Chapman Avenue, Placentia, CA.

**Submitted by,**

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Joseph M. Lambert,  
Secretary to the Planning Commission



# Placentia Planning Commission

## AGENDA STAFF REPORT

TO: PLANNING COMMISSION  
FROM: SENULA LIYANAGE, PLANNING TECHNICIAN  
DATE: AUGUST 12, 2025  
SUBJECT: **USE PERMIT NO. UP 2025-04; 1225 E. IMPERIAL HIGHWAY**

### **RECOMMENDATION:**

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

1. Open the public hearing concerning Use Permit No. UP 2025-04; and
2. Receive the staff report and consider all public testimony; and
3. Close the public hearing; and
4. Adopt Resolution PC-2025-10, a Resolution of the Planning Commission of the City of Placentia and making findings that the project is Categorical Exempt pursuant to the California Environmental Quality Act (CEQA) set forth in title 14 CCR § 15301 (Class 1 – Existing Facilities) and the City of Placentia Environmental Guidelines and making findings approving Use Permit No. 2025-04 permitting the establishment and operation of a 2,200-square-foot boutique fitness studio located at 1225 E. Imperial Highway, in the Neighborhood Commercial (C-1) Zoning District.

### **REQUEST:**

The applicant, Yuri Oh, representing Hold Fitness Group, Inc. (Hold Studio), is requesting a Use Permit for a boutique fitness studio in an existing 2,200-square-foot commercial tenant space located at 1225 E. Imperial Highway, within the C-1 (Neighborhood Commercial) Zoning District.

### **STRATEGIC PLAN STATEMENT:**

The item is consistent with the City Council-approved 5-Year Strategic Goal to achieve:

*Continue seeking ways to diversify the City's revenue sources to prevent over-reliance on any one source (Measure U/Property Tax).*

### **PROJECT BACKGROUND AND DESCRIPTION:**

The subject property is a 2,200-square foot suite within a one-story multi-tenant building located in the Imperial Plaza shopping center along the north side of E. Imperial Highway and east side of N.

Rose Dr. The site is zoned C-1 (Neighborhood Commercial) with a General Plan land use designation of Commercial.

The studio will offer instructor-led group classes focused on low-impact strength training, cardiovascular conditioning, and longevity-focused recovery. Two separate studio rooms will operate simultaneously, with one dedicated to the Lagree Method and TRX suspension training, and the other featuring mat Pilates, VersaClimber intervals, and infrared-enhanced recovery sessions. In addition to fitness services, the lobby will feature curated retail offerings such as studio-branded apparel and non-alcoholic refreshments.

Each class will have approximately 10-12 students. All classes are pre-booked in advance and scheduled in a structured format, with 8–10 classes per room on weekdays and 6 classes per room on weekends. Classes will run approximately 45–50 minutes with a 10-minute transition period between sessions.

**Mission:**

Hold Studio was founded with a mission to create a restorative space centered on healing, movement, and resilience. The owners bring unique backgrounds in behavioral research, business operations, fitness instruction, and immersive experience design, and are committed to elevating community wellness through hospitality, inclusivity, and expertly guided training.

**Floor Plan:**

Based on the submittal floor plan, the main entrance and lobby will be on the south side of the building. The only structural tenant improvements are dividing walls to separate the two studio rooms. Towards the north side of the building are two exits, an office, and ADA restroom. Equipment used on site includes Lagree Megaformers, TRX anchors, VersaClimbers, far-infrared yoga panels, and light fitness accessories.

**Days and Hours of Operation:**

The studio will operate during the hours listed in the table below. The business will have three full-time employees and five part-time staff members. No company vehicles will be used in the business operation, and employees will commute individually. Deliveries will be limited and occur during off-peak hours. The request for the Use Permit ensures compliance with the City’s zoning regulations and supports the addition of a unique fitness offering that promotes health, mindfulness, and community engagement in Placentia.

| <b>Proposed Operating Hours</b> |                   |
|---------------------------------|-------------------|
| Monday – Friday                 | 6:00 AM – 7:00 PM |
| Saturday – Sunday               | 6:00 AM – 1:00 PM |

**Applicable Code Section: Placentia Municipal Code**

The subject property is within the Neighborhood Commercial (C-1) Zoning District and is required to comply with the development standards and use requirements set forth in the Placentia Municipal Code (PMC 23.33, “C-1” – Neighborhood Commercial District).

**Subject Site and Surrounding Land Uses:**

The proposed boutique fitness studio is located in the Imperial Plaza Shopping Center north of E. Imperial Highway and east N. Rose Dr. The table below shows surrounding existing land uses, zones, and General Plan Land Use Designations:

| Location                           | Existing Land Use                           | Land Use Element<br>General Plan<br>Designation | Zoning Map<br>Designation     |
|------------------------------------|---|---|-------------------------------|
| <b>Subject Site</b>                | Tenant Space in an Existing Shopping Center | Commercial                                      | C-1 (Neighborhood Commercial) |
| <b>North</b>                       | City of Brea                                | Low Density Residential                         | PUD-1                         |
| <b>South (Across Imperial Hwy)</b> | City of Yorba Linda                         | Single Family Residential                       | ----                          |
| <b>East</b>                        | City of Yorba Linda                         | Single Family Residential                       | ----                          |
| <b>West</b>                        | Shopping Center                             | Commercial                                      | C-2 (Community Commercial)    |

**ZONING COMPLIANCE ANALYSIS**

**Site Development Standards**

The project is located within the C-1 Zoning District. No changes to the building footprint and overall building envelope will occur from the project.

**Other Departments Concerns and Requirements**

The Divisions of Planning and Building, the Police Department, as well as the Fire and Life Safety Department have reviewed the application. The Police Department raised one concern; other businesses in the center have latch guards installed on their back doors as a burglary prevention measure. To align with the safety measures taken by these businesses, the applicant will be conditioned to install latch guards on both back doors to a recommended specification by the Police Department. No other major concerns were raised with the project proposal from the Building Division or Fire and Life Safety Department. The Planning Division identified comments and applicable code requirements that have also been incorporated as conditions of approval into a draft resolution for consideration by the Planning Commission.

## **ISSUES ANALYSIS:**

### **General Plan Consistency**

In an overall review of the General Plan, the proposed boutique fitness studio is consistent with its policies, programs, and goals. General Plan policies advocate to: (a) increase the tax base of the City by supporting revenue producing businesses that provide residents with basic and enhanced services; and (b) create a more vibrant business community that benefits both residents and existing businesses. The proposed project will fulfill these policies by offering services and employment opportunities to surrounding residents, thereby protecting and ensuring its long-term success. This will assist in maintaining a wide array and variety of symbiotic commercial uses to help facilitate greater patronage and shopping activity for the shopping center, thereby helping to maintain a steady revenue stream as encouraged by the General Plan. Increased patronage will assist and stimulate further investment in the community and strengthen the City's economic vitality. The proposed boutique fitness studio will fill a vacant tenant space, which was previously occupied by TutorZone, an academic tutoring service establishment. The proposed use will provide needed services for the community. In addition, the business is situated within an established commercial shopping center where its operations will not impact sensitive land use receptors and may result in increased sales and commercial activity in the shopping center, with the increased patronage by the fitness studio clients.

### **PMC Consistency**

Adoption of the recommended conditions of approval will result in a project that complies with the provisions of the C-1 Zoning District. The proposed project, with incorporation of the recommended conditions of approval, will meet or exceed the requirements of the C-1 Zoning District and other applicable provisions of the PMC.

### **Land Use Compatibility**

The project will be compatible with the land uses of the surrounding area because the proposed boutique fitness studio brings an additional service within an established commercial shopping center district containing primarily complementary community commercial uses. The area is not oversaturated with this type of use as the shopping center does not have another fitness studio currently operating, nor does the City have any Pilates studios or studios with a similar fitness model within the immediate area. The proposed type of Pilates instruction correlates more with reformer and mat Pilates. Neither the type of exercise or equipment will generate excessive noise. The use will not generate any significant public safety concerns, and the applicant has indicated that sound absorbing panels will be incorporated into the interior spaces to prevent any potentially adverse impacts onto adjacent business.

### **Parking**

The commercial shopping center was developed with a sufficient quantity of parking spaces to accommodate the intended commercial use of the plaza.

Today, commercial uses generally require a parking ratio of 4 parking spaces per 1,000 square feet of gross-floor area as established in the Placentia Municipal Code (PMC) section 23.78.030, minimum requirements. Based on the square footage provided on the original building plans for this parcel of the Imperial Plaza Shopping Center, 118 parking spaces would be required in accordance with the PMC. The center maintains 218 parking spaces, which is still accurate today, providing 100 surplus parking spaces.

Although there will be two studio rooms operating simultaneously, the applicant has indicated that the classes would be rotating efficiently by starting approximately 30 minutes apart and having 10-minute breaks between classes to ensure smoother traffic flow and accessibility.

Lastly, upon several site visits by City staff from site visits during the plaza's peak hours reveal that parking is readily available, further demonstrating that parking demand is more than adequately supported for this proposed use.

**CEQA:**

The proposed application was reviewed by staff in accordance with the requirements of the California Environmental Quality Act ("CEQA"), Public Resources Code §§ 21000 *et seq.*, the State CEQA Guidelines, 14 C.C.R. §§ 15000 *et seq.*, and the Environmental Guidelines of the City of Placentia. Staff recommends that the Planning Commission exercise its independent judgment and find that UP 2025-04 is exempt from CEQA pursuant to State CEQA Guidelines § 15301 Class 1-Existing Facilities as it applies to the operation, repair, leasing or minor alteration of existing public or private structures, of facilities or features involving "negligible or no expansion of use".

**PUBLIC NOTIFICATION:**

Legal notice was published in the Placentia News Times on July 31, 2025, and legal notices were sent to property owners and tenants of record within a 300-foot radius of the subject property and posted at the Civic Center on July 31, 2025, pursuant to all applicable provisions of the PMC. As of August 7, 2025, staff has received no comments in support or opposition of the request.

**CONCLUSION:**

The proposed project is consistent with the City's General Plan and meets the minimum development standards of the PMC. With the recommended conditions of approval, the proposed establishment and operation of a boutique fitness studio in a 2,200 square-foot existing commercial tenant space will be compatible with adjacent land uses and will not result in any significant adverse impacts to the surrounding area.

**RECOMMENDATION:**

The Planning Division recommends that the Planning Commission of the City of Placentia adopt Resolution PC-2025-10 recommending approval of UP 2025-04 and finding that it is exempt from further CEQA review pursuant to Section 15301 of the State CEQA Guidelines.

**Prepared by:**



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Senula Liyanage  
Planning Technician

**Reviewed and approved by:**



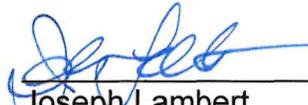
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Lesley Whittaker  
Associate Planner



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Andrew Gonzales  
Planning Manager



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Joseph Lambert  
Director of Development Services

**Attachments:**

1. Resolution No. PC-2025-10 & Conditions of Approval
2. Project Plans Dated and Received July 18, 2025
3. Statement of Use Submitted by the Applicant Dated and Received July 18, 2025
4. Site and Equipment Photos
5. Vicinity Map and Zoning Map
6. Signed Affidavit of Mailing, Legal Hearing Notice, Radius Map, and Mailing List

**RESOLUTION NO. PC-2025-10**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PLACENTIA AND MAKING FINDINGS THAT THE PROJECT IS CATEGORICALLY EXEMPT PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) SET FORTH IN TITLE 14 CCR § 15301 (CLASS 1 – EXISTING FACILITIES) AND THE CITY OF PLACENTIA ENVIRONMENTAL GUIDELINES AND MAKING FINDINGS APPROVING USE PERMIT NO. 2025-04 PERMITTING THE ESTABLISHMENT AND OPERATION OF A 2,200-SQUARE-FOOT BOUTIQUE FITNESS STUDIO LOCATED AT 1225 E. IMPERIAL HWY, IN THE NEIGHBORHOOD COMMERCIAL (C-1) ZONING DISTRICT.**

**A. Recitals.**

**WHEREAS** Yuri Oh representing Hold Studio (“Applicant” hereinafter), located at 1225 E. Imperial Highway, filed an application for approval of Use Permit No. UP 2025-04, as described in the title of this Resolution. Hereinafter, in this Resolution, the subject Use Permit request is referred to as the “Application”;

**WHEREAS**, on August 12, 2025, the Planning Commission conducted a duly noticed public hearing, as required by law, and after careful consideration of all pertinent testimony and the staff report offered in the case, the Planning Commission voted to approve UP 2025-04; and

**WHEREAS** all legal prerequisites to the adoption of this Resolution have occurred.

**B. Resolution.**

NOW, THEREFORE, it is hereby found, determined, and resolved by the Planning Commission of the City of Placentia as follows:

**SECTION NO. 1:** Based on the evidence presented and the findings set forth, UP 2025-02 is hereby found to be consistent with the Placentia General Plan and the implementation thereof.

**SECTION NO. 2:** Based upon the evidence presented to this Commission during the public hearing conducted with regard to the Application, including written staff reports, verbal testimony and development plans, this Commission hereby specifically finds as follows:

a. The proposed request for the establishment and operation of a 2,200-square foot boutique fitness studio will not be: (1) detrimental to the health, safety or general welfare of the persons residing or working within the neighborhood of the proposed use or within the city, or (2) injurious to the property or improvements within the neighborhood or within the City. Subject to compliance with the attached Conditions of Approval and Standard Development Requirements (Attachment “A”), this use complies with all applicable code requirements and development standards of the C-1

Zoning District and (3) it is not anticipated that the boutique fitness studio will generate any negative impacts onto adjacent properties and businesses. All primary activities shall be conducted within the enclosed building, while maintaining an environment free from objectionable noise, odor, or other nuisances, subject to compliance with the attached Special Conditions of Approval and Standard Development Requirements.

b. The proposed request for the operation of a boutique fitness studio is consistent with the City's General Plan. The subject site is located within the Neighborhood Commercial (C-1) Zoning District, which is compatible with the site's General Plan Land Use designation of Commercial. This designation supports uses that provide services to the general public. A boutique fitness studio is permitted in the C-1 Zone as a studio use via Use Permit, pursuant to PMC 23.33.040 (15).

c. The proposed request for the establishment and operation of a boutique fitness studio, subject to the attached Conditions of Approval and Standard Development Requirements (Attachment "A"), is consistent with the provisions of the Zoning Ordinance, or regulations applicable to the property. The proposed request for the operation of a martial arts teaching studio is a conditionally permitted use in the C-1 Zoning District in the City of Placentia. Approval of the Use Permit for the proposed request will be consistent with the zoning as the site can accommodate the use, and other similar uses have been conditionally permitted within other similar commercial districts.

d. Conditions necessary to secure the purposes of this section, including guarantees and evidence of compliance with conditions are made part of the UP approval. Attachment "A" contains Conditions of Approval and Standard Development Requirements specific to UP 2025-04 to ensure compliance with the Placentia Municipal Code (PMC).

**SECTION NO. 3:** Based upon the environmental review of the project, the Planning Commission finds that UP 2025-04 is exempt from the California Environmental Quality Act ("CEQA"), Public Resources Code §§ 21000 *et seq.*, the State CEQA Guidelines, 14 C.C.R. §§ 15000 *et seq.*, and the Environmental Guidelines of the City of Placentia pursuant to the State CEQA Guidelines § 15301 (Class 1 – Existing Facilities) as the permit would be issued to an existing structure or facility, and no expansion of the use is contemplated.

**SECTION NO. 4:** The Planning Commission hereby directs that, upon approval of UP 2025-04 a Notice of Exemption shall be filed with the Orange County Clerk/Recorder.

**SECTION NO. 5:** Based upon the findings and conclusions set forth herein, this Planning Commission hereby approves UP 2025-04, subject to the Conditions of approval contained in Attachment A hereto.

**SECTION NO. 6:** The Secretary to the Planning Commission shall:

a. Certify to the adoption of this Resolution; and

b. Forthwith transmit a certified copy of this Resolution, by certified mail, to the Applicant at the address of record set forth in the Application.

ADOPTED AND APPROVED THIS 12<sup>TH</sup> DAY OF AUGUST 2025

\_\_\_\_\_  
FRANK PEREZ, CHAIR

I, Joseph M. Lambert, Secretary to the Planning Commission of the City of Placentia, do hereby certify that the foregoing Resolution was introduced at a regular meeting of the Planning Commission of the City of Placentia held on the 12<sup>th</sup> day of August, 2025, and was passed at this regular meeting of the Planning Commission of the City of Placentia held on the 12<sup>th</sup> day of August, 2025, by the following vote:

AYES:  
NOES:  
ABSENT:  
ABSTAINED:

ATTEST:

\_\_\_\_\_  
JOSEPH M. LAMBERT,  
SECRETARY TO THE PLANNING COMMISSION

APPROVED AS TO FORM

\_\_\_\_\_  
CITY ATTORNEY

**Attachment A: Conditions of Approval for Use Permit No. 2025-04**

**Attachment A**  
**Special Conditions of Approval and Standard Development Requirements for**  
**Use Permit No. UP 2025-04**  
**1225 E. Imperial Highway**

**SPECIAL CONDITIONS**

If the above referenced application is approved, applicant and/or property owner shall comply with the Special Conditions listed below and the Standard Development Requirements attached.

**ALL OF THE FOLLOWING SPECIAL CONDITIONS OF APPROVAL AND STANDARD DEVELOPMENT REQUIREMENTS SHALL BE FULLY COMPLIED WITH TO CONTINUE IN GOOD STANDING TO PERMIT THE USE PERMIT TO ALLOW THE ESTABLISHMENT AND OPERATION OF A BOUTIQUE FITNESS STUDIO, ON PROPERTY LOCATED AT 1225 E. IMPERIAL HIGHWAY.**

**DEVELOPMENT SERVICES DEPARTMENT – PLANNING DIVISION:**

1. UP 2025-04 is valid for a period of one (1) year from the date of final determination. If the use approved by this action is not established within such a period of time, this approval shall be terminated and shall be null and void, unless an extension is applied for and approved by the Director of Development Services.
2. UP 2025-04 shall expire and be of no further force or effect if the use is discontinued or abandoned for a period of one (1) year.
3. Failure to abide by and faithfully comply with any and all conditions attached to this action shall constitute grounds for revocation of said action by the City of Placentia Planning Commission.
4. The applicant shall, as a condition of approval, at its sole expense, defend, indemnify and hold harmless the City, its officers, employees, agents and consultants from any claim, action, proceeding, liability or judgment against the City, its officers, employees, agents and/or consultants, which action seeks to set aside, void, annul or otherwise challenge any approval by the City Council, Planning Commission, or other City decision-making body or City staff action concerning applicant's project. The applicant shall pay the City's defense costs, including attorney fees and all other litigation-related expenses, and shall reimburse the City for any and all court costs, which the City may be required to pay as a result of such defense. The applicant shall further pay any adverse financial award which may be issued against the City including but not limited to any award of attorney fees to a party challenging such project approval. The City shall retain the right to select its counsel of choice in any action referred to herein. The City agrees to promptly notify the applicant of any such claim filed against the City and to fully cooperate in the defense of any such action.

5. Any changes or modifications to UP 2025-04 shall be subject to review and approval by the Director of Development Services or designee, with substantial changes or modifications subject to Planning Commission review and approval.
6. Any modifications to the approved floor plan or changes to the business operation hours, which do not expand or intensify the present use shall be reviewed by the Director of Development Services and may be modified administratively. Modifications to the approved floor plan or changes to the business operation hours, which expand or intensify the present use may be brought to the Planning Commission for modification at the discretion of the Director of Development Services.
7. If at any time in the future, the Director of Development Services determines that a parking/circulation study is necessary to address parking and/or circulation issues relative to the use, the applicant, current business owner, and/or property owner, shall be responsible for the cost of a parking and/or circulation study prepared by a consultant selected by the City. The applicant, current business owner, and/or property owner shall also be responsible for the implementation costs of any mitigation measures deemed appropriate by the City based upon the findings of this study.
8. The use shall comply with all provisions of the PMC, including Chapter 23.76 Noise Control.
9. All permanent and temporary signage shall comply with all applicable provisions of the Placentia Municipal Code (PMC).
10. The applicant, current business owner, and/or property owner shall be responsible for maintaining the property, including the landscaped areas, walkways, and all paved surfaces, free from graffiti, debris, and litter. Graffiti shall be removed by the applicant, current business owner, and/or property owner within 48 hours of defacement and/or upon notification by the City. The paint utilized to cover the graffiti must substantially match the existing structure. In the event that the paint finish of the abated area is noticeably distinguishable from the rest of the structure, the property owner shall paint additional portions of the building to minimize the disparity, subject to the approval of the Director of Development Services.
11. The applicant, current business owner, and/or property owner shall obtain approval of a Building and Zoning Compliance Application and shall obtain a City Business License. The applicant, current business owner, and/or property owner shall maintain a valid City Business License at all times during operation of the business.
12. Prior to the commencement of this proposed use, the applicant and/or business owner shall submit a sign permit application for review and approval by the City. A

building permit shall be issued for this approved signage and a permanent sign shall be installed within 60 days from the commencement of this proposed use, or within a timeframe as otherwise determined by the Director of Development Services or their designee.

13. This Use Permit may be reviewed at the discretion of the Director of Development Services in order to determine if the business is operating in compliance with all required Special Conditions of Approval and Standard Development Requirements.
14. There shall be no special promotional events held on the property unless a written request for such is received and approved by the City of Placentia Development Services Director and the Police Department's Administrative Lieutenant at least 14 days in advance.
15. The use shall comply with the following:
  - a. Prior to any changes to the permitted days and hours of operation, the applicant shall obtain written approval from the Director of Development Services or his/her designee. The following are the permitted days and hours of operation:

|                        |                    |
|------------------------|--------------------|
| Monday through Friday: | 6:00 AM to 9:00 PM |
| Saturday and Sunday:   | 6:00 AM to 9:00 PM |
  - b. A minimum 10-minute break shall be scheduled between classes to allow for the circulation of customers.
  - c. Sound absorbing acoustic panels shall be installed on at least the east wall that is adjacent to the neighboring unit.
  - d. No vending machines of any kind shall be installed outdoors within the project site.
  - e. There shall be no public pay phones installed within or upon any portion of the premises.

**DEVELOPMENT SERVICES DEPARTMENT – BUILDING DIVISION:**

16. The applicant shall provide complete architectural, structural, electrical, mechanical, and plumbing plans, as applicable to the proposed tenant improvements, which are prepared sealed and signed by a California licensed architect or civil/structural engineer. The E/M/P plans could be prepared sealed and signed by the architect or engineer of record or California licensed electrical and mechanical engineers or alternately by the California licensed electrical and mechanical contractors who are performing the jobs.

17. The subject project shall comply with 2022 CBC, CMC, CPC, CEC, CFC, CALGreen, & State Title 24 Energy Standards Codes as adopted and amended by the City of Placentia.

18. The applicant shall apply for a change of occupancy with the Building Division prior to initiating operations as a boutique fitness studio.

**FIRE AND LIFE SAFETY DEPARTMENT:**

19. The Placentia Fire & Life Safety Department at time of plan or permit submission will charge certain fees for plan review and inspections. Fees will be determined at the time of plan review and/or inspections.

20. The proposed project shall comply with the applicable codes and standards of Title 24, Part 1-12.

**Prior to Construction**

21. Present fire protection systems, if applicable, shall not be modified without prior written approval from the Placentia Fire and Life Safety Department. A separate submittal and permit are required to modify or alter fire protection systems.

**Prior to Occupancy**

22. Any increase in occupant load to 50 or above requires prior approval from the Building Official and would require additional fire and life safety features.

23. A 2A:10BC fire extinguisher is required to be installed prior to occupancy.

24. An inspection is required prior to occupancy. Inspection requests shall be made to FireCRR@placentia.org.

25. Provide plans as a PDF file for pre-fire planning use by the fire department. Information shall include locations of fire hydrants, fire department connections, post indicator valves, backflow prevention, gas, electrical, water, fire sprinkler risers and standpipe valves and shutoffs. The symbols used for the pre-fire plan must be obtained from Placentia Fire & Life Safety Department.

**POLICE DEPARTMENT:**

26. Prior to the commencement of the proposed use, the business shall have latch guards installed on both back doors that extend a minimum of six inches vertically above and below the deadbolt, and be a minimum of two inches wide, extending a minimum of one inch beyond the edge of the door to which it is attached.





## **Statement of Use**

Business Name: Hold Fitness Group, Inc. (Hold Studio)

Site Address: 1225 E Imperial Hwy, Placentia, CA 92870

APN: 322-101-18

Prepared For: City of Placentia Planning Department

Prepared By: Yuri Oh, Founder & Owner; Eric Oh, Founder & Owner

## **Description of Business Operation**

Hold Fitness Group, Inc. is a boutique fitness studio offering instructor-led group classes focused on low-impact strength training, cardiovascular conditioning, and longevity-focused recovery. The two studio rooms operate simultaneously, with one room dedicated to the Lagree Method and TRX suspension training, and the other to mat Pilates, VersaClimber intervals, and infrared-enhanced recovery.

Clients must pre-book all classes in advance. The studio operates on a structured class schedule, with 8-10 classes per room on weekdays and 6 per room on weekends. Each class is approximately 45-50 minutes with a 10-minute buffer between transitions. Our programming prioritizes safety, time-under-tension strength, and muscle recovery, with every detail of class programming and instruction engineered to maximize results without injury. The lobby offers curated retail (studio-branded hoodies, shirts, socks, and non-alcoholic refreshments).

## **History, Concept, and Mission**

The vision for Hold Studio was born from a period of deep personal transformation. While losing our infant daughter to a rare disease and receiving a personal cancer diagnosis, we committed to building something truly restorative for our community: a space that strengthens the body, protects the nervous system, and brings people together around healing and joy.

Beyond the workout, Hold is a philosophy of resilience. Every detail, from the curated music to the safety-first programming, reflects a deep respect for and connection between the body and mind. Our mission is to raise the standard for fitness studios by delivering exceptional hospitality, scientifically informed results, and a luxurious yet inclusive atmosphere.

## **Business Owner Experience**

Eric Oh, co-founder and CEO, is a former quantitative trader with experience at Merrill Lynch and Los Angeles Capital. Previously, he worked in Research and Development at Warner Music. He holds a Bachelor's in Business Administration from Pepperdine University and a Master's in Financial Engineering from Stevens Institute of Technology. Eric brings this experience to business operations at Hold Studio. Additionally, he is completing his Lagree teaching certification and brings extensive experience in music programming and DJ mixing to Hold Studio's sonic focus.

Yuri Oh, co-founder and COO, has a background in behavioral research and product innovation, having led human-centered product and business strategy for companies including Amazon, TikTok, Google, and Meta. At Training Peaks, she helped develop athletic training tools for coaches of professional athletes, such as the Denver Broncos, and led the winning team of a Microsoft hackathon for designing a haptic vest and VR tool for NFL training. She holds a Bachelor of Arts in Music & Psychology from Johns

Hopkins University and a Master of Science in Human Factors from Bentley University. Yuri has also worked in fitness instruction and administration at Pure Barre in San Francisco and directed immersive music experiences for the San Francisco Symphony's SoundBox series - now reflected in Hold Studio's customized audio environments. She is completing her certifications in both Lagree and Mat Pilates.

### **Hours of Operation**

- Monday through Friday: 6:00 AM - 7:00 PM
- Saturday and Sunday: 6:00 AM - 1:00 PM
- Closed on major U.S. holidays

### **Employees**

- Full-Time Employees: 3
- Part-Time Employees: 5
- No employees live on-site or store vehicles at the property.

### **Vehicles**

- Occasional delivery is limited to equipment shipments during non-peak hours (e.g., pre-launch and during staff training).
- No company vehicles will be operated.
- Staff and instructors commute individually.

### **Machines and Equipment**

The following machines and equipment will be utilized in a staggered manner:

- 10 Lagree Megaformer machines: High-resistance reformer machines for low-impact strength training. Machines do not utilize electricity and require one-time setup and ongoing maintenance.
- 10 TRX suspension anchors: Anchored wall-mounted straps for bodyweight exercise. Mounts do not require electricity and require one-time setup and ongoing maintenance.
- 6 VersaClimbers: Vertical climber units for cardio conditioning. Machines utilize electricity. Machines are self-powered through user motion with internal monitors, with an optional screen that draws approx. 60-100 watts per unit while in use.
- 8 Professional Far-Infrared Yoga Panels: certified by ETL/UP for electrical safety and performance. Only used for warm-up and cooldown (10 minutes total per class). Total estimated load ~5,000 W.
- Directional Audio System: Professional speakers installed and programmed by an audio engineer, ceiling mounted, with amplifiers and controller system. Designed to minimize acoustic bleed. Total estimated load: ~800 W.
- Pilates mats, light hand weights (1-5 lbs), and recovery tools (i.e., foam roller): Securely stored and used during scheduled sessions only. Do not require electricity.

Signed by: \_\_\_\_\_

Name: Yuri Oh | Title: Co-founder and COO, Hold Fitness Group, Inc.

Date: July 7, 2025

**Site Photos**



**Parking on next page →**



## Equipment



TRX anchors



Lagree Megaformers



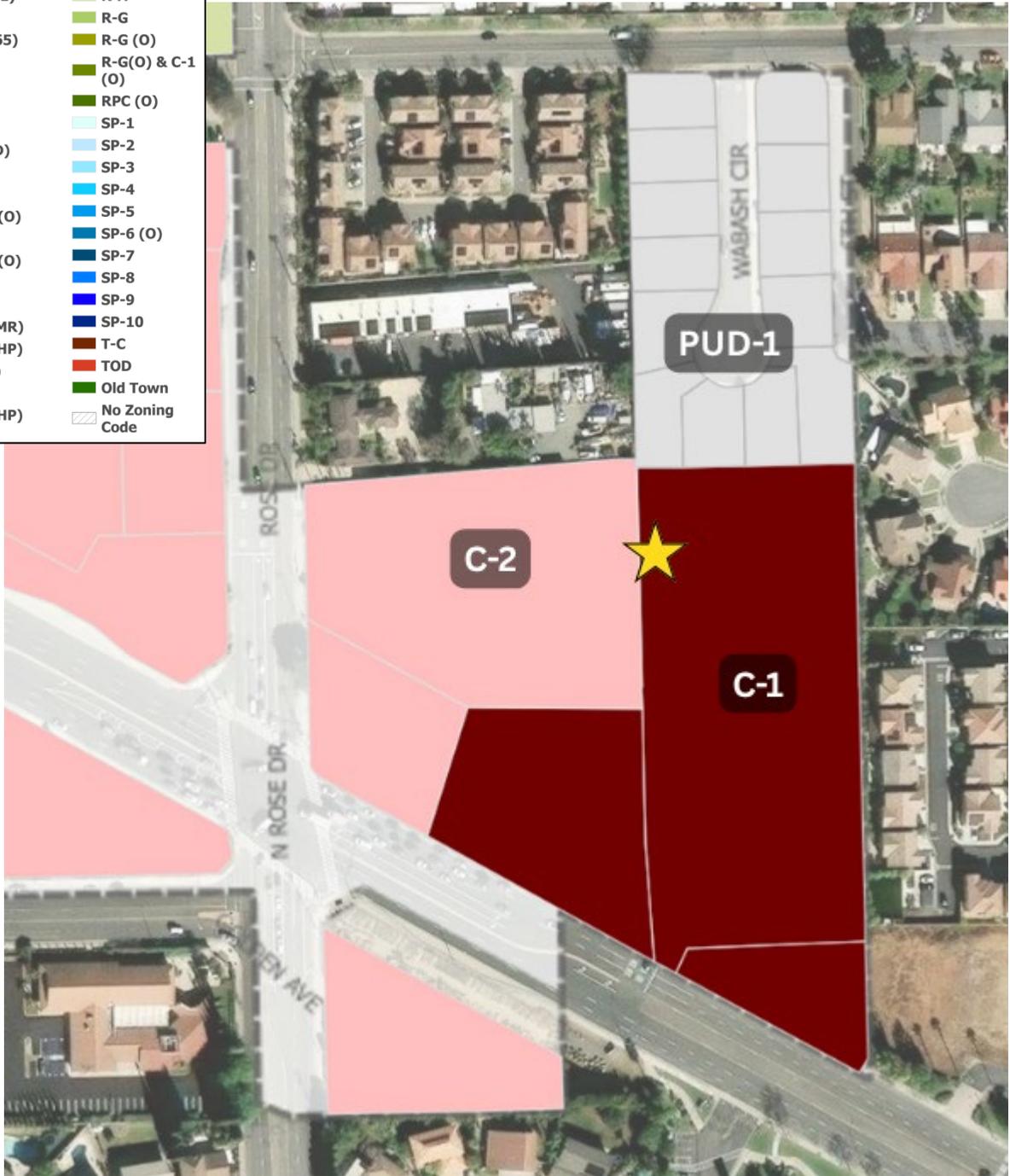
VersaClimbers

Vicinity Map



# Zoning Map

| Zoning Code |                    |
|-------------|--------------------|
| ■ C-1       | ■ R-3              |
| ■ C-1 (O)   | ■ R-3 (O-1)        |
| ■ C-1 (O-1) | ■ R-A              |
| ■ C-2       | ■ R-G              |
| ■ C-2 (H65) | ■ R-G (O)          |
| ■ C-M       | ■ R-G(O) & C-1 (O) |
| ■ C-O       | ■ RPC (O)          |
| ■ M         | ■ SP-1             |
| ■ M (O)     | ■ SP-2             |
| ■ M (PMD)   | ■ SP-3             |
| ■ PUD-1     | ■ SP-4             |
| ■ PUD-2     | ■ SP-5             |
| ■ PUD-2 (O) | ■ SP-6 (O)         |
| ■ PUD-3     | ■ SP-7             |
| ■ PUD-3 (O) | ■ SP-8             |
| ■ PUD-4     | ■ SP-9             |
| ■ R-1       | ■ SP-10            |
| ■ R-1 (HMR) | ■ T-C              |
| ■ R-1 (MHP) | ■ TOD              |
| ■ R-1 (O)   | ■ Old Town         |
| ■ R-2       | ■ No Zoning Code   |
| ■ R-2 (MHP) |                    |



**AFFIDAVIT OF MAILING NOTICE OF PUBLIC HEARING**

STATE OF CALIFORNIA    )  
County of Orange         )    ss

I, Senula Liyanage say that on the 31st day of July 2025 a copy of the notice attached hereto was mailed to each of the persons whose name and address appears on the attached list. Said mailings was done at the City of Placentia City Hall, Planning Division, located at 401 E. Chapman Avenue, Placentia, California

Project Address:         1225 E. Imperial Highway  
Case No.:                 UP 2025-02  
Meeting Date:            August 12, 2025

I declare, under penalty of perjury, that the foregoing is true and correct.

  
Executed at Placentia, California on this 6th day of August, 2025.



## NOTICE OF PUBLIC HEARING

**NOTICE IS HEREBY GIVEN** that the Planning Commission of the City of Placentia will hold a public hearing in the **City Council Chambers** of the Placentia City Hall, 401 E. Chapman Avenue on **Tuesday, August 12, 2025, at 6:30 p.m.**, or as soon thereafter as the matter may be heard, to consider the following item:

**APPLICANT:** Yuri Oh dba Hold Fitness Group, Inc. (Hold Studio)

**PROJECT LOCATION:** 1225 E. Imperial Hwy. (Imperial Plaza Shopping Center)  
APN: 322-101-18

**CASE NO.:** Use Permit No. UP 2025-02

**REQUEST:** A request to permit the establishment and operation of a boutique fitness studio within an existing commercial tenant space, located at 1225 E. Imperial Hwy., in the Neighborhood Commercial (C-1) Zoning District.

**ENVIRONMENTAL DETERMINATION (CEQA):** The proposed development is not expected to create a negative impact on the physical environment and, therefore, staff is recommending a categorical exemption pursuant to the California Environmental Quality Act (CEQA) Guideline § 15301 (Class 1 -Existing Facilities) and City of Placentia Environmental Guidelines.

**ALL INTERESTED PERSONS** are invited to attend this hearing and express opinions upon the items listed above.

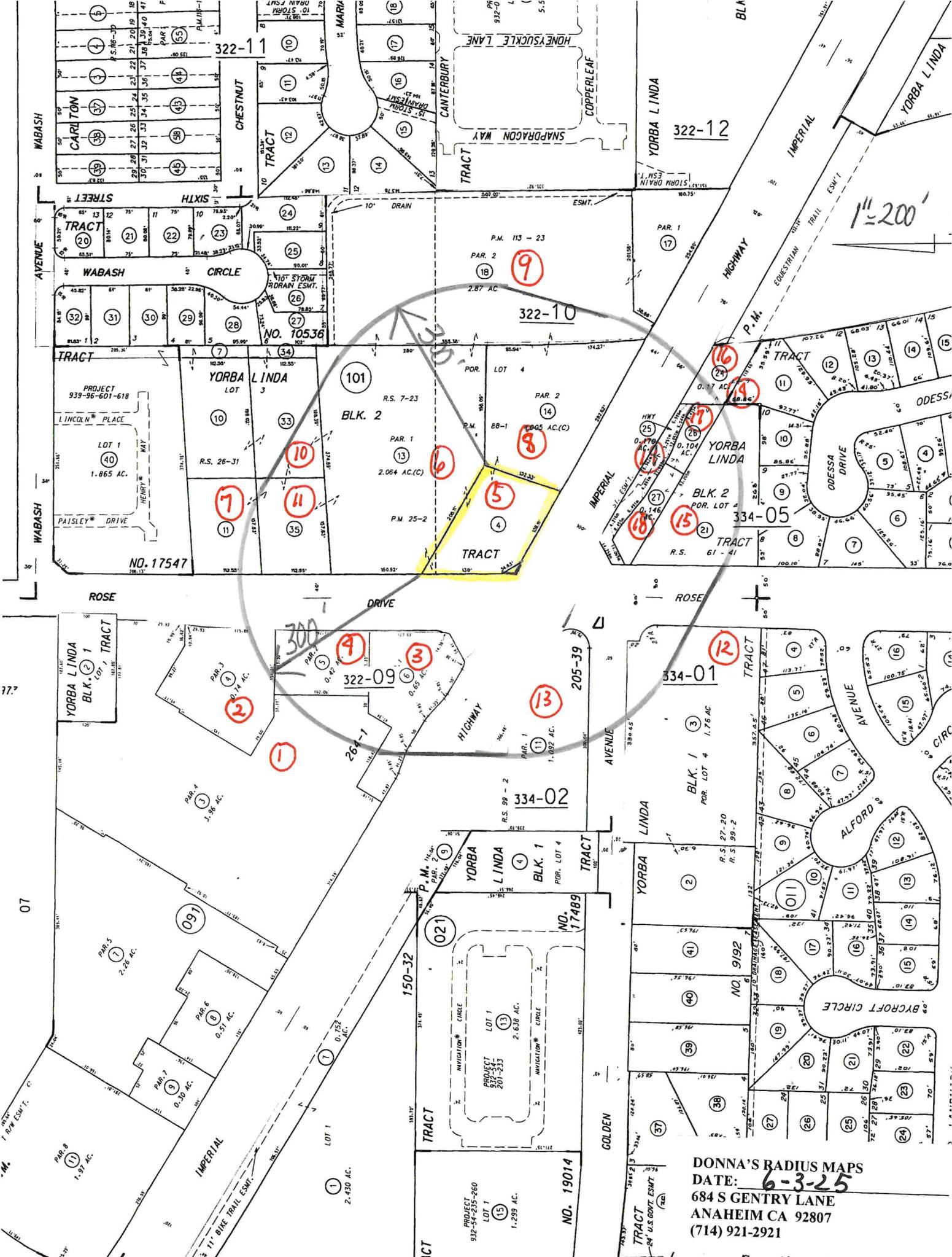
**ANY WRITTEN MATERIALS** to be submitted to the Planning Commission should be submitted to the Planning Division at least twenty-four (24) hours prior to the hearing. Ten (10) copies are requested.

**IF YOU CHALLENGE** this proposal in court, you may be limited to raising only those issues you or someone else raised at the public hearings described in this notice or written correspondence delivered to the Planning Commission.

**FURTHER INFORMATION** on these items may be obtained at the Development Services Department, Planning Division, or by telephone: (714) 993-8124.

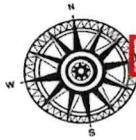
*Joseph Lambert*  
SECRETARY TO THE PLACENTIA PLANNING COMMISSION

PUBLISHED: July 31, 2025  
POSTED: July 31, 2025  
MAILED: July 31, 2025



1" = 200'

**DONNA'S RADIUS MAPS**  
 DATE: 6-3-25  
 684 S GENTRY LANE  
 ANAHEIM CA 92807  
 (714) 921-2921



## Donna's Radius Maps

684 S. Gentry Lane  
Anaheim, Ca 92807  
714-921-2921  
ddradiusmaps@sbcglobal.net

### OWNERSHIP LIST CERTIFICATION FORM

Attached to this certification form is a list of all owners within a 300'-foot radius of the subject property as obtained from the latest Orange County Assessment Rolls.

This list is certified to be true and correct to the best of my knowledge and belief.

Property Located at:

1225 E Imperial Hwy

Placentia CA 92870

APN #322-101-14

Signed:

Donna Scales Dated 6-6-25

Donna Scales  
Donna's Radius Maps  
684 S Gentry Lane  
Anaheim CA 92807  
(714) 921-2921

322-091-03,04,06 1-3  
IMPERIAL ROSE REEF  
1200 6TH AVE #700  
SEATTLE WA 98101

322-091-05 4  
IMPERIAL ROSE REEF  
1301 5TH AVE #3100  
SEATTLE WA 98101

322-101-04 5  
MY GOLDMINE  
18543 YORBA LINDA BLVD #368  
YORBA LINDA CA 92886

322-101-13 6  
SKATEWAY PLACENTIA  
1249 E IMPERIAL HWY #A  
PLACENTIA CA 92870

322-101-11 7  
GALLEGOS FAMILY  
3782 ROSE DR  
YORBA LINDA CA 92886

322-101-14 8  
NANCY LOUISE JONES  
4897 MAIN ST  
YORBA LINDA CA 92886

322-101-18 9  
ROBERT R CASE  
1249A E IMPERIAL HWY  
PLACENTIA CA 92870

322-101-33 10  
LUCY REGIMBAL  
3796 ROSE DR  
YORBA LINDA CA 92886

322-101-35 11  
CHURCH IN YORBA LINDA  
3812 ROSE DR  
YORBA LINDA CA 92886

334-011-03 12  
ROMAN CATHOLIC BISHOP  
13280 CHAPMAN AVE  
GARDEN GROVE CA 92840

334-021-11 13  
BRUCE & MIA KANG  
5150 CORAL RIDGE CIR  
BUENA PARK CA 90621

334-051-11 14  
AHMED & SARA KHALAFALLA  
4052 ODESSA DR  
YORBA LINDA CA 92886

334-051-21 15  
GARY K HUDDLESTON  
4032 ODESSA DR  
YORBA LINDA CA 92886

334-051-24,26,27 16-18  
GARY K HUDDLESTON  
2250 ROSE DR  
PLACENTIA CA 92870

334-051-25 19  
STATE OF CALIFORNIA  
3337 MICHELSON DR #100  
IRVINE CA 92612

322-101-14  
OCCUPANT  
1205 E IMPERIAL HWY  
PLACENTIA CA 92870

322-101-14  
OCCUPANT  
1209 E IMPERIAL HWY  
PLACENTIA CA 92870

322-101-14  
OCCUPANT  
1211 E IMPERIAL HWY  
PLACENTIA CA 92870

322-101-14  
OCCUPANT  
1213 E IMPERIAL HWY  
PLACENTIA CA 92870

322-101-14  
OCCUPANT  
1215 E IMPERIAL HWY  
PLACENTIA CA 92870

322-101-14  
OCCUPANT  
1217 E IMPERIAL HWY  
PLACENTIA CA 92870

322-101-14  
OCCUPANT  
1221 E IMPERIAL HWY  
PLACENTIA CA 92870

322-101-14  
OCCUPANT  
1225 E IMPERIAL HWY  
PLACENTIA CA 92870



# City of Placentia

Development Services Department

## MEMORANDUM

**TO:** PLANNING COMMISSION

**FROM:** JOSEPH M. LAMBERT, DIRECTOR OF DEVELOPMENT SERVICES

**DATE:** AUGUST 12, 2025

**SUBJECT:** PUBLIC HEARING (CONTINUED FROM JULY 8, 2025) REGARDING CHAPMAN CORRIDOR REVITALIZATION PLAN WHICH INCLUDES THE ADOPTION OF THE CHAPMAN CORRIDOR REVITALIZATION PLAN, THE CHAPMAN CORRIDOR STREETScape MASTER PLAN, GENERAL PLAN AMENDMENT (GPA) 2025-01, ZONE CHANGE (ZCA) 2025-03, AND SPECIFIC PLAN AMENDMENT (SPA) 2025-01 TO ESTABLISH THE CHAPMAN CORRIDOR SPECIFIC PLAN RESIDENTIAL DEVELOPMENT STANDARDS – STUDY SESSION

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### **RECOMMENDATION:**

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

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

### **DISCUSSION:**

The July 8, 2025 Staff Report with attachments related to this item and additional informational items are attached to this Memorandum. This Memorandum is intended to briefly discuss topics of concern mentioned at the July 8 Public Hearing.

## **Chapman Corridor Revitalization Plan – Frequently Asked Questions (FAQ)**

### **1. What is the Chapman Corridor Revitalization Plan?**

The Chapman Corridor Revitalization Plan is a long-term vision and strategic planning effort to enhance the Chapman Avenue corridor between Placentia Avenue and the Kraemer Boulevard. The Plan aims to guide future development, improve transportation and walkability, support economic growth, and preserve the corridor's unique character.

### **2. Is the City planning to use Eminent Domain?**

**Absolutely not. The City of Placentia is not, and will not, pursue eminent domain as part of the Chapman Corridor Revitalization Plan.** Any future development or improvements envisioned under the plan will be based entirely on *voluntary participation*, cooperative partnerships, and *incentive-based programs*. The City is committed to respecting private property rights and ensuring that no property will be taken or condemned through force or mandate.

### **3. Why is this plan being developed?**

The Chapman Avenue corridor is centered around Chapman Avenue, a critical east-west arterial in Placentia. It currently has a mix of aging commercial centers, underutilized parcels, and limited pedestrian related infrastructure. The City initiated the plan to:

- Encourage reinvestment and revitalization
- Promote compatible infill development
- Improve mobility and safety for the community
- Support local businesses and attract new opportunities
- Create a cohesive urban design identity for the corridor

### **4. Will this plan lead to gentrification or displacement?**

No. The City of Placentia is firmly committed to ensuring that the Chapman Corridor Revitalization Plan does not result in the displacement of existing residents or businesses. Equitable development is at the core of this effort. The Plan will include specific, proactive tools designed to protect and uplift current community members—not push them out.

### **5. What types of improvements are being considered?**

The plan is proposing to include:

- Updated land use designations and zoning
- Streetscape enhancements (lighting, trees, pedestrian crossings)
- Traffic calming and bike infrastructure
- Design guidelines for future developments

## 6. How does this affect my property?

For property owners, the plan is proposed to:

- Provide new development opportunities
- Increase flexibility for land use
- Offer design guidance for renovations or expansions

No private property will be redeveloped without property owner's consent, proper noticing and public input. Property rights will be respected throughout the process.

### **Infrastructure**

The Chapman Corridor Plan not only addresses land use Planning and Architectural Design, but it also addresses infrastructure including mobility, traffic and streetscape design, storm drain facilities, sewer capacity and water. Refer to Chapter 6 of the Chapman Corridor Revitalization Plan for details. Also, specifically regarding mobility, on-street parking and bike lanes, please reference Exhibit 2 attached to this Memorandum which has been prepared by Fehr & Peers for the Chapman Corridor

### **Conformity with the General Plan**

The General Plan is the City's land use constitution, a legal policy document that is mandated to exist by the State of California. The General Plan is intended to reflect the community's values and to set policies to guide in the development, maintenance, and use of the City's built environment. It forms the basis for future decision making as it relates to the mandatory and optional Elements of the General Plan. The Land Use Element is one of seven mandatory General Plan Elements required by the State of California. On October 1, 2019, City Council adopted the comprehensive General Plan Update, which included an updated Land Use Element. The Land Use Element of the 2019 General Plan strongly encourages enhancements and improvements to the visual image, physical design characteristics, economic vitality and infrastructure of the Chapman Corridor and other major corridors as indicated in the subsequent paragraphs.

- Goal LU-1 states: Provide a well-balanced land use pattern that accommodates existing and future needs for housing, commercial, industrial and open space/recreation uses, while providing adequate community services to City residents. Policy LU-1.10 further states: Create specific zoning or plans for major corridors within the City. This would include the Chapman Avenue corridor and the Placentia Avenue corridor, among other major thoroughfares.
- Goal LU-3 states: Revitalize underutilized, abandoned or dilapidated commercial, industrial and residential uses and properties. Policy LU-3.1 furthers this goal by stating: Encourage opportunities for redevelopment and improvements in the Old Town area, the TOD district, industrial areas, neighborhoods in the southern sector of the City, and commercial centers along major roadway corridors.

- Goal LU-5 states: Improve urban design in Placentia to ensure that development is both architecturally attractive and functionally compatible and to create identifiable neighborhoods, and community areas. Policy LU-6.6 furthers this goal by stating: Improve urban design in Placentia to ensure that development is both architecturally attractive and functionally compatible and to create identifiable neighborhoods, and community areas.
- Goal LU-6 states: Enhance and improve the visual image, economic vitality and infrastructure of the Old Town area, TOD, and surrounding areas, like the future Chapman corridor. Policy LU-6.6 furthers this goal by stating: Focus planning and economic development efforts to spur development and infrastructure improvement on major transportation corridors, such as the future Chapman Avenue corridor.
- Goal LU-10 states: Create enhanced connectivity with California State University Fullerton (CSUF) campus community. Policy LU-10.2 furthers this goal by stating: In creating the aforementioned corridor plans, the City shall take into consideration the nearby Cal State University Fullerton campus community and capitalize on its proximity.

### **Buildout Numbers**

Through the Planning process, Staff, in conjunction with Placeworks, tested the maximum buildout, discussed areas likely to change and balanced that with an Economic demand study and Fehr & Peer's traffic analysis.

The final buildout proposed in the Chapman Corridor Revitalization Plan - identified as Target Buildout - features 36% fewer Residential Units and 70% fewer commercial square feet than the original buildout scenario. The final buildout numbers have been reduced multiple times using an iterative process to ensure that the Corridor will NOT be overbuilt and will be consistent with the contemplated buildout of the 2019 General Plan and related Environmental Impact Report (EIR). It should be noted that the total *maximum* number of new residential units expected to be built as part of the Chapman Corridor Plan is 614 units. The rest of the contemplated development would be commercial in nature.

Keeping the buildout numbers lower also ensures that the Level of Service (LOS) for affected intersections will not change due to approval of the Plan. Moreover, the consultant's analyses also indicate that it is quite likely that every property along the corridor would redevelop, nor is it reasonable to assume that even if they did that they would all be built at maximum development level.

Additionally, this Plan and its future implementation is consistent with the Goals and policies of multiple Elements of the City's General Plan including Land Use, Mobility, Health, Wellness and Environmental Justice, and the Economic Development Element.

## **CEQA**

The proposed General Plan Amendment, Zoning Code Amendment and Specific Plan was reviewed by Placeworks in accordance with the requirements of the California Environmental Quality Act ("CEQA"). The proposed project is a policy document that implements the City's existing General Plan goals and policies and zoning for the Chapman Corridor. All development contemplated by the Chapman Corridor Revitalization Plan will be consistent with and will NOT exceed the total buildout numbers of the 2019 General Plan and related Environmental Impact Report (EIR). The proposed plan does not include specific development projects; rather, the proposed project would implement and address general provisions, permitted uses, development and design standards, mobility and infrastructure improvements, and design guidelines to revitalize this portion of the City consistent with the General Plan and the certified 2019 General Plan Environmental Impact Report (EIR).

## **Public Outreach**

As stated, the Chapman Corridor Plan is consistent with all Elements of the 2019 General Plan, specifically the Land Use Element, Mobility Element, Health, Wellness and Environmental Justice Element, and the Economic Development Element. The Chapman Corridor was envisioned as a standalone Planning document in the 2019 General Plan which was a multi-year effort with public input gathered at more than 20 public hearings, public meetings, public workshops, and public events.

Chapman Corridor has been a topic at least four City Council meetings, three of those meetings were public Study Sessions. The Planning Commission has now conducted one Study Session and two Public Hearing regarding this topic. The City of Placentia hosted a citywide workshop on March 30, 2023, to solicit input from the community on the Chapman Corridor Revitalization Plan. The Chapman Corridor Revitalization Plan Online Survey was available for three months between March 30, 2023, and July 10, 2023. This survey corresponded to activities that were available during the first Community Workshop held on March 30<sup>th</sup>.

## **Prepared, submitted and approved by:**



Joseph M. Lambert  
Director of Development Services

## **Attachments:**

1. Exhibit 1: Chapman Corridor Housing Concepts
2. Exhibit 2: Chapman Corridor Mobility Memo
3. Exhibit 3: Public Comments Received July 3 or later
4. Staff Report dated July 8, 2025 and attachments thereto

## Concept #1

|                |   |                                      |
|----------------|---|--------------------------------------|
| Land Use       | (MMF) Multi-Family Flex in (GC) Gateway Core District   |                                      |
| Acres          | 0.9   |                                      |
| Typology       | Surface Parked Apartments   |                                      |
|                | Required/ Allowed   | Provided                             |
| Density        | Max. 45 du/ac with 25% affordable   | 24.4 du/ac                           |
| Units          | Max. 40 units   | 22 units                             |
| Front Setbacks | Min. 15 ft  | 15 ft                                |
| Side Setbacks  | Min. 5 ft   | 5 ft                                 |
| Rear Stepback  | Min. 10 ft for units and 0 ft for parking   | 10 ft for units and 0 ft for parking |
| Height         | Max. 35 ft/ 3 stories   | 25 ft                                |
| Parking        | Consistent with R-3 requirements per Placentia Municipal Code Chapter 23.78 (25% affordable units can potentially reduce parking requirement to 1.5sp/unit) | 1.5 sp/ unit                         |
|                | Total Required: 33 sp   | Total Provided: 33 sp                |
| Open Space     | 200 sf/ unit (private + common)   | 200 sf/unit                          |



# Corner of W Chapman Ave. & N Main St.

CHAPMAN CORRIDOR - PLACENTIA, CA



PLACEWORKS

July, 2025

## Concept #2

|                |   |                                      |
|----------------|---|--------------------------------------|
| Land Use       | (MMF) Multi-Family Flex in (GC) Gateway Core District   |                                      |
| Acres          | 0.9   |                                      |
| Typology       | Surface Parked Apartments   |                                      |
|                | Required/ Allowed   | Provided                             |
| Density        | Max. 45 du/ac with 25% affordable   | 28.8 du/ac                           |
| Units          | Max. 40 units   | 26 units                             |
| Front Setbacks | Min. 15 ft  | 15 ft                                |
| Side Setbacks  | Min. 5 ft   | 5 ft                                 |
| Rear Stepback  | Min. 10 ft for units and 0 ft for parking   | 10 ft for units and 0 ft for parking |
| Height         | Max. 35 ft/ 3 stories   | 35 ft                                |
| Parking        | Consistent with R-3 requirements per Placentia Municipal Code Chapter 23.78 (25% affordable units can potentially reduce parking requirement to 1.5sp/unit) | 1.69 sp/ unit                        |
|                | Total Required: 39 sp   | Total Provided: 44 sp                |
| Open Space     | 200 sf/ unit (private + common)   | 200 sf/unit                          |



# Corner of W Chapman Ave. & N Main St.

CHAPMAN CORRIDOR - PLACENTIA, CA



PLACEWORKS

July, 2025

### Concept #3

|                |  |                                      |
|----------------|--|--------------------------------------|
| Land Use       | (MMF) Multi-Family Flex in (GC) Gateway Core District  |                                      |
| Acres          | 0.9  |                                      |
| Typology       | Surface Parked Apartments  | Provided                             |
| Density        | Required/ Allowed<br>Max. 45 du/ac with 25% affordable   | 30 du/ac                             |
| Units          | Max. 40 units  | 27 units                             |
| Front Setbacks | Min. 15 ft   | 15 ft                                |
| Side Setbacks  | Min. 5 ft  | 5 ft                                 |
| Rear Stepback  | Min. 10 ft for units and 0 ft for parking  | 10 ft for units and 0 ft for parking |
| Height         | Max. 35 ft/ 3 stories  | 35 ft                                |
| Parking        | Consistent with R-3 requirements per Placentia Municipal Code Chapter 23.78<br>(25% affordable units can potentially reduce parking requirement to 1.5sp/unit) | 1.48sp/ unit                         |
| Open Space     | Total Required: 41sp<br>200 sf/ unit (private + common)  | Total Provided: 40<br>200 sf/unit    |



# Corner of W Chapman Ave. & N Main St.

CHAPMAN CORRIDOR - PLACENTIA, CA

## Concept #4

|                |  |                                      |
|----------------|--|--------------------------------------|
| Land Use       | (MMF) Multi-Family Flex in (GC) Gateway Core District  |                                      |
| Acres          | 0.9  |                                      |
| Typology       | Podium (2 stories of residential over 1 level of parking)  | Provided                             |
| Density        | Required/ Allowed<br>Max. 45 du/ac with 25% affordable   | 33.3 du/ac                           |
| Units          | Max. 40 units  | 30 units                             |
| Front Setbacks | Min. 15 ft   | 15 ft                                |
| Side Setbacks  | Min. 5 ft  | 5 ft                                 |
| Rear Stepback  | Min. 10 ft for units and 0 ft for parking  | 10 ft for units and 0 ft for parking |
| Height         | Max. 35 ft/ 3 stories  | 35 ft                                |
| Parking        | Consistent with R-3 requirements per Placentia Municipal Code Chapter 23.78<br>(25% affordable units can potentially reduce parking requirement to 1.5sp/unit) | 1.7 sp/ unit                         |
| Open Space     | Total Required: 34 sp<br>200 sf/ unit (private + common)   | Total Provided: 51 sp<br>200 sf/unit |



# Corner of W Chapman Ave. & N Main St.

CHAPMAN CORRIDOR - PLACENTIA, CA



PLACEWORKS

July, 2025

# Memorandum

Date: August 5, 2025

To: Suzanne Schwab, AICP, Placeworks

From: Paul Herrmann, T.E.  
Donna Lewandowski, AICP, RSP<sub>2B</sub>

**Subject: Chapman Corridor Revitalization Plan Streetscape Master Plan**

OC23-0951

As part of the Chapman Corridor Revitalization Plan, the Chapman Corridor Streetscape Master Plan is proposing Class II bike lanes from Placentia Avenue to Angelina Drive, which would replace the existing Class III bike route and would remove existing on-street parking.

## Considerations

### Placentia General Plan

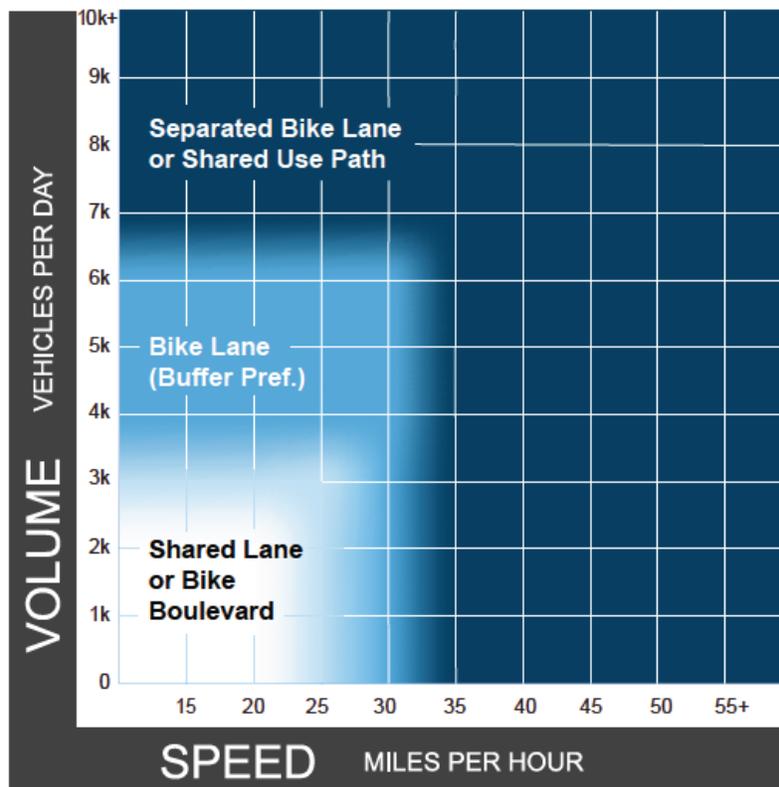
The current City of Placentia General Plan (PGP) directly supports the removal of parking on all arterial streets both in general, and for the express purpose of installing Class II bicycle lanes. Chapman Avenue between Placentia Avenue and Angelina Drive is designated as a Primary Arterial roadway in the Orange County Master Plan of Arterial Highways (PGP Exhibit 3-1, page 3-9) and proposed as a Secondary Arterial roadway (PGP Exhibit 3-7, page 3-44). The PGP complies with all applicable planning laws at the time of adoption, including the Complete Streets Act (AB 1358) which requires that the City plan for all modes of transportation for all ages and abilities. The relevant guidance and policies from the General Plan are:

- This segment of Chapman is in the plan as a Proposed Class 2 Bike Lane (Go Placentia Loop Map, PGP Exhibit 3-5, page 3-31)
- Policy MOB - 2.14 Require adequate off-street parking for all land uses and **eliminate parking on all arterial streets.** (PGP page 3-47)
- Policy MOB - 4.18 **Reduce or eliminate parking on arterial roads to provide space for expanding Class II bicycle lanes.** (PGP page 3-50)
- Policy MOB - 4.4 Provide direct, continuous bicycle routes for commuter and recreational cyclists that also **improve the safe passage of cyclists.** (PGP page 3-49)
- Policy MOB - 4.7 Support bikeways that **minimize cyclist/motorist conflicts** (PGP page 3-50)
- Policy MOB - 4.9 Support and implement policies and regulations to **comply with recognized bicycle infrastructure design standards** of the Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans) and the American Association of Highway and Transportation Officials (See AASHTO guidance below). (PGP page 3-50)
- Policy MOB - 4.11 Support policies, programs and projects **that make bicycling safer and more convenient** for all types of cyclists. (PGP page 3-50)

- Policy MOB - 4.13 Support projects and programs to **facilitate safer travel by bicycle** to key destinations within the community and the larger region, including the new Metrolink station, when completed. (PGP page 3-50)
- Policy MOB - 1.5 Roadway improvements and expansions shall include prioritizing public transit and shared mobility in order to address gaps in the multi-modal transit system, improve and incentivize mobility for shared vehicles, discourage single occupancy vehicles, and **expand non-motorized transportation options.** (PGP page 3-46)

## AASHTO Guidance

According to guidance in the AASHTO Guide for the Development of Bicycle Facilities, 5<sup>th</sup> Edition, the most appropriate bikeway type for the conditions in this corridor (35 MPH, 16,000 ADT) is a Separated Bike Lane or Shared Use Path (Class I). Due to space constraints and the desire of the City not to remove a vehicle travel lane, a Class II facility was selected as a compromise. Following the most up-to-date guidance, the current Class III bikeway is not appropriate for this corridor, nor does it meet the desire of the community for “Enhanced Bicycle Facilities” (see “Community Input” below).



### Notes

- 1 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
- 2 Advisory bike lanes may be an option where traffic volume is <3K ADT. See Section 9.9 for more information on advisory bike lanes.
- 3 See Section 4.5 for a discussion of alternatives if the preferred bikeway type is not feasible.

Figure 4-1: Preferred Bikeway Type for Urban Core, Urban, Suburban, and Rural Town Contexts

## Crash Data Review

Published crash data along Chapman Avenue (adjacent to the existing on-street parking) was reviewed from the Transportation Injury Mapping System (TIMS). TIMS was developed by SafeTREC to provide access to California collision data, the Statewide Integrated Traffic Records System (SWITRS). The following data was recorded between 2013 and early 2025 (based on the available data at the time of this memo):

- 48 crashes were reported that resulted in injuries of 61 victims
  - 8 involved pedestrians
  - 3 involved bicyclists
  - 2 involved motorcyclists
- 1 collision resulted in the death of a motorcyclist
- 2 serious injuries were recorded with 1 involving a pedestrian

## Crash Modification Factor

According to the FHWA’s Crash Modification Factor Clearinghouse, prohibiting on-street parking on minor arterials in an urban setting results in a 20% reduction in injury crashes<sup>1</sup> and a 27% reduction in property damage only crashes<sup>2</sup>.

### Countermeasure: Prohibit on-street parking

| CMF  | CRF(%) | Quality | Crash Type | Crash Severity | Roadway Type   | Area Type |
|------|--------|---------|------------|----------------|----------------|-----------|
| 0.8  | 20     | ★★★★★   | All        | A,B,C          | Minor Arterial | Urban     |
| 0.73 | 27     | ★★★★★   | All        | O              | Minor Arterial | Urban     |

It also noted in the Crash Modification Factor Clearinghouse that Chapman Avenue’s current configuration with parking prohibited on only one side of the street is associated with a 49% increase in injury crashes.<sup>3</sup> General observations of this phenomenon is that people are more likely to make risky maneuvers to access parking on the opposite side of the street.

### Countermeasure: Prohibit parking on one side of road

| CMF  | CRF(%) | Quality | Crash Type | Crash Severity | Roadway Type  | Area Type |
|------|--------|---------|------------|----------------|---------------|-----------|
| 1.49 | -49    | ★★★★★   | All        | A,B,C          | Not specified | Urban     |

Based on the above, it is estimated that prohibiting on-street parking on Chapman Avenue could have reduced 10 to 24 injury crashes over the 12-year period.

<sup>1</sup> <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=153>

<sup>2</sup> <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=154>

<sup>3</sup> <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=158>

## Examples of Support in Safety Literature

### Effects of On-Street Parking In Urban Context: A Critical Review (2017)<sup>4</sup>:

- For high-speed streets (Free Flow Speed 35-40 mph) parking increases the crash rate entirely and even for individual crash types
- On-street parking can contribute towards safety in low-speed environments while it hinders safety in high-speed environments
- After an extensive review, this study has arrived at the conclusion that on-street parking should be restricted along major streets

### Reassessing On-Street Parking (TRB 2008)<sup>5</sup>:

- It is equally important to note that high speed ( $\geq 35$  MPH) streets with parking generally had higher crash rates at all severity levels than all other street categories

## SB 1216

While it is generally understood that the intent of SB 1216 is to reduce the instances of Class III bike lanes on roadways with speeds of 35 MPH and above, the law does not strictly prohibit the maintenance or establishment of Class III bike lanes on these roadways. It does, however, prohibit using sharrow (shared-lane) markings on them, and eliminates state and federal monetary support for Class III bike lanes on roadways with speeds of 35 MPH and above, which includes Chapman Avenue.

## Community Input

“Enhanced Bicycle Facilities” was the second most common request noted on the public survey for the corridor, while “Pedestrian Safety Improvements” was the top request. The proposed streetscape incorporates multimodal improvements to address the top two requests from the public and will provide a safer, more accessible and more equitable environment for Placentia residents and visitors.

### Q7:What potential corridor improvements would you like to see on chapman Ave ? (Multiple Choice)

| Question   | Responses |
|--|-----------|
| Pedestrian safety improvements   | 58        |
| Enhanced Bicycle Facilities  | 38        |
| Trolley System   | 28        |
| Bus Stop Improvements  | 25        |
| Bike Share Program   | 17        |
| Shuttle Connections to Future Metrolink Station  | 0         |
| Electric Vehicle Charging Stations   | 0         |
| Extended Transit Network Coverage (More stops, extended hours, more connections to popular destinations) | 0         |

<sup>4</sup> [https://www.researchgate.net/publication/315729734\\_Effects\\_of\\_On-Street\\_Parking\\_In\\_Urban\\_Context\\_A\\_Critical\\_Review](https://www.researchgate.net/publication/315729734_Effects_of_On-Street_Parking_In_Urban_Context_A_Critical_Review)

<sup>5</sup> <https://trid.trb.org/view/848841>

During City Council Study Sessions, October 2023 and March 2025 Council gave direction to remove on-street parking along Chapman Boulevard to create a safe environment for all users of the street and to ensure smooth traffic flow for vehicles.

## Outcomes and Tradeoffs

The proposed increase in commercial and residential uses in the corridor is anticipated to stimulate local travel, including walking and biking, and the vision of the plan is to provide safe facilities for people walking and riding bicycles. Expected outcomes of the removal of parking and installation of a Class II bike lane include:

- The removal of on-street parking spaces is supported directly by policies in the Placentia General Plan, both in general, and specifically for the installation of Class II bike lanes
- The bike lanes fit within the curb-to-curb space and would not reduce vehicle capacity
- A reduction in injury collisions by 20% and property damage only crashes by 27%
- Increased safety of bicyclists through the corridor
- Improved equity for low-income individuals and people who do not drive, which may include persons with disabilities, young adults, students and local employees
- Increased encouragement to use transit due to the improved safety of a significant first-mile/last-mile connector between the future MetroLink Station and nearby attractions, such as the college, hospital, and shopping/entertainment
- Traffic calming effects from the addition of bike lanes along with the street scape improvements due to the narrowing of vehicle travel lanes and creation a safer environment for all users of the street
- The loss of 35 parking spaces

July 5,2025

City of Placentia  
Planning Commission  
Re: Chapman Corridor Revitalization Plan

Dear Planning Commission,

As a resident of Wilson Avenue for the past 27 years, I have witnessed the gradual evolution of our city. While I agree that the Placentia Plaza (Northgate Shopping Center) could benefit from thoughtful updates, I am writing to express my deep concerns regarding the proposed rezoning and redevelopment plans.

The changes outlined in the proposal would drastically alter the character of our neighborhood. This area of Placentia is already densely populated, particularly with apartment housing. Adding more high-density housing and a hotel in this part of the city will exacerbate congestion and strain infrastructure in a community that is already underserved in many respects. Furthermore, removing businesses and services that are within walking distance of residents—many of whom rely on them—would be a significant loss.

The proposed hotel and multi-unit housing development adjacent to Kraemer Park in the Gateway Core is especially troubling. A hotel offers no direct benefits to surrounding neighbors and would be more appropriately situated near the future Metrolink station, away from established residential areas. Instead, I strongly urge the city to consider expanding Kraemer Park. Enhancing this space could provide valuable recreational amenities that truly serve the local community: a soccer field, pickleball or tennis courts, a community pool, or a recreation center offering fitness classes. These additions would benefit families like mine—I've raised five children in this neighborhood, and summers have always been challenging due to a lack of nearby community activities.

Placing numerous multi-dwelling apartment buildings in one concentrated area threatens the quality of life for current residents. A more balanced and equitable approach would be to distribute new housing throughout the city. There are other areas that seem better suited for mixed-use or higher-density development, such as the shopping center at Placentia Avenue and Bastanchury Road or the vacant CVS site at Bastanchury and Kraemer.

When visitors enter Placentia via Chapman Avenue, we should strive to create a welcoming and charming atmosphere—one that reflects our city's heritage and community spirit. Five-story modern apartment complexes and hotels rising next to our historic water tower do not contribute to that vision. Instead, they risk eroding the small-town character that makes Placentia special.

Thank you for your time and consideration. I hope you will take these concerns into account and work toward a development plan that truly reflects the needs and desires of our residents.

Sincerely,  
Gina Arechiga

Nombre: Rosaura Bernal  
212 S. Kramer Blvd. Unidad #: 1603  
Placentia, CA 92870  
Correo electrónico: mrs. rosa.bernal@gmail.com  
Teléfono: \_\_\_\_\_  
Fecha: 7/4/25

**Para:** Comisión de Planificación de la Ciudad de Placentia  
401 E. Chapman Avenue  
Placentia, CA 92870

**Asunto: Protejan Cinnamon Tree – No a la Reurbanización**

Estimados Comisionados de Planificación:

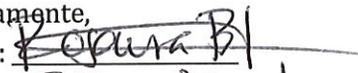
Como propietaria(o) de vivienda en Cinnamon Tree, me opongo firmemente a cualquier plan para reurbanizar o demoler nuestra comunidad bajo el Plan de Revitalización del Corredor Chapman.

Cinnamon Tree es un vecindario vibrante y multigeneracional, no un sitio infrautilizado. Familias como la mía han invertido en sus hogares aquí y han contribuido a dar forma a la historia de la ciudad a través de escuelas como Tynes, Kraemer y Valencia.

Redesignar esta área para un desarrollo de alta densidad desplazaría a familias trabajadoras y eliminaría viviendas asequibles. Les pedimos que protejan vecindarios ya establecidos como el nuestro, en lugar de eliminarlos.

Por favor, excluyan a Cinnamon Tree de cualquier discusión sobre reurbanización y prioricen revitalizar áreas vacías o sin uso.

Gracias por apoyar a los residentes de largo plazo y por proteger nuestros hogares.

Atentamente,  
Firma:   
Nombre: Rosaura Bernal  
Residente y Propietario(a) en Cinnamon Tree

**JERIEL CHRISTIAN**  
212 S. Kraemer Blvd, Unit 1803  
Placentia, CA-92870

**MISAEEL CRUZ**  
212 S. Kraemer Blvd, Unit 1804  
Placentia, CA-92870

**CITY OF PLACENTIA PLANNING COMMISSION**  
401 E Chapman Ave,  
Placentia, CA-92870

07/03/2025

Re: "Notice of Public Hearing" scheduled for July 8, 2025 at 6.30 pm, published on June 19, 2025 by Joseph M Lambert, Secretary to the Placentia Planning Commission.

Dear Planning Commissioners,

We, the undersigned home owners of the Cinnamon Tree Condominiums, are gravely concerned by the inclusion of our property in the plan(s) mentioned in the notice.

Families like us have contributed for decades to create a safe, peaceful and harmonious neighborhood. Hoping for a promising future, we are invested to the core in our multi-generational community and we absolutely love living here. Unfortunately, the notice of the proposed plan(s) has instilled fear, insecurity and uncertainty in our lives.

The proposed plan(s) could:

- Result in loss of our homes
- Forcefully displace and even break up our families
- Degrade our standard of living and,
- Compel us to move out of the city against our will

The above points are just examples. The proposed plan(s) could inflict immense financial, emotional and psychological damage for us and the members of our community.

We strongly oppose to any action(s) that will put our homes in jeopardy and negatively influence our wellbeing. We urge you to please protect our homes and exclude our community from the proposed plan(s). Thank you.

Sincerely,

*Jeriel Christian* 07/03/2025  
JERIEL CHRISTIAN

*Misael Cruz* July/03/2025  
MISAEEL CRUZ

Received for the Placentia Planning commission by: *MARGIE McCoy, Administrative Assistant*

Signature: *Margie E. McCoy*

Date: *7/7/2025* Received on

**RECEIVED**  
JUL 07 2025  
BY: *Jeff*

July 8, 2025

Chair Frank Perez  
Placentia Planning Commission  
City of Placentia  
401 E. Chapman Ave  
Placentia, CA 92870

**RE: Agenda Item #1 – Chapman Corridor Revitalization Plan**

To The Honorable Chair Perez and Members of the Planning Commission,

The Kennedy Commission (the Commission) is a broad-based coalition of residents and community organizations that advocates for the production of homes affordable for families earning less than \$30,000 annually in Orange County. Formed in 2001, the Commission has been successful in partnering and working with Orange County jurisdictions to create effective housing and land-use policies that have led to the new construction of homes affordable to lower-income working families.

We appreciate the City of Placentia’s work to prepare the Chapman Corridor Revitalization Plan and recognize the important role this plan will play in shaping the future of the community. The plan’s creation of new mixed-use, multifamily flex, and planned unit development zoning designations along the Chapman Avenue corridor offers valuable potential for increased housing production and commercial vibrancy. With an estimated buildout of over 1,600 residential units and nearly 242,000 square feet of commercial space, the plan reflects thoughtful integration of infill, economic development, and civic design. The use of a catalyst site, tailored development standards, and improved multimodal access further supports a smart and coordinated revitalization effort.

As the City moves forward with this effort, we strongly urge the Planning Commission to strengthen and clearly define the affordable housing provisions included in the plan. The City of Placentia must take urgent steps to address its Regional Housing Needs Allocation (RHNA) obligations for lower-income households. To date, the City has produced 0 out of 622 units for extremely low-income households, 0 out of 1,234 units for very low-income households, and just 66 out of 680 units for low-income households. These shortfalls demonstrate a critical need for policies that produce deeper affordability. Implementing a strong affordability requirement within the Chapman Corridor Revitalization Plan—specifically for extremely low-, very low-,

and low-income working families—would help the City begin to close these gaps and make meaningful progress toward fulfilling its RHNA obligations.

We appreciate that the plan outlines a minimum 25% affordability requirement for residential projects in certain districts. However, it is essential that this requirement prioritize low- and very low-income households and clarify how income categories will be distributed within that 25%. Without such clarity, there is a risk that most of the required units could be delivered at moderate-income levels, which would not serve the households most in need.

Additionally, we recommend that the City incorporate a strong affordable housing requirement targeting extremely low-, very low-, and low-income households. To avoid instances of **no net loss**, it is critical that any redevelopment within the corridor does not result in the elimination of existing affordable housing sites or units.

We look forward to continuing to support your efforts to meet the housing needs of Placentia's most vulnerable residents. If you have any questions, please feel free to contact me at (949) 250-0909 or [cesarc@kennedycommission.org](mailto:cesarc@kennedycommission.org).

Sincerely,

A handwritten signature in black ink, appearing to read 'Cesar', followed by a long horizontal line extending to the right.

Cesar Covarrubias  
Executive Director

Subject: Public Comment on Chapman Corridor Specific Plan - Concerns Regarding Residential Property Adjacent to Proposed Changes

Dear Planning Commission,

My name is Alice Hardin, and I am a homeowner residing within the boundaries of the proposed Chapman Corridor Specific Plan. I am writing to request clarification and express concern about how this plan may affect residential properties like mine that are located on land currently zoned-or proposed to be rezoned-for commercial use.

In particular, I am concerned about:

1. Existing Residential Use:

Will existing residential properties be allowed to remain without limitations under the new zoning designations?

2. "Nonconforming" Status:

If my home is considered a "nonconforming use" under the new zoning, what restrictions will apply to future renovations, rebuilding, or additions?

3. Traffic Impacts:

How will the city address the likely increase in traffic on adjacent residential streets resulting from higher-density development? Are traffic-calming measures (such as speed bumps or restricted access) being considered to protect existing neighborhoods?

4. Property Taxes:

Will the proposed plan have any effect on property tax assessments for homeowners whose

properties border the Chapman Corridor?

5. Multi-Family Development Next to Residential Yards:

How will the city ensure that new multi-family buildings constructed near single-family homes maintain adequate setbacks, privacy screening, and buffering (such as taller block walls, landscaping, or design requirements to reduce overlooking)?

6. Block Wall Concerns:

The rear of our property is bordered by a block wall. Will the city require this wall to be raised in height and brought up to current code as part of the redevelopment process? If so, how will those improvements be funded?

While I understand and support the city's efforts to revitalize Chapman Avenue, I respectfully ask that the city take steps to ensure the plan does not unintentionally burden or diminish the quality of life of long-time residents adjacent to the corridor.

I would appreciate written clarification on these issues and request that my concerns be considered as part of the Chapman Corridor Specific Plan.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to be 'Alice Hardin', written in a cursive style. The signature starts with a large, looped 'A' and ends with a long, horizontal flourish.

Alice Hardin

133 Anned Dr.

Placentia, CA 92870

Phone: 714-306-2233

Name: Susan Harman  
212 S. Kraemer Blvd. Unit #: 1101  
Placentia, CA 92870  
Email: sharman.harman@gmail.com  
Phone #: 657-248-9296  
Date: 7/2/25

**To:** City of Placentia Planning Commission  
401 E. Chapman Avenue  
Placentia, CA 92870

**Re: Please Protect the Cinnamon Tree Community**

Dear Planning Commissioners,

As a longtime resident of the Cinnamon Tree Condominiums, I'm writing to strongly oppose any redevelopment of our community under the Chapman Corridor Revitalization Plan (CCRP).

Cinnamon Tree is a thriving, multigenerational neighborhood, not an "opportunity site." Families like mine have lived here for decades, attending local schools like Tynes, Kraemer, and Valencia. This community is part of Placentia's history.

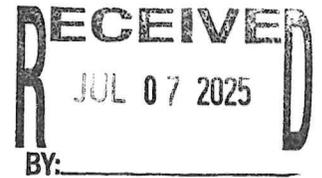
Redevelopment would displace residents, eliminate affordable housing, and tear apart the neighborhood we've worked hard to build.

I respectfully urge the City to remove Cinnamon Tree from any redevelopment or rezoning plans and to protect established neighborhoods like ours.

Thank you for your time and for supporting residents who call Placentia home.

Sincerely,  
Signature: Susan Harman  
Name: SUSAN HARMAN  
City of Placentia Resident

CITY OF PLACENTIA 7-03-25  
401 EAST CHAPMAN AVE  
PLACENTIA CALIFORNIA 92870\



ATTENTION JOSEPH M. LAMBERT & ANDREW GONZALES

REFERENCE PUBLIC HEARING JULY 8, 2025, ON GATEWAY EAST (GE) AT 6:30 PM.

FIRST, LET ME COMPLAIN ABOUT THE INSANE SHORT NOTICE ON THIS HEARING AND A SUBJECT THAT EFFECTS 280 FAMILIES. ALSO, THE NOTICE THAT ANY FUTURE COMPLAINTS OR NOTICES MAY BE REJECTED. THIS IS THE CITY'S ATTEMPT TO BULLDOZE THE OWNERS OF 280 UNITS INTO GOING ALONG WITHOUT COMPLAINING OR LIMIT THEIR INPUT ON THE FUTURE LOSS OF THEIR PROPERTY BY CHANGING THE ZONING.

I HAVE BEEN LIVING AT CINNAMON TREE, 212 S CHAPMAN UNIT 201 FOR 30 YEARS AND I AM NOT SELLING. DURING THAT TIME, I HAVE BEEN A HOA DIRECTOR FOR A NUMBER OF YEARS. DURING THE SAME TIME PERIOD TIME YOU MUST HAVE HAD 20 OR MORE MEETINGS ON THE SUBJECT OF PROPERTY REDEVELOPMENT FOR THIS COMPOUND. NOTHING, ZERO, HAS BEEN DISCLOSED TO THE OWNERS OF THIS PROPERTY OR THE HOMEOWNER'S ASSOCIATION ON THIS SUBJECT. NOW YOU GIVE US 10 DAYS OR SO WHEN YOU HAVE NOT POSTED ANY INFORMATION ON THE CITY'S BULLETIN BOARD, DISTRACTED ANY REQUESTS FOR INFORMATION NOR PROVIDED ANY MAPS OR DRAWINGS TO THE WALK-UP REQUESTERS. AT THE SAME TIME, I HAVE 2 IMPROVEMENT PROPOSALS SITTING AT THE CITY MANAGERS DESK FOR MONTHS.

THE CITY OF PLACENTIA HAS MADE THEIR DISLIKE OF CINNAMON TREE KNOWN FOR YEARS BY DISCARDING MANY REQUESTS FOR ASSISTANCE FROM OUR DIRECTORS. BUT I WOULD GUESS THAT YOU HAVE EXPENDED

THOUSANDS OF MAN HOURS AND MET WITH SEVERAL DEVELOPERS DISCUSSING FUTURE USES FOR OUR PROPERTY THAT BENEFITS THE CITY OF PLACENTIA DURING THIS TIME PERIOD. IF DEVELOPED WILL THE CURRENT OWNERS GET A PIECE OF THE OWNERSHIP? WHAT ASSISTANCE WILL THE CITY OF PLACENTIA PROVIDE TO OWNERS IF THEIR UNIT IS SOLD? WILL YOU PROVIDE OR BUILD NEW UNITS ELSEWHERE FOR THE OWNERS? SURELY YOU MUST KNOW MOST OWNERS WILL NOT BE ABLE TO AFFORD THE INCREASED REAL ESTATE COSTS OF NEW OR LIKE UNITS ANYWHERE IN SOUTHERN CALIFORNIA. WHAT ARE YOU GOING TO DO WITH THEM?

  
JACK HARRISON

212 S KRAEMER BLVD. UNIT 201

PLACENTIA CA. 92870

(DIRECTOR & SECRETARY CINNAMON TREE

HOMEOWNERS ASSOCIATION 2024-2025)

Name: Yahaira Ortiz  
212 S. Kramer Blvd. Unit #: 2511  
Placentia, CA 92870  
Email: ortizym@gmail.com  
Phone #: (714) 666-1644  
Date: 7/7/25

**To:** City of Placentia Planning Commission  
401 E. Chapman Avenue  
Placentia, CA 92870

**Re:** Protect Cinnamon Tree – Say No to Redevelopment

Dear Planning Commissioners,

As a homeowner at Cinnamon Tree, I strongly oppose any plans to redevelop or demolish our community under the Chapman Corridor Revitalization Plan.

Cinnamon Tree is a vibrant, multigenerational neighborhood, not an underused site. Families like mine have invested in our homes and helped shape the city's history through schools like Tynes, Kraemer, and Valencia.

Redesignating this area for high-density development would displace working families and eliminate affordable housing. We urge you to protect existing neighborhoods like ours, not remove them.

Please remove Cinnamon Tree from redevelopment discussions and prioritize revitalizing vacant or unused areas instead.

Thank you for supporting long-term residents and protecting our homes.

Sincerely,   
Signature: \_\_\_\_\_  
Name: Yahaira Ortiz  
Cinnamon Tree Resident & Homeowner

**From:** [Joseph Lambert](#)  
**To:** [Maggie McCoy](#)  
**Cc:** [Andrew Gonzales](#)  
**Subject:** FW: City planning department  
**Date:** Monday, July 7, 2025 11:53:42 AM  
**Attachments:** [Screenshot 2025-07-05 at 8.39.00PM.jpeg.png](#)

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Thank you,

**Joe Lambert** | Director of Development Services | Development Services Department  
City of Placentia | 401 E. Chapman Ave. Placentia, CA 92870  
phone: (714) 993-8234 | fax: (714) 961-0283 | e-mail: [jlambert@placentia.org](mailto:jlambert@placentia.org)

---

**From:** Mital Palmer <[mital.palmer@yahoo.com](mailto:mital.palmer@yahoo.com)>  
**Sent:** Saturday, July 5, 2025 8:42 PM  
**To:** Joseph Lambert <[jlambert@placentia.org](mailto:jlambert@placentia.org)>  
**Subject:** City planning department

**EMAIL FROM EXTERNAL SOURCE**

Don't reply, click on a link or open an attachment unless you recognize the sender and know the content to be safe. If you believe this email to be unsafe, please use the [Report Phish](#) button in Outlook and notify the IT department.

8:39 



**Mital BinalJeson Palmer**  
212 S Kraemer Blvd, UNIT1303  
Placentia, CA 92870  
[mital.palmer@yahoo.com](mailto:mital.palmer@yahoo.com)  
07/04/2025

**City Planning Department**

Subject: Formal Objection to Proposed Demolition of  
My Property at **212 S. Kraemer Blvd, Unit 1303,**  
**Placentia, CA. 92870**

To Whom It May Concern,

I am writing to express my unequivocal opposition to any plans, proposals, or intentions by the City to redevelop, for future improvement, or demolish my home located at **212 S. Kraemer Blvd, Unit 1303, Placentia, CA. 92870**. This letter serves as a formal demand to halt any such actions and to reconsider the broader implications of this decision, not only on our life and property, but on the integrity of the community you are entrusted to serve.

Let me be clear: this home is not merely a structure of wood and stone. It is a living testament to years of labor, sacrifice, and deeply rooted history. The notion that it could be razed under the guise of

“... ..” “... ..” “... ..” “... ..”

“development” or “public interest” is not only unacceptable—it is an affront to the very principles of fairness, due process, and respect for private property.

I demand complete transparency regarding the rationale behind this proposed demolition or reconstruction for redevelopment. **I deny and disagree with the proposal made by the City.**

Under no circumstances do I want to be at **212 S. Kraemer Blvd, Unit 1303, Placentia, CA. 92870** be taken, redeveloped, demolished or any action taken by the City. I expect to be provided with all documentation, assessments, and communications related to this matter. If this action is being pursued without my consent or without exhausting all reasonable alternatives, then it is not only unjust—it is unlawful.

I urge the City to reconsider this course of action and to engage in a meaningful dialogue with me before proceeding further. I am prepared to pursue every legal avenue available to protect my rights and my home. I will not stand by while bureaucratic decisions threaten to erase what generations have built.

I expect a written response within 10 business days acknowledging receipt of this letter and outlining the City’s position. Silence or delay will only reinforce the perception that this process lacks legitimacy and fairness.

Respectfully,

Mital BinJeson Palmer

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Yours sincerely,  
Mital Palmer

[Sent from Yahoo Mail for iPhone](#)

PHAIN

# Objection Letter

July 1, 2025

Dear Commissioner / Chair Perez and Planning Commission Committee,

I hope this message finds you all well. I am writing to formally express my objection to the plan and decision made concerning the proposed redevelopment of the Gateway Neighborhood, Gateway Core and Gateway East (Cinnamon Tree Condominiums is located, my home), I never once received a letter but had to find out through a notice posted by our HOA community's leadership. It is in this regard that I wish to outline my concerns, with the hope of seeking a favorable reconsideration.

Firstly, the rezoning proposal seems to overlook the the displacement and the financial burden placed upon many people living within the Gateway community especially within the Cinnamon Tree Condominiums. It appears that this decision may not fully account for the environmental and social implications, including the potential loss of homes and money for myself and many local community members within the Gateway Neighborhood and Gateway East. These factors could have substantial effects on the well-being and cohesion of the community.

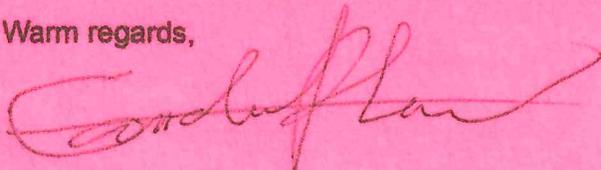
Furthermore, I find it concerning that the decision seems to not factor in that the buildings set up already provides plenty of privacy and are already existing multifamily homes that have many families reside in, and the plan to redevelop said areas does not mention purchasing the land back from the homeowners within these communities who would be displaced if this redevelopment is to go through which I find is atrocious and unlawful considering we lawfully and legally purchased our property and land through the right means and it has no land lease. Allowing this redevelopment could set a concerning precedent, leading to increased urban encroachment and unnecessary gentrification on our community by displacing those who live in the homes and neighborhoods of the Gateway Core, Gateway Neighborhood and Gateway East.

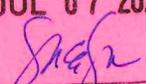
Given the critical importance of the displacement of many families within these communities and community outrage, I believe reconsideration is warranted.

In light of these points, I would appreciate the opportunity to discuss this matter further. I am confident that a dialogue can lead to a resolution that respects both the objectives of the city's development initiatives and the interests of the Gateway Neighborhood, Gateway Core and Gateway East community.

Thank you for considering this appeal. I look forward to your response and am hopeful for a resolution that aligns with our shared goals.

Warm regards,



RECEIVED  
JUL 07 2025  
BY: 

Received by   
Administrative Assistant

**Caroline Pham**

**Homeowner of Unit 2103**

**Cinnamon Tree Condominium**

**212 S Kraemer Blvd, Unit 2103**

**Placentia, CA 92870**

Name: ISMAEL Resendiz  
212 S. Kramer Blvd. Unit #: 912  
Placentia, CA 92870  
Email:  
Phone #: 714-883-4797  
Date: 7-7-2025

**To:** City of Placentia Planning Commission  
401 E. Chapman Avenue  
Placentia, CA 92870

**Re:** Protect Cinnamon Tree – Say No to Redevelopment

Dear Planning Commissioners,

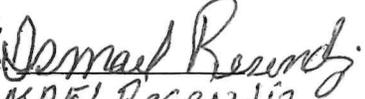
As a homeowner at Cinnamon Tree, I strongly oppose any plans to redevelop or demolish our community under the Chapman Corridor Revitalization Plan.

Cinnamon Tree is a vibrant, multigenerational neighborhood, not an underused site. Families like mine have invested in our homes and helped shape the city's history through schools like Tynes, Kraemer, and Valencia.

Redesignating this area for high-density development would displace working families and eliminate affordable housing. We urge you to protect existing neighborhoods like ours, not remove them.

Please remove Cinnamon Tree from redevelopment discussions and prioritize revitalizing vacant or unused areas instead.

Thank you for supporting long-term residents and protecting our homes.

Sincerely,  
Signature:   
Name: ISMAEL Resendiz  
Cinnamon Tree Resident & Homeowner

## Margie McCoy

---

**From:** Joseph Lambert  
**Sent:** Monday, July 7, 2025 2:40 PM  
**To:** Margie McCoy  
**Cc:** Andrew Gonzales  
**Subject:** FW: Corridor\_Tax\_Stack  
**Attachments:** Corridor\_Tax\_Stack.pdf

FYI, I have paper copies of a letter from this person in my office. He did not submit his letter electronically as far as I can tell.

Thank you,

**Joe Lambert** | Director of Development Services | Development Services Department  
City of Placentia | 401 E. Chapman Ave. Placentia, CA 92870  
phone: (714) 993-8234 | fax: (714) 961-0283 | e-mail: [jlambert@placentia.org](mailto:jlambert@placentia.org)

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**From:** Robert McKinnell <[rmckinnell@placentia.org](mailto:rmckinnell@placentia.org)>  
**Sent:** Monday, July 7, 2025 2:16 PM  
**To:** Joseph Lambert <[jlambert@placentia.org](mailto:jlambert@placentia.org)>  
**Subject:** Fw: Corridor\_Tax\_Stack

The Clerk's office received the attached email, but it references planning commission so I am forwarding to you for inclusion in public comments

**Robert S. McKinnell** | City Clerk  
City of Placentia | 401 E. Chapman Ave. Placentia, CA 92870  
Phone: 714-993-8231 | Fax: 714-961-0283 | Email: [rmckinnell@placentia.org](mailto:rmckinnell@placentia.org)

---

**From:** Richard Salazar <[richard.a.salazar@gmail.com](mailto:richard.a.salazar@gmail.com)>  
**Sent:** Monday, July 7, 2025 12:58 PM  
**To:** Robert McKinnell <[rmckinnell@placentia.org](mailto:rmckinnell@placentia.org)>  
**Subject:** Corridor\_Tax\_Stack

### EMAIL FROM EXTERNAL SOURCE

Don't reply, click on a link or open an attachment unless you recognize the sender and know the content to be safe. If you believe this email to be unsafe, please use the [Report Phish](#) button in Outlook and notify the IT department.

Mr. McKinnell:

Please add this to the public hearing comments for the planning commission hearing for Tuesday, July 8. I also mailed other documents pertaining to a critical Analysis. Thank you.

Richard Salazar

# Placentia CCRP - Taxation Stack Handout

## Summary of Taxation Mechanisms

- GO Bonds (Chapman Corridor infrastructure)
- Multiple CFDs (Public Safety & TOD Area)
- EIFD (Metrolink/Old Town development)
- Existing legacy city/school bonds

## Estimated Annual Tax Impact per Household

### New GO Bond (Chapman Infrastructure)

Ad-valorem, based on \$10M bond at 5% over 30 years

Estimated Cost: \$33

### New CFD (Chapman Corridor Maintenance/Improvements)

Flat tax estimated from similar CFD structures

Estimated Cost: \$1,200

### EIFD (2019, Old Town TOD Area)

Indirect diversion of tax increment, est. at 0.1% of AV growth

Estimated Cost: \$50

### CFD 2014-01 (Public Safety)

Flat parcel levy (historical reports indicate ~\$260)

Estimated Cost: \$260

### CFD 2018-01 (TOD Area Maintenance)

Tiered levy, estimated range \$300-\$2,000; conservative average used

Estimated Cost: \$1,000

### Existing Bonds (City, School, Library)

Ongoing voter-approved bonds citywide

Estimated Cost: \$250

**Total Estimated Annual Burden per Household: \$2,793.00**

## Key Observations

- Tax burden could exceed \$2,700/year per homeowner
- Most mechanisms are layered without sunset provisions
- EIFD tax diversion is not visible on property tax bill
- CFD charges vary widely; TOD parcels pay up to \$30K

## Placentia CCRP - Taxation Stack Analysis with Annotations

This report outlines modeled tax burdens associated with the Chapman Corridor Revitalization Plan. Where the CCRP lacks direct financial disclosures, this report provides common financing scenarios used in similar Southern California cities. Each line includes a note identifying whether it is supported, omitted, or indirectly inferred from city practice or public finance frameworks.

| Mechanism  | Description  | Est. Annual Burden            |
|--|--|-------------------------------|
| GO Bonds (General Obligation)                        | Backed by full faith and credit of the city. Repaid via ad valorem property taxes. Typically used for capital infrastructure (e.g. streets, utilities, civic buildings). | \$520/year                    |
| CFD 2014-01 (Public Safety)                          | Established district for public safety improvements. Flat annual levy on each residential unit and select commercial parcels.  | \$260/year                    |
| CFD 2018-01 (TOD Zone)                               | Formed to support transit-oriented development. Tiered annual charges by acreage and use; major cost on multifamily and mixed-use parcels.                               | \$300\$30,000/year (varies)   |
| EIFD (Enhanced Infrastructure Financing District)    | Redirects city share of property tax increment from new development. Not directly shown on tax bills but reduces city services funding pool.                             | ~\$420/year (indirect impact) |
| Legacy City & School Bonds                           | Older bonds from Placentia-Yorba Linda Unified and citywide street/light improvements. Still active; repayment via property tax bills.                                   | \$330/year                    |
| <b>Total Estimated Annual Burden (per household)</b> |  | <b>\$2,793.00</b>             |

### Annotations and Source Notes

- GO Bonds (General Obligation): Common in infrastructure financing; NOT mentioned in the CCRP document. Modeled based on typical post-redevelopment capital needs.
- CFD 2014-01 (Public Safety): Established by City of Placentia. Independent of CCRP but likely overlaps affected parcels. Not disclosed in CCRP.
- CFD 2018-01 (TOD Zone): Established for TOD maintenance. Applies within Chapman Corridor zone. CCRP omits reference to this district.
- EIFD (Enhanced Infrastructure Financing District): CCRP does not mention EIFD directly. However, Placentia has shown interest in this tool. Common in CA redevelopment zones. Legal basis: CA Govt Code 53398.50+.
- Legacy City & School Bonds: Standard obligation. Not CCRP-specific but represents existing tax stack. City financial statements confirm ongoing obligations.

## Placentia CCRP - Tax Stack Analysis Addendum

This report supplements the Chapman Corridor Revitalization Plan (CCRP) tax review with:

1. Per-parcel examples from active CFDs
2. Modeled EIFD diversion estimates for a \$500,000 AV home
3. Forward-looking projections for anticipated bond issuance and financing.

### CFD 2014-01 - Per-Parcel Levy Examples

| Parcel Type                  | APN Example | Levy Basis      | Annual Charge (\$) |
|------------------------------|-------------|-----------------|--------------------|
| Standard SFR                 | 336-123-45  | Flat per unit   | 260                |
| Small Condo                  | 336-567-89  | Flat per unit   | 260                |
| Large Multifamily (30 units) | 336-987-65  | Flat per unit   | 7800               |
| Neighborhood Retail Pad      | 336-654-32  | Flat per parcel | 260                |

### CFD 2018-01 - TOD Tiered Parcel Charges

| Tier                        | Parcel Example | Levy Basis      | Annual Charge (\$) |
|-----------------------------|----------------|-----------------|--------------------|
| Tier 1 - >2 ac. Mixed-Use   | 339-091-29     | Flat per parcel | 30000              |
| Tier 2 - 1-2 ac. Mixed-Use  | 339-101-11     | Flat per parcel | 10000              |
| Tier 3 - Residential <1 ac. | 339-222-09     | Flat per parcel | 500                |
| Tier 4 - Condo (<10k sf)    | 339-303-07     | Flat per parcel | 300                |

### EIFD - Sample Tax Diversion for \$500,000 AV Home (First 15 Years)

| Year | Assessed Value | City Share Diversion (\$) |
|------|----------------|---------------------------|
| 0.0  | 500000.0       | 0.0                       |
| 1.0  | 510000.0       | 16.0                      |
| 2.0  | 520200.0       | 32.32                     |
| 3.0  | 530604.0       | 48.97                     |
| 4.0  | 541216.0       | 65.95                     |
| 5.0  | 552040.0       | 83.26                     |
| 6.0  | 563081.0       | 100.93                    |
| 7.0  | 574343.0       | 118.95                    |
| 8.0  | 585830.0       | 137.33                    |
| 9.0  | 597546.0       | 156.07                    |
| 10.0 | 609497.0       | 175.2                     |
| 11.0 | 621687.0       | 194.7                     |

|      |          |        |
|------|----------|--------|
| 12.0 | 634121.0 | 214.59 |
| 13.0 | 646803.0 | 234.89 |
| 14.0 | 659739.0 | 255.58 |

**Projected Future Financing Instruments**

| Mechanism                   | Principal (\$M) | Coupon Rate | Term (yrs) | Est. Annual Debt Svc | Planned Issuance |
|-----------------------------|-----------------|-------------|------------|----------------------|------------------|
| GO Bond (Chapman)           | 10              | 5%          | 30         | 0.65                 | 2025             |
| CFD Bond 2026               | 20              | 4.5%        | 30         | 1.24                 | 2026             |
| CFD Bond 2029 (2nd tranche) | 10              | 5%          | 25         | 0.71                 | 2029             |
| EIFD Bond 2030              | 12              | 5%          | 20         | 0.96                 | 2030             |

**From:** [Joseph Lambert](#)  
**To:** [Margie McCoy](#)  
**Cc:** [Andrew Gonzales](#)  
**Subject:** FW: Please Do Not Take Away Our Homes and Community  
**Date:** Monday, July 7, 2025 11:53:14 AM

---

From Kayleen Shafer, below.

Thank you,

**Joe Lambert** | Director of Development Services | Development Services Department  
City of Placentia | 401 E. Chapman Ave. Placentia, CA 92870  
phone: (714) 993-8234 | fax: (714) 961-0283 | e-mail: [jlambert@placentia.org](mailto:jlambert@placentia.org)

---

**From:** Ward L. Smith <[WSmith@placentia.org](mailto:WSmith@placentia.org)>  
**Sent:** Monday, July 7, 2025 8:01 AM  
**To:** Joseph Lambert <[jlambert@placentia.org](mailto:jlambert@placentia.org)>  
**Subject:** Fwd: Please Do Not Take Away Our Homes and Community

Good morning Joe,

I hope you and the family had a great holiday weekend that was fun and relaxing.

Last night I was going through and catching up on emails. I received the email below from a Ms. Shafer speaking about her resident at 212 S. Kraemer, Cinnamon Tree. I was not sure about what she is referencing and wanted to ask if we have plans to do something or work on something regarding that property or location(?).

I did look at your email regarding the Chapman Ave. Corridor Project but in just glancing at it I did not see anything specific or referencing "212". I appreciate any info or if you can speak to what it is that she may be referencing or thinking so that I have a better understanding.

Thank Joe and will talk with you later. I will also be in city hall just after lunch today as well.

Ward

Sent from my iPhone

Begin forwarded message:

**From:** "Ward L. Smith" <[WSmith@placentia.org](mailto:WSmith@placentia.org)>

**Date:** July 6, 2025 at 18:20:45 PDT

**To:** Kayleen Shafer <[kayleenshafer@gmail.com](mailto:kayleenshafer@gmail.com)>

**Subject: Re: Please Do Not Take Away Our Homes and Community**

Good evening Ms. Shaffer,

Thank you for sharing thoughts and comments and know that I will be looking into this matter tomorrow when I am at City Hall. I will back out after O have received additional information. Again thank you for reaching out and sharing.

Ward Smith, Council Member  
District 5  
City of Placentia

Sent from my iPad

On Jul 4, 2025, at 11:33, Kayleen Shafer  
<[kayleenshafer@gmail.com](mailto:kayleenshafer@gmail.com)> wrote:

**EMAIL FROM EXTERNAL SOURCE**

Don't reply, click on a link or open an attachment unless you recognize the sender and know the content to be safe. If you believe this email to be unsafe, please use the [Report Phish](#) button in Outlook and notify the IT department.

Dear Mr. Smith,

My name is Kayleen Shafer and I am a homeowner and resident of the Cinnamon Tree Condominium Community. I am writing to you with a heavy heart on behalf of the residents of the Cinnamon Tree Condominium Community. We recently received notice regarding the upcoming public hearing scheduled for July 8, 2025, and the potential redevelopment of our neighborhood under the

“Gateway East” subarea of the Multi-Family Flex zoning.

I want you to know that many of us here are scared, confused, and deeply concerned. Cinnamon Tree is not just a group of buildings—it is our home. It is a community where families have grown up, where people have found comfort and stability, and where neighbors have become like family.

The idea that our homes could be taken away or drastically altered for redevelopment is devastating. Many of us have put our life savings into buying or maintaining our homes here. We take pride in our community. We care for each other. We help our elderly neighbors with groceries, we watch each other’s kids, and we celebrate milestones together. Cinnamon Tree is not just a place—it’s our life.

We understand the city has to plan for the future and growth is inevitable. But we beg you to find a way to do so without displacing the people who have built their lives here. We are not opposed to progress—we simply ask that you include us in the conversation, listen to our concerns, and help us preserve the homes we have worked so hard for.

Please consider the emotional, financial, and social toll this redevelopment could have on our residents. If this plan moves forward without protections for those of us who live here, it will fracture a vibrant, diverse, and loving community.

We urge you—please don’t let Cinnamon Tree become a casualty of change. Work with us, not around us. Protect our homes, our families, and the very fabric of what makes Placentia special.

With heartfelt thanks for your time and consideration,

Kayleen Shafer

212 S Kraemer Blvd Unit 608 Placentia, CA 92870

(949)616-9998

[kayleenshafer@gmail.com](mailto:kayleenshafer@gmail.com)

Concerned Resident of the Cinnamon Tree  
Condominium Community

Name: Sonia Valle de Nieto  
212 S. Kraemer Blvd. Unit #: 2004  
Placentia, CA 92870  
Email: \_\_\_\_\_  
Phone #: 714 470-4065  
Date: 7/6/2025

**To:** City of Placentia Planning Commission  
401 E. Chapman Avenue  
Placentia, CA 92870

**Re: Please Protect the Cinnamon Tree Community**

Dear Planning Commissioners,

As a longtime resident of the Cinnamon Tree Condominiums, I'm writing to strongly oppose any redevelopment of our community under the Chapman Corridor Revitalization Plan (CCRP).

Cinnamon Tree is a thriving, multigenerational neighborhood, not an "opportunity site." Families like mine have lived here for decades, attending local schools like Tynes, Kraemer, and Valencia. This community is part of Placentia's history.

Redevelopment would displace residents, eliminate affordable housing, and tear apart the neighborhood we've worked hard to build.

I respectfully urge the City to remove Cinnamon Tree from any redevelopment or rezoning plans and to protect established neighborhoods like ours.

Thank you for your time and for supporting residents who call Placentia home.

Sincerely,

Signature: Sonia Valle de Nieto  
Name: Sonia Valle de Nieto  
City of Placentia Resident

Name: Victor Zaplain  
212 S. Kramer Blvd. Unit #: 412  
Placentia, CA 92870  
Email: viczaplain@gmail.com  
Phone #: (714) 412-8455  
Date: 7-7-2025

To: City of Placentia Planning Commission  
401 E. Chapman Avenue  
Placentia, CA 92870

Re: Protect Cinnamon Tree – Say No to Redevelopment

Dear Planning Commissioners,

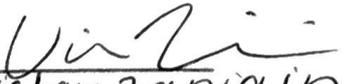
As a homeowner at Cinnamon Tree, I strongly oppose any plans to redevelop or demolish our community under the Chapman Corridor Revitalization Plan.

Cinnamon Tree is a vibrant, multigenerational neighborhood, not an underused site. Families like mine have invested in our homes and helped shape the city's history through schools like Tynes, Kraemer, and Valencia.

Redesignating this area for high-density development would displace working families and eliminate affordable housing. We urge you to protect existing neighborhoods like ours, not remove them.

Please remove Cinnamon Tree from redevelopment discussions and prioritize revitalizing vacant, or unused areas instead.

Thank you for supporting long-term residents and protecting our homes.

Sincerely,  
Signature:   
Name: Victor Zaplain  
Cinnamon Tree Resident & Homeowner



# Placentia Planning Commission

## AGENDA STAFF REPORT

TO: PLANNING COMMISSION

FROM: JOSEPH M. LAMBERT, DIRECTOR OF DEVELOPMENT SERVICES

DATE: JULY 8, 2025

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

### **RECOMMENDATION:**

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

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

### **BACKGROUND:**

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

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

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

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

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

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

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

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

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

**Public Outreach:**

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

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

**Strategic Plan Statement:**

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

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

**DISCUSSION:**

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

**Chapman Corridor Specific Plan Land Uses:**

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

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

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

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

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

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

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

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

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

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

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

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

*Source: Economic Demand Study, Kosmot, 2024.*

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

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

**General Plan Amendment:**

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

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

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

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

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

### **CEQA:**

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

### **CONCLUSION:**

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

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

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

**Prepared, submitted and approved by:**



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Joseph M. Lambert  
Director of Development Services

Attachments:

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

**RESOLUTION NO. PC-2025-08**

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

**A. Recitals.**

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

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

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

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

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

**B. Resolution.**

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

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

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

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

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

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

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

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

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

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

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

SECTION 9. If any section, subsection, sentence, clause, or phrase of this resolution and/or the documents in support of this resolution is/are for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this resolution.

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

ADOPTED AND APPROVED THIS 8<sup>TH</sup> DAY OF JULY, 2025.

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FRANK PEREZ, CHAIR

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

AYES:

NOES:

ABSENT:

ABSTAINED:

ATTEST:

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JOSEPH M. LAMBERT,  
SECRETARY TO THE PLANNING COMMISSION

APPROVED AS TO FORM:

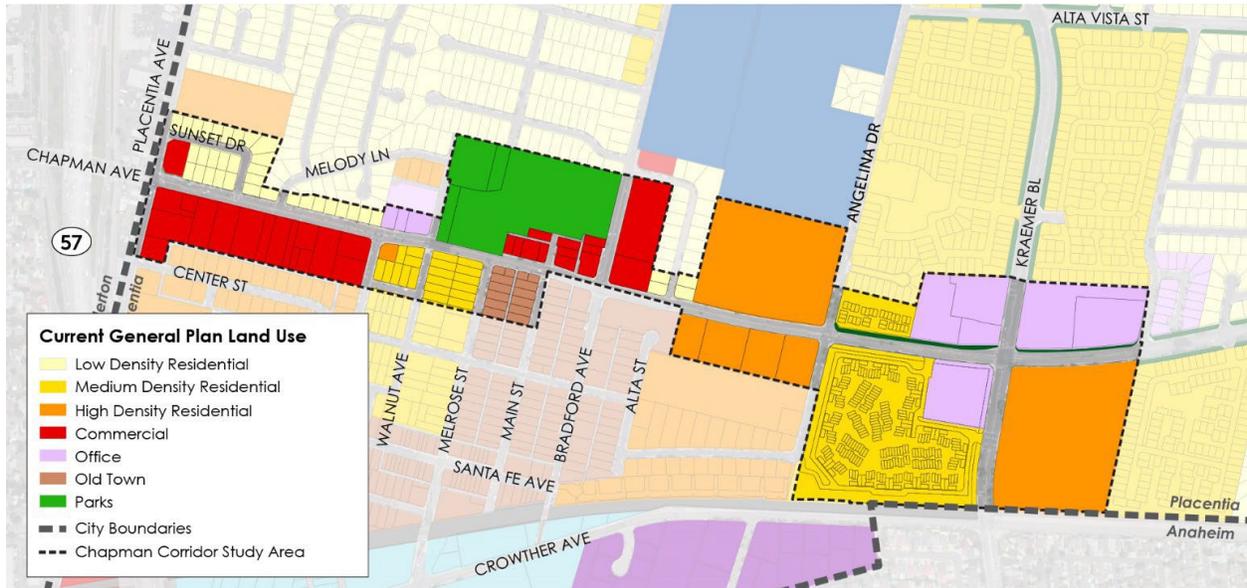
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CITY ATTORNEY

Exhibit A: Amendment to the City of Placentia General Plan Land Use Map establishing Chapman Corridor  
Exhibit B: Amendment to the City of Placentia Zoning Map establishing Chapman Corridor  
Exhibit C: Amendment to the City of Placentia General Plan Land Use Element  
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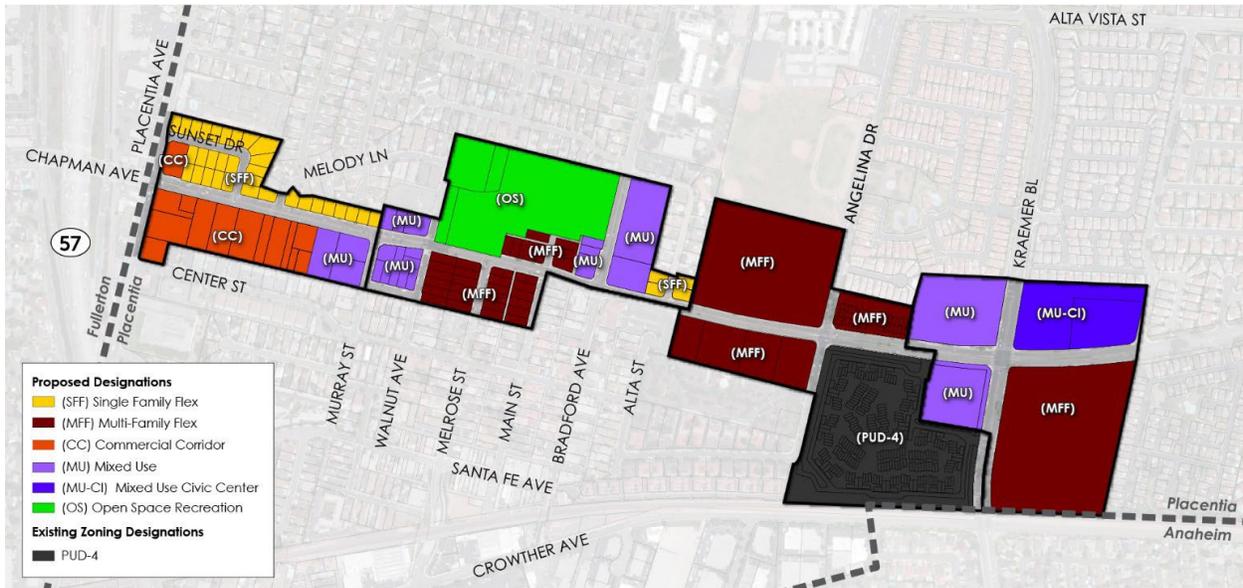
## EXHIBIT A

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



## EXHIBIT B

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



**EXHIBIT C**

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

**EXHIBIT D**

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

**EXHIBIT E**

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

# 2 Land Use

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

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

*Table 2-1. Existing Land Use Designation*

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

| Land Use Designation | Existing Acreage | Percentage <sup>1</sup> | Number of Units |
|----------------------|------------------|-------------------------|-----------------|
| TOTAL AREA OF        | 3,348            |                         |                 |
| TOTAL AREA OF        | 4,238            | 100%                    | 17,270          |

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

<sup>2</sup> 569 mobile homes are principally located in the Medium-Density district.

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

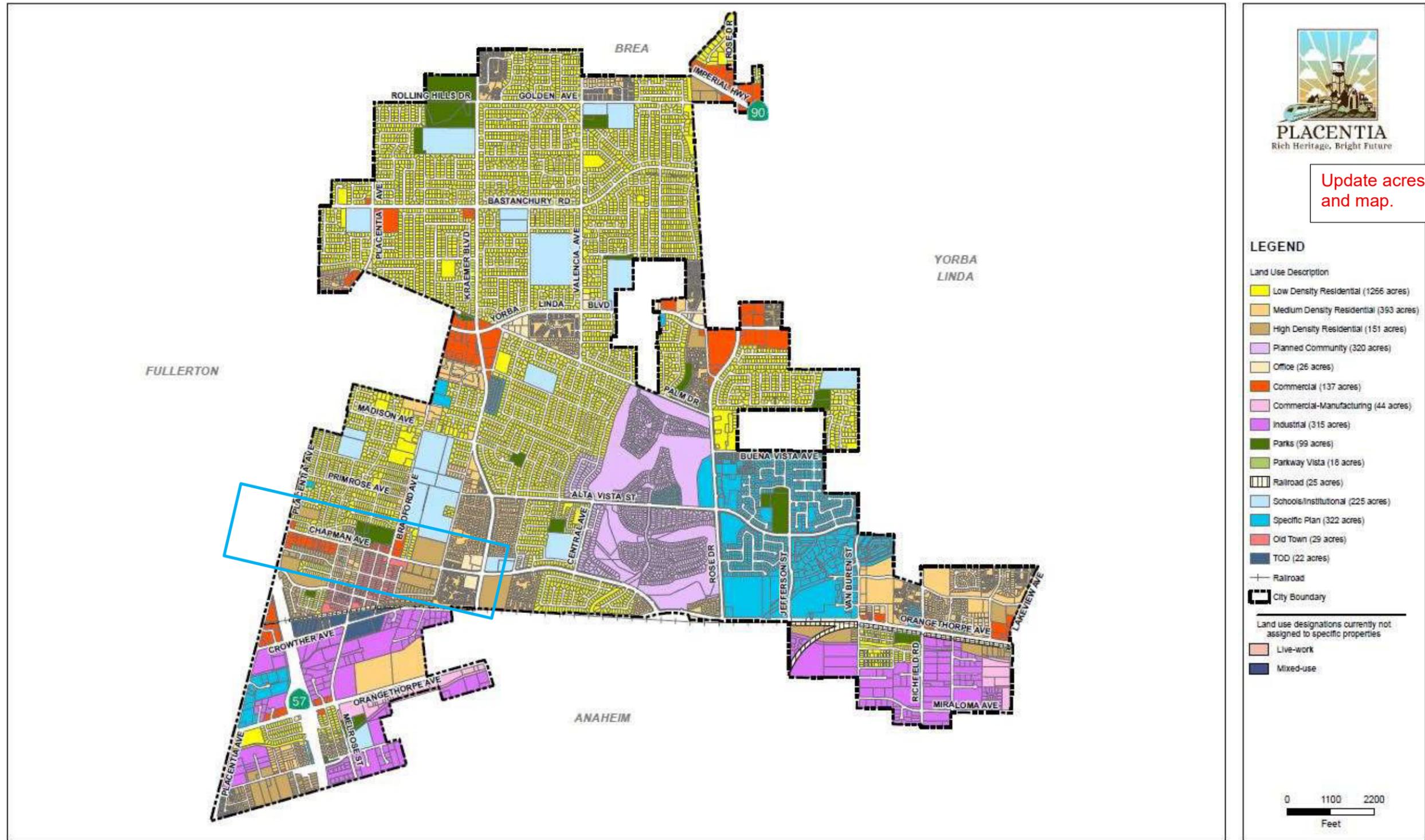
| Land Use Designation               | Vacant Areas | Vacant Parcels |
|------------------------------------|--------------|----------------|
| Low Density Residential            | 3.6          | 24             |
| Medium Density Residential         | 6.1          | 8              |
| High Density Residential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

Source: City of Placentia, 2018, 2025

*Note: 1.3% of total city is vacant*



Exhibit 2-2



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

### Relationship to Placentia’s Zoning Code

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

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

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

Table 2-3. General Plan/Zoning Relationships

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



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

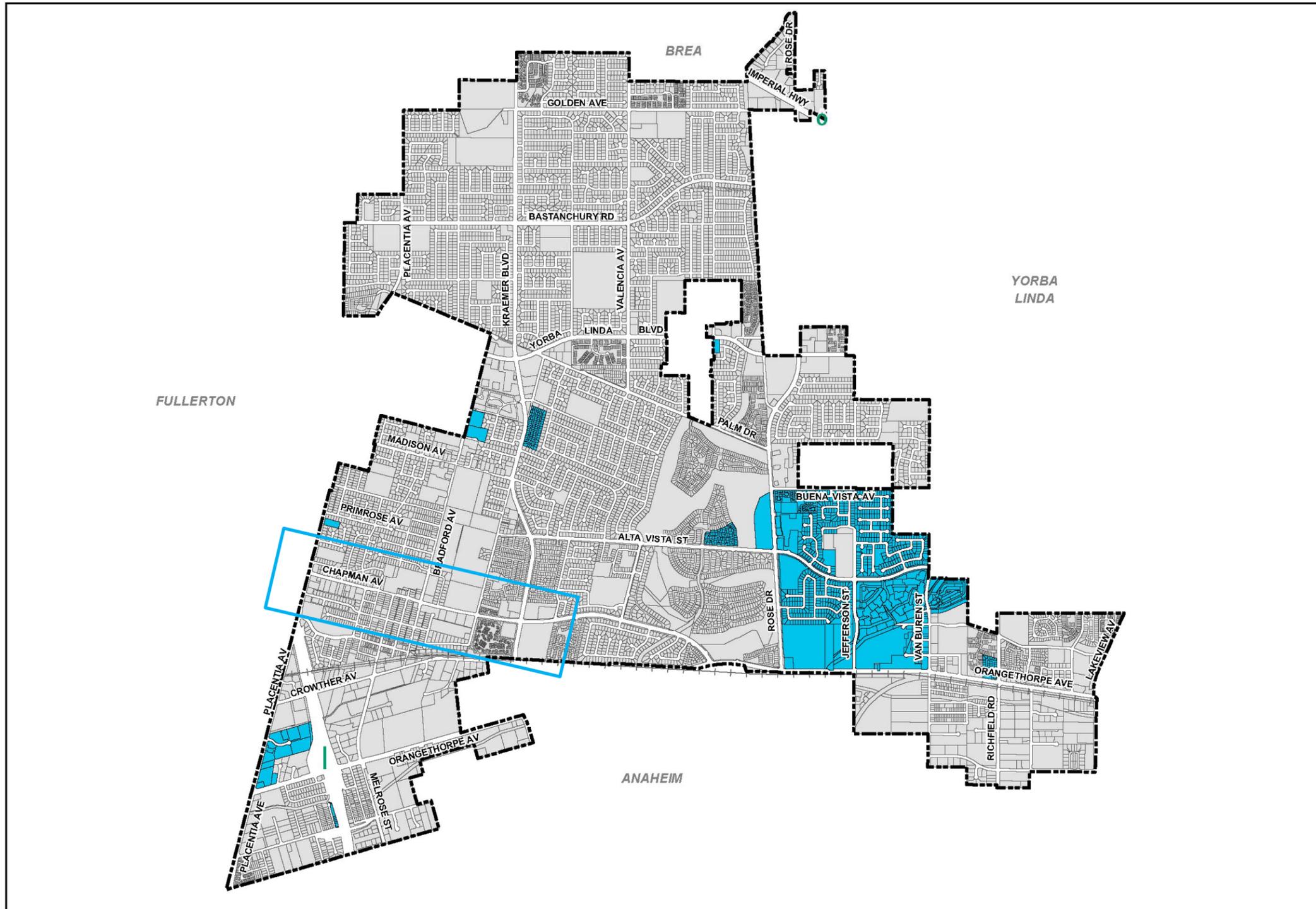
| Name of Specific Plan | Description of Specific Plan   |
|-----------------------|--|
| Specific Plan 8       | The purpose of this specific plan is to provide for cluster single-family detached housing units. There is private fee ownership of the lots in Specific Plan 8, with the majority of the lots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

**Chapman Corridor Revitalization Plan - Specific Plan (CCRP)**

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



Exhibit 2-3



Update acres and map.

LEGEND

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

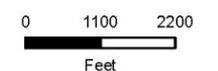


Table 2-5. General Plan/Zoning Relationship – Specific Plans

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

Source: City of Placentia, May 2018

## 2.5 LAND USE PLAN

### Land Use Designations

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

Table 2-6. Proposed General Plan Land Use Designations

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

Source: City of Placentia, May 2018

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

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

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

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

*Figure 2-7*



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

### Specific Plans

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

## 2.6 LAND USE INTENSITY/DENSITY

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

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

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

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

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

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

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

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

---

Source: City of Placentia,

May 2018 Notes:

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

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

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

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

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

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

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



# CHAPMAN CORRIDOR REVITALIZATION PLAN

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*Public Draft: June 2025*



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

PREPARED BY:



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# 1 INTRODUCTION

Figure 1-1: Plan Area Map



## 1.1 Purpose

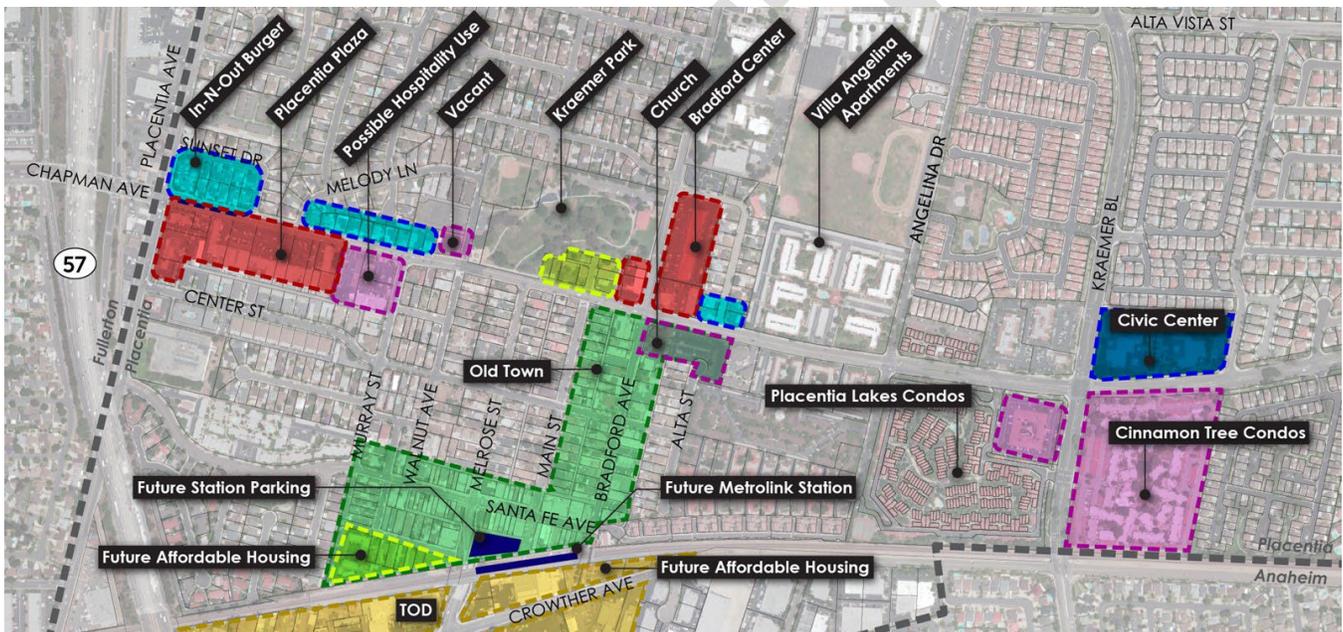
As a gateway to the City of Placentia, the Chapman Corridor Revitalization Plan aims to allow for a vibrant mix of uses and development standards to stimulate the economic and social environment of the Chapman Corridor. Revitalizing this corridor will create an inviting entry that welcomes residents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

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

## 1.2 Background

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

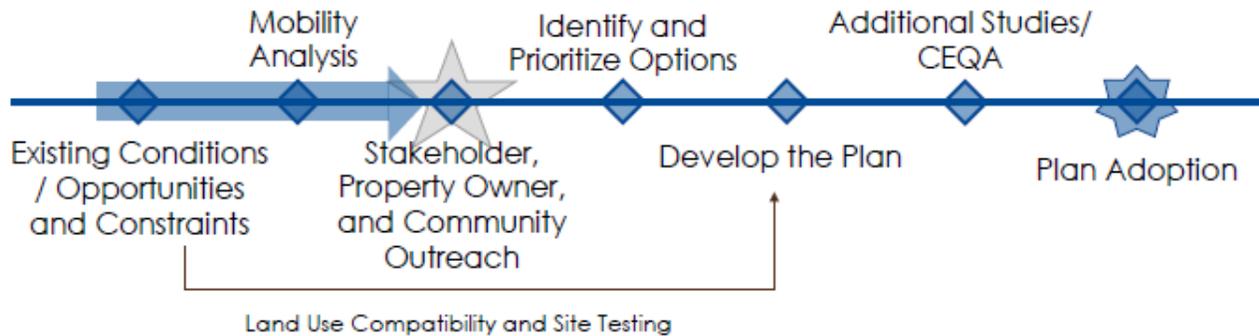
**Figure 1-2: Area Context**



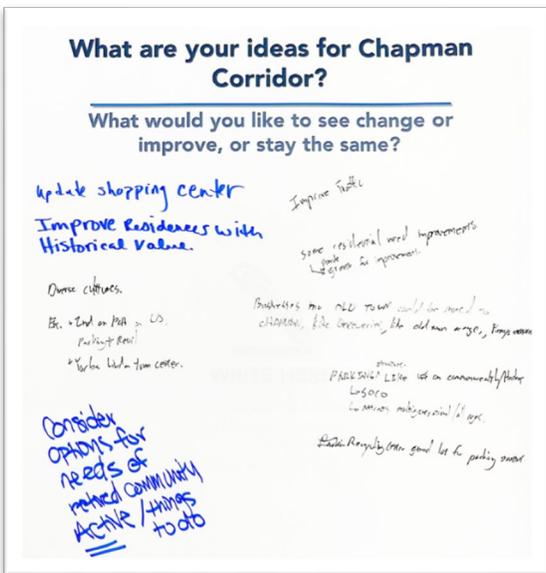
## 1.3 Community Outreach

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

Figure 1-3: Project Process

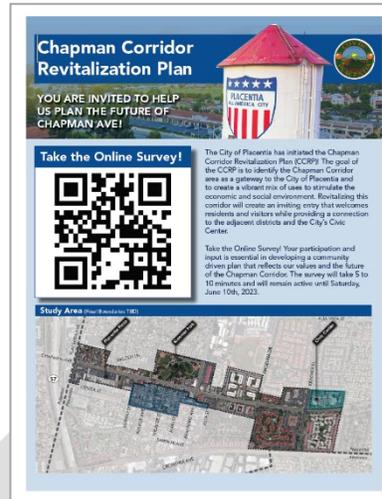


### 1.3.1 Community Workshop



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





### 1.3.2 Survey

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

### 1.3.3 City Council Study Sessions

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

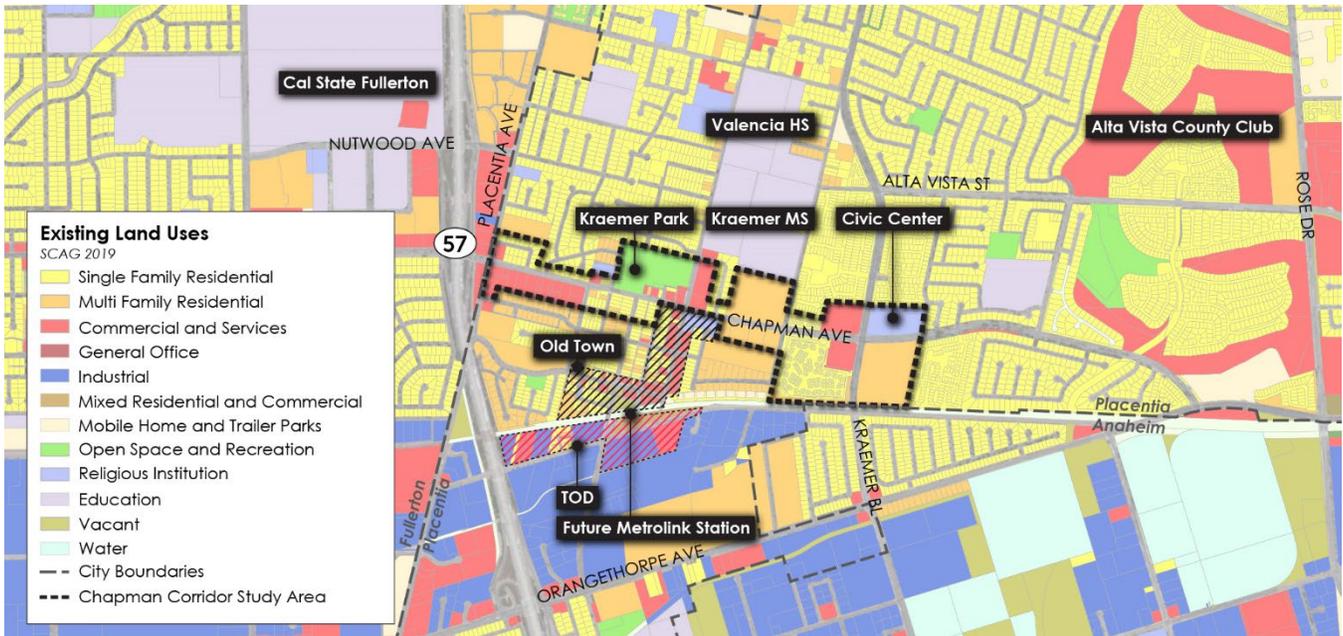
## 1.4 Setting and Boundary (Existing Conditions)

### 1.4.1 Existing Land Uses

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

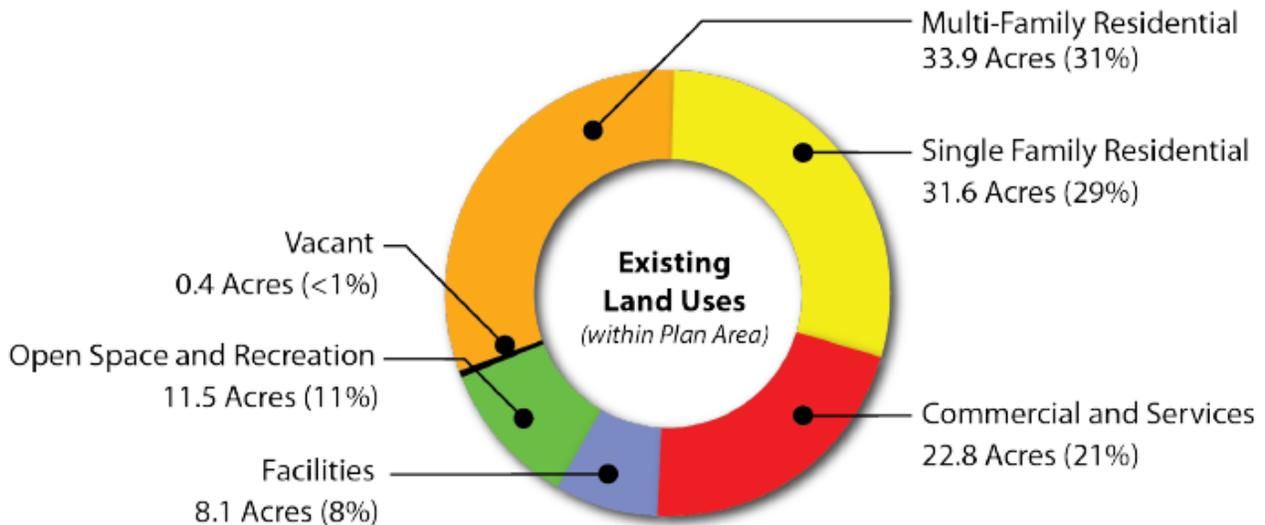
Key destinations in the Plan area include Northgate Market, In-N-Out Burger, Kraemer Park, and the Placentia Civic Center. Multifamily developments along Chapman Avenue include Villa Angelina, Chapman Woods, and Camino Pueblo and El Rancho apartments.

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



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

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

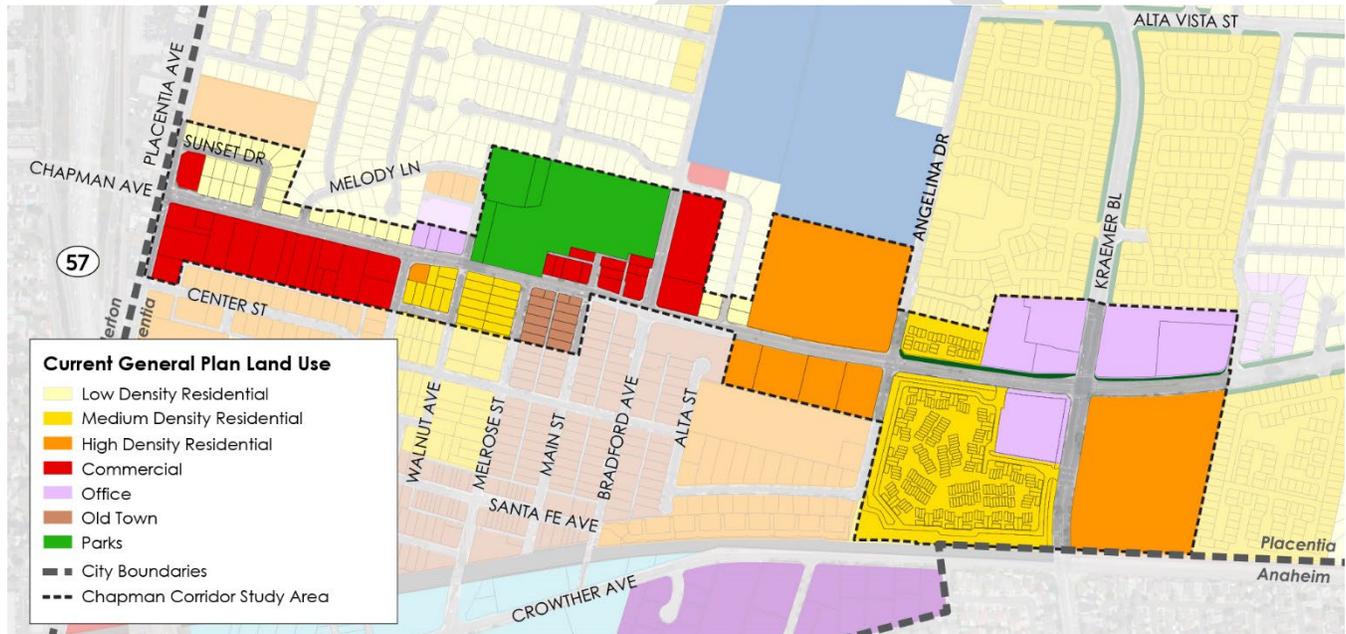


## 1.5 Relevant Plans and Projects

### 1.5.1 General Plan

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

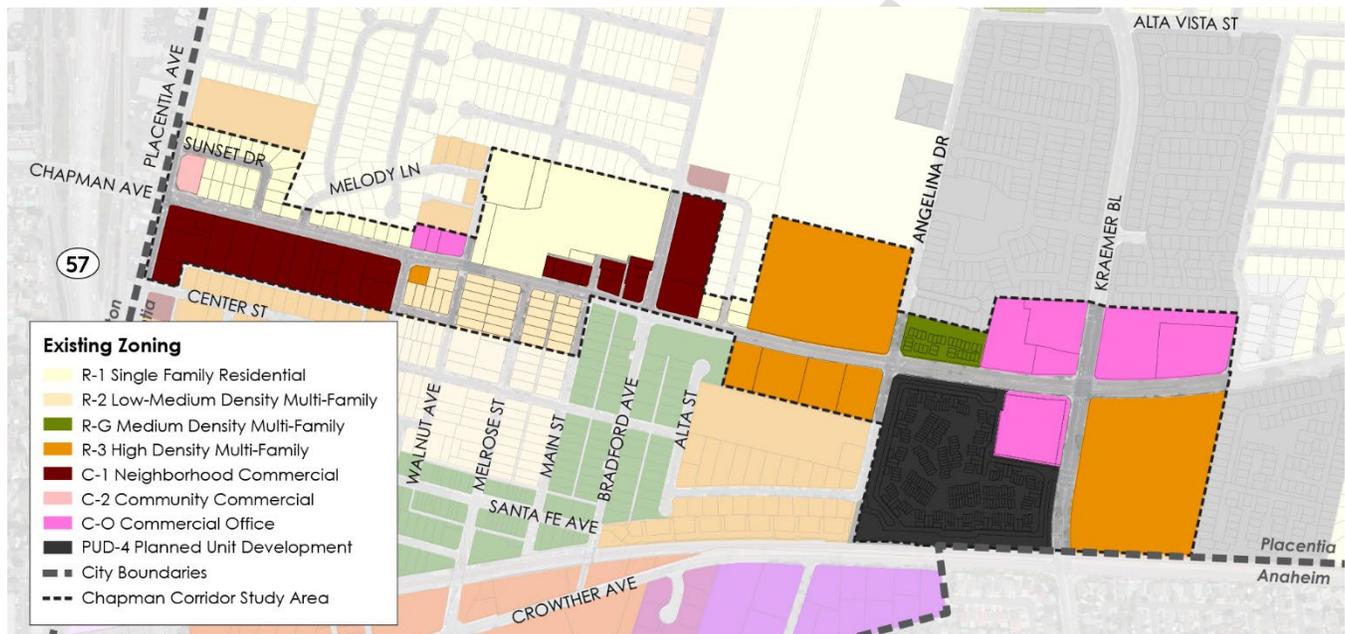
**Figure 1-6: Current General Plan Land Use Map, City of Placentia 2024**



## 1.5.2 Current Zoning

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

**Figure 1-7: Current Zoning Map (2023)**



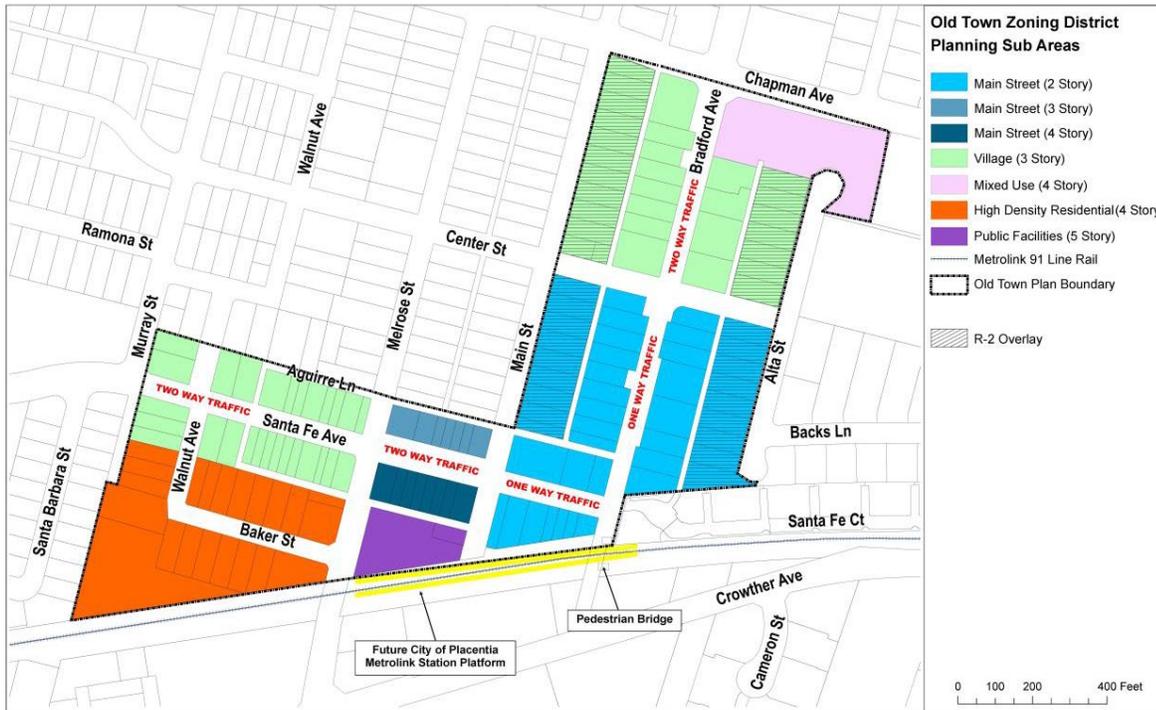
## 1.5.3 Old Town Revitalization Plan and Streetscape Master Plan

### Old Town Revitalization Plan

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

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

**Figure 1-8: Old Town Zoning District Planning Subareas**



### Old Town Streetscape Master Plan

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

### 1.5.4 Enhanced Infrastructure Financing District

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

## 1.5.5 Transit Oriented Development Packing House District and Streetscape Master Plan

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

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

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

### TOD Packing House District Streetscape Master Plan

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

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



# 2 VISION & GUIDING PRINCIPLES

## 2.1 A Vision for the Future of Chapman Avenue

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

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



## 2.2 Guiding Principles

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

# 3 LAND USE

## 3.1 Introduction

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

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

**Figure 3-1: Corridor Districts**

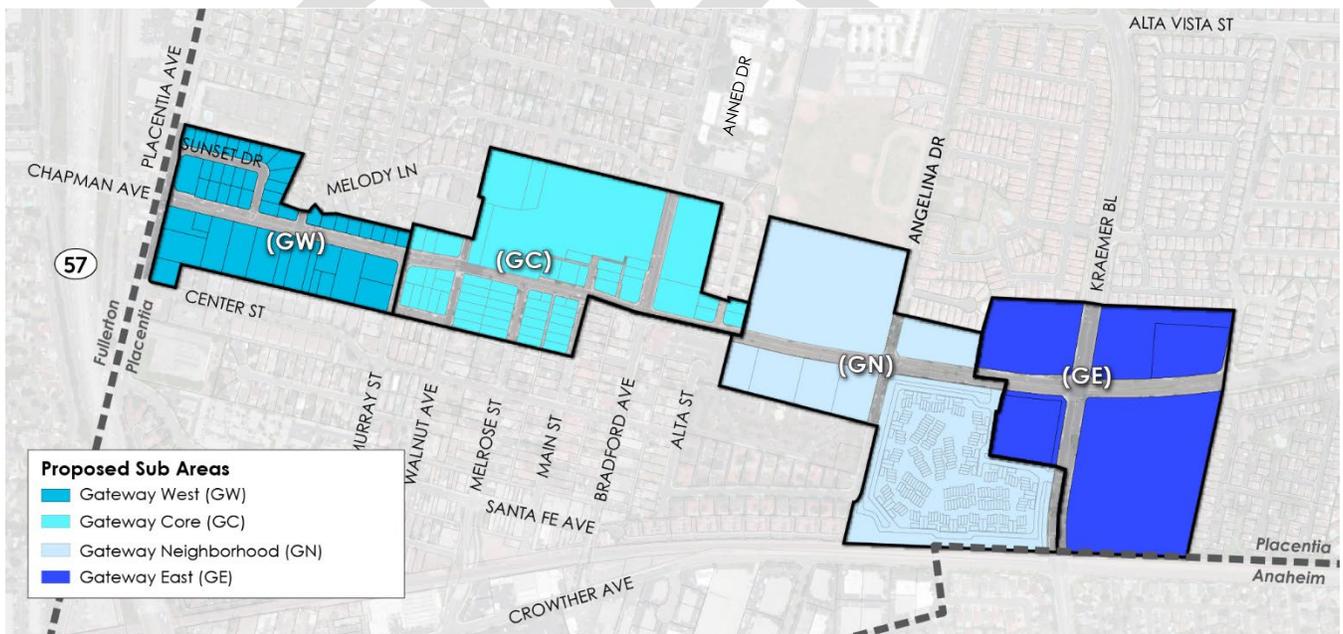
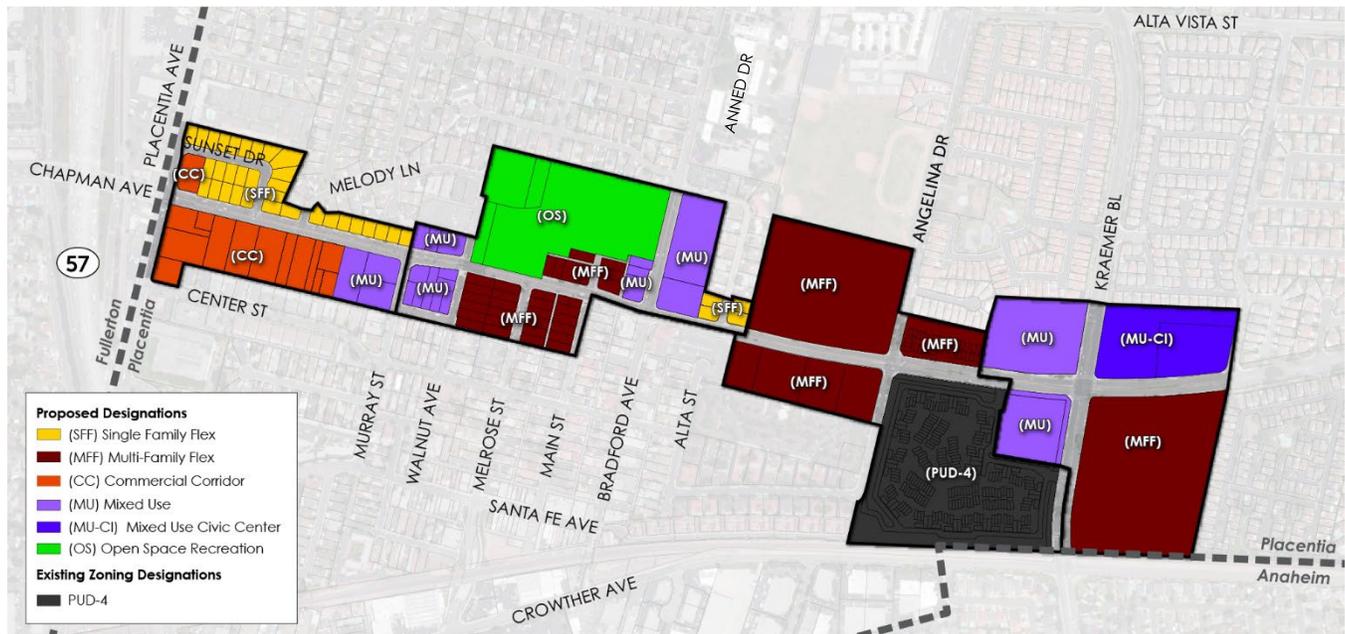


Figure 3-2: Proposed Land Use Plan



## 3.2 Land Use Definitions

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

### 3.2.1 Single Family Flex (SFF)

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

### 3.2.2 Commercial Corridor (CC)

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

### 3.2.3 Mixed-Use (MU)

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

### 3.2.4 Multifamily Flex (MFF)

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

### 3.2.5 Mixed-Use Civic Center (MU-CI)

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

### 3.2.6 Open Space Recreation (OS-R)

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

### 3.2.7 Planned Unit Development (PUD-4)

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

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

Source: Economic Demand Study, Kosmot, 2024.

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

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

### 3.3 Opportunity Sites

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



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

#### 3.3.1 Catalyst Site

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

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

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

### 3.3.2 Potential Multifamily Housing with Affordable Housing Incentive

**Figure 3-3: Potential Multifamily Housing Illustrative**



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

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

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

**Figure 3-4: Potential Hotel Illustrative**



### 3.3.3 Potential Hotel

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

## 3.4 Land Use and Permit Requirements

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

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

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

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

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

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

### 3.5 Land Use Table

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

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

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

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

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

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

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

For PUD-4, refer to PMC Chapter 23.72.

# 4 DEVELOPMENT STANDARDS

## 4.1 Introduction

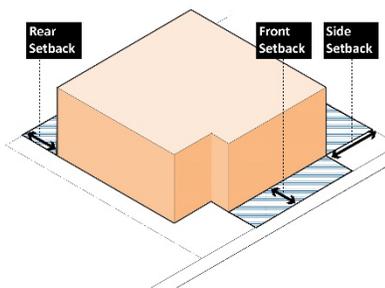
This chapter establishes land use and design requirements for the Chapman Corridor Revitalization Plan (CCRP) area. These regulations include building heights, setbacks, parking requirements, open space, and building form standards. The standards are consistent with and implement the applicable goals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

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

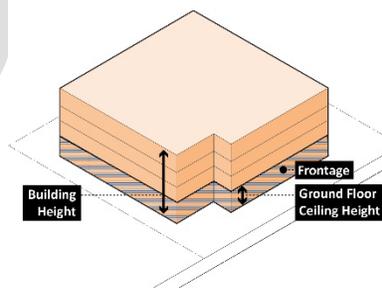
- Residential: Single Family Flex, Multi Family Flex
- Non-residential: Commercial Corridor
- Mixed-Use: Mixed-Use, Mixed-Use Civic Center

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

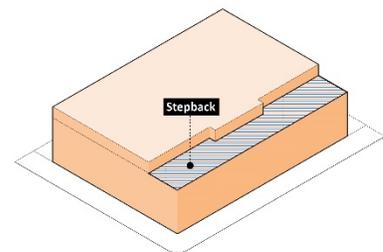
Throughout this chapter, standards are provided by land use designation and further refined by subarea. The standards address setbacks, heights, and in some cases stepbacks. The illustrations, below, are provided for reference for building height and setback standards. Additional standards that apply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



Setbacks



Height



Stepbacks

## 4.2 Residential Development Standards

### 4.2.1 Single Family Flex

The Single Family Flex designation occurs in two subareas.

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

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

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

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

**Table 4.1: Single-Family Flex Development Standards**

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

### 4.2.2 Multi-Family Flex

The Multi-Family Flex designation occurs in three subareas.

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

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

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

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

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

## 4.3 Non-residential Development Standards

### 4.3.1 Commercial Corridor

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

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

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

## 4.4 Mixed-Use Development Standards

### 4.4.1 Mixed-Use and Mixed-Use Civic Center

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

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

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

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

**Table 4.4: Mixed-Use Development Standards**

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

**Table 4.4: Mixed-Use Development Standards**

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

**Table 4.4: Mixed-Use Development Standards**

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

## 4.5 Sign Regulations

### 4.5.1 Purpose and Intent

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

The purpose of these requirements are to:

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

### 4.5.2 Applicability

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

### 4.5.3 Prohibited Signs

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

### 4.5.4 General Requirements for All Signs

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

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

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

#### 4.5.5 Sign Lighting

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

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

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

#### 4.5.6 Sign Maintenance

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

#### 4.5.7 Sign Standards by Use

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

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

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

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

*Banners, pennants, and streamers are specifically prohibited.*

#### 4.5.8 Master Sign Program

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

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

#### 4.5.9 Creative Sign Permit

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

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

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

#### 4.5.10 Legal Nonconforming Signs

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

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

#### 4.5.11 Amortization and existing uses.

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

#### 4.5.12 Fences and Walls

Must comply with Chapter 23.81 of the Placentia Municipal Code.

#### 4.5.13 Trash and Recycling Enclosures

Must comply with Chapter 23.41 of the Placentia Municipal Code.

#### 4.5.14 Parking

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

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# 5 DESIGN STANDARDS AND GUIDELINES

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## 5.1 Introduction

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

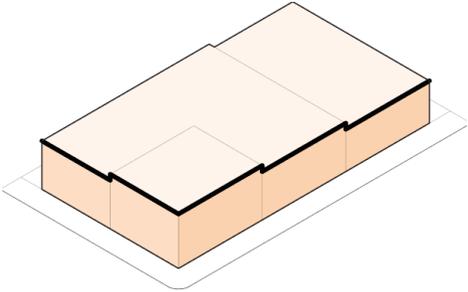
### 5.1.1 Interpretation

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

## 5.2 Building Massing and Scale

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

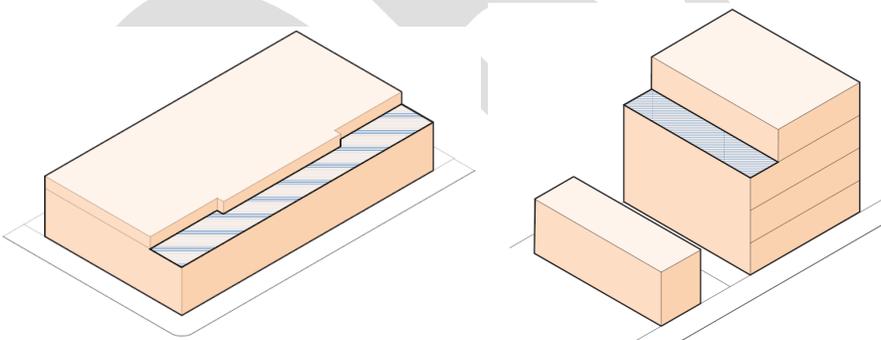
## 5.3 Building Height



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

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

## 5.4 Stepbacks

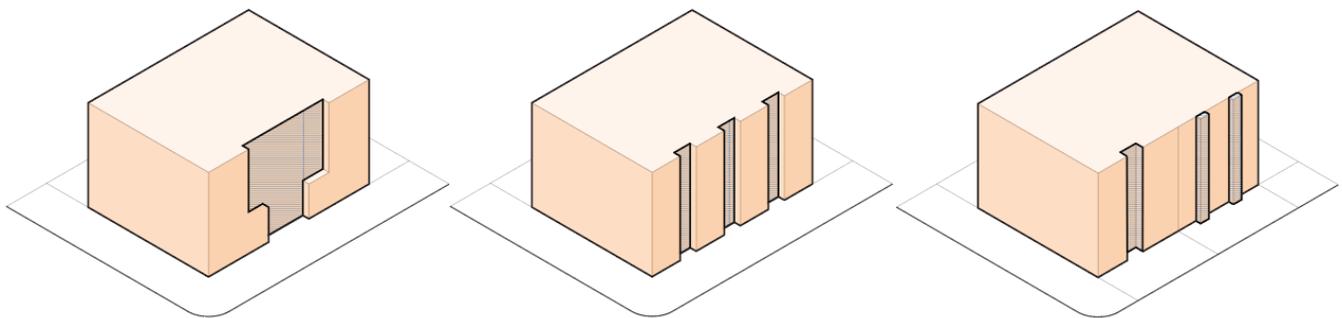


Stepbacks are upper levels of a building set back from the façade before the total height of the building is achieved. Building stepbacks at upper levels allow for multiple roofline profiles, lessening the imposing appearance of building massing, providing privacy, and creating space for open space amenities.

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

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

## 5.5 Façade Articulation and Design

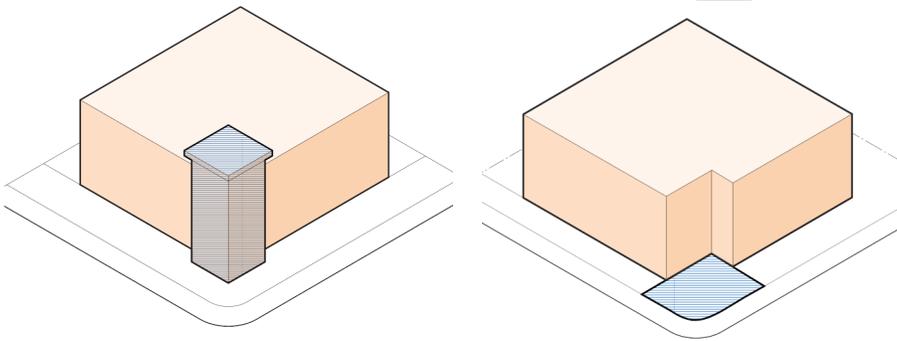


Façade articulation encourages proportions that reduce the apparent massing of buildings and create visual interest. Recesses and projections of a building facade, in combination with detailing, articulation, and fenestration pattern, create diversity and visual interest in the horizontal, particularly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

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

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

## 5.6 Prominent Corners

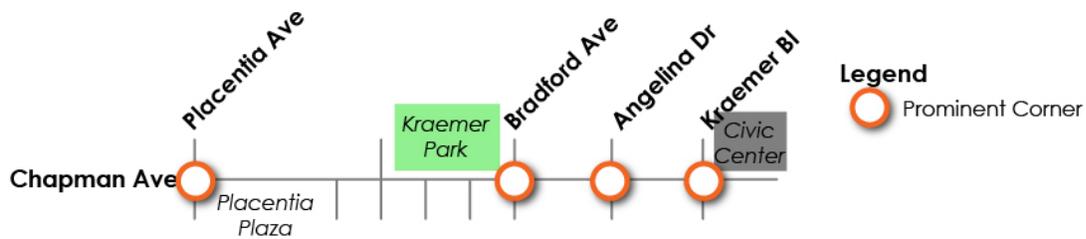


Sites at prominent street intersections present unique opportunities to enhance the aesthetic quality of gateways into Chapman Corridor by creating signature buildings, architectural features, or open spaces. In addition to creating variation in building massing, an enhanced corner can create a sense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

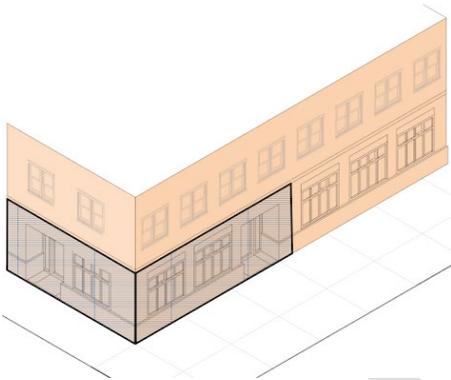
- 1) Location. Chapman Avenue at Placentia Avenue, Bradford Avenue, Angelina Drive, and Kraemer Boulevard, see Figure 5-1, *Prominent Corners*.
- 2) Design. Corner features shall have a distinct but complementary design to the overall mass of the building.
- 3) Minimum Height. If expressed as architectural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

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

**Figure 5-1: Prominent Corners**

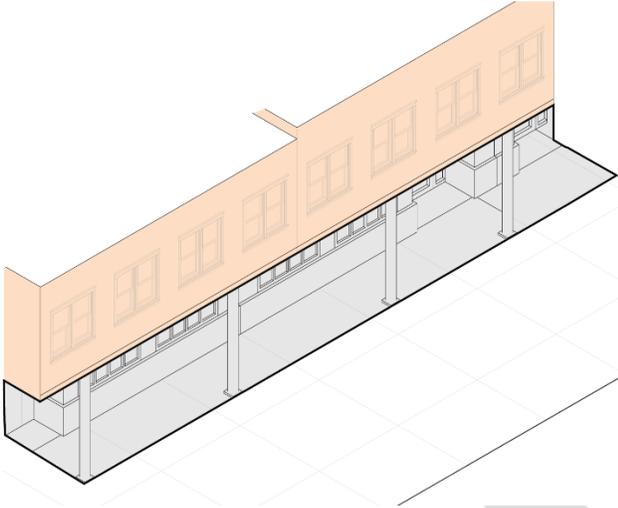


## 5.7 Frontages

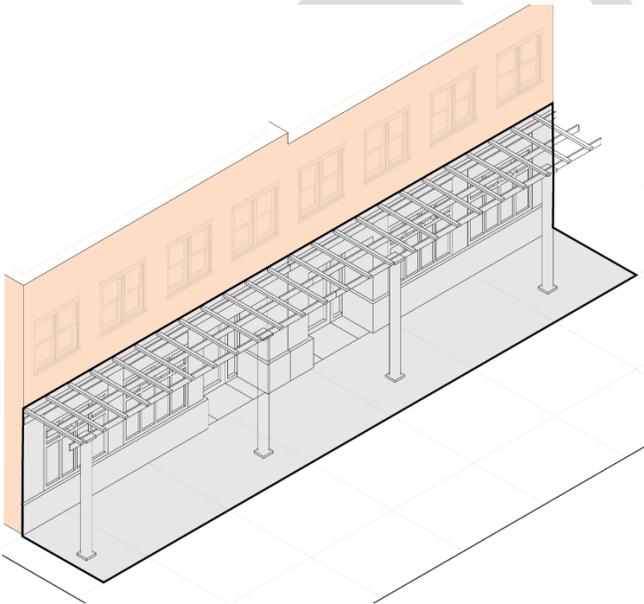


A building frontage is the portion of the building facing the primary street. Frontages are often categorized into various types to address specific design elements. The arrangement and design are important considerations because it is the interface for how a building engages the public realm. The following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

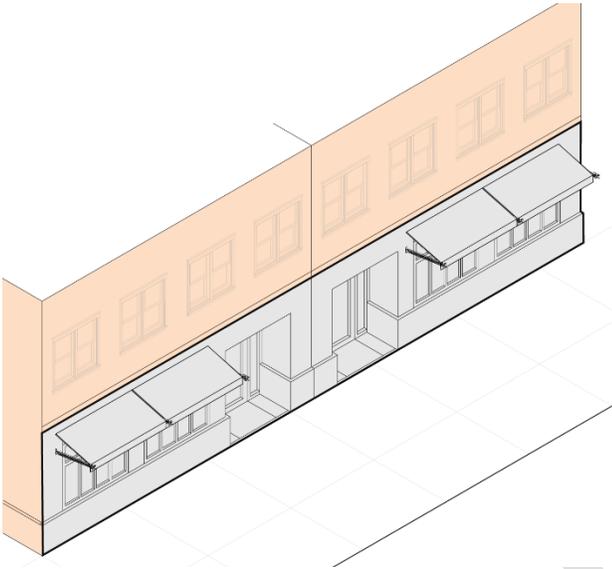
**Arcade.** Arcades are facades with a ground-floor colonnade that supports the upper stories of the building or, for one-story buildings, the roof. Arcades contain ground-floor shopfronts, making them ideal for retail or restaurant use, because the arcade shelters pedestrians from the sun and rain.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



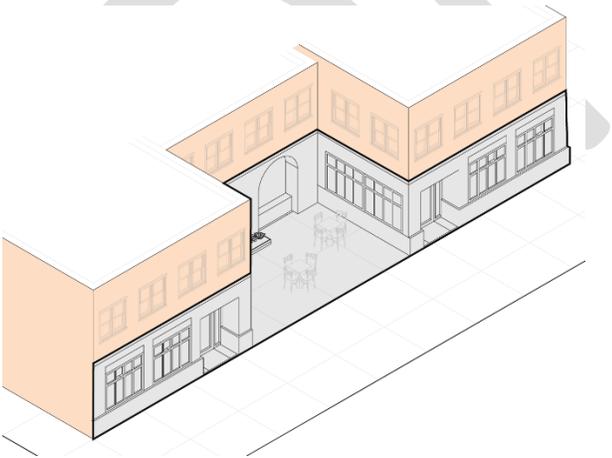
**Gallery.** The main facade of the building is set back at or near the front lot line, and an at-grade, covered structure, typically articulated with colonnade or arches, covers an area in the right-of-way. This type may be one or multiple stories and is intended for restaurants and outdoor dining uses.



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



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



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

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

## 5.8 Awnings, Canopies, and Marquees

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

## 5.9 Landscaping

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

## 5.10 Circulation and Access

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

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

## 5.11 Materials and Finishes

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

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

## 5.12 Windows, Doors, Balconies, and Walls

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

## 5.13 Architectural Lighting

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

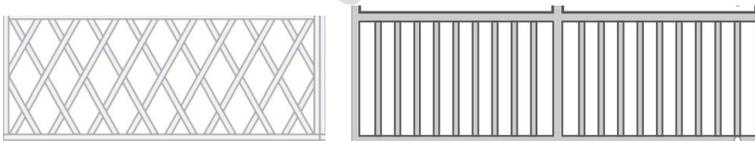
- 6) Secondary building entrances and parking/loading/service access points should have lighting compatible with the project's lighting to maintain a safe environment around the entire project, especially where pedestrians and other building tenants circulate.
- 7) Warm white light is encouraged. Blinking,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

## 5.14 Public Art

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

## 5.15 Outdoor Dining

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



*80 percent transparency examples*

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

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# 6 MOBILITY & INFRASTRUCTURE

## 6.1 Mobility

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

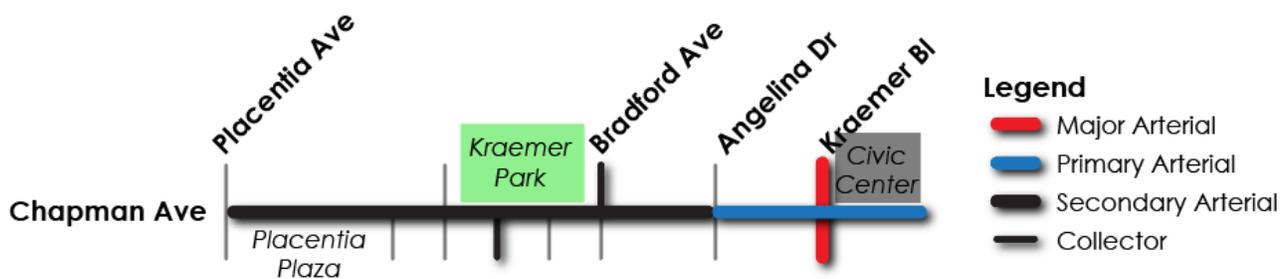
This chapter provides circulation and mobility improvements for Chapman Avenue within the Chapman Avenue Revitalization Plan (CCRP) area. While land use changes and design and development standards focus on the private realm, mobility addresses the public realm to improve accessibility and safety and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

### 6.1.1 Roadway Network

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

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

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

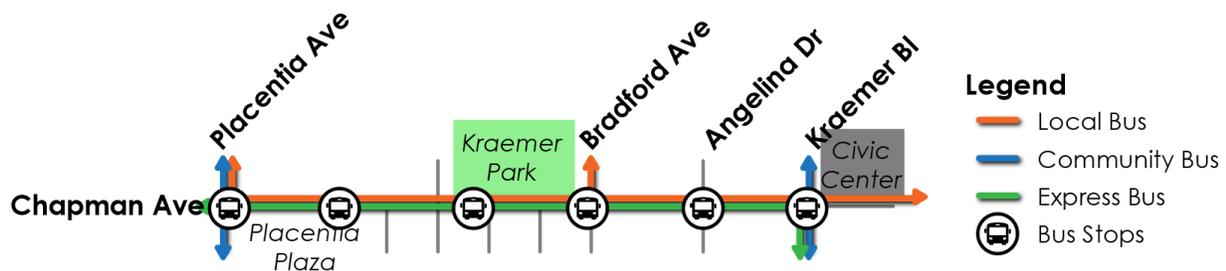


Due to traffic demand and the corridor’s function as a vehicular thoroughfare, implementation of this Plan does not require the addition or removal of vehicular travel lanes. However, the proposed roadway sections have been designed to accommodate bicycle lanes that connect with the City’s existing bicycle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

### 6.1.2 Transit Network

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

**Figure 6-2: Existing Transit Network**



Existing Bus Stop



Example Bus Shelter

### 6.1.3 Pedestrian Infrastructure

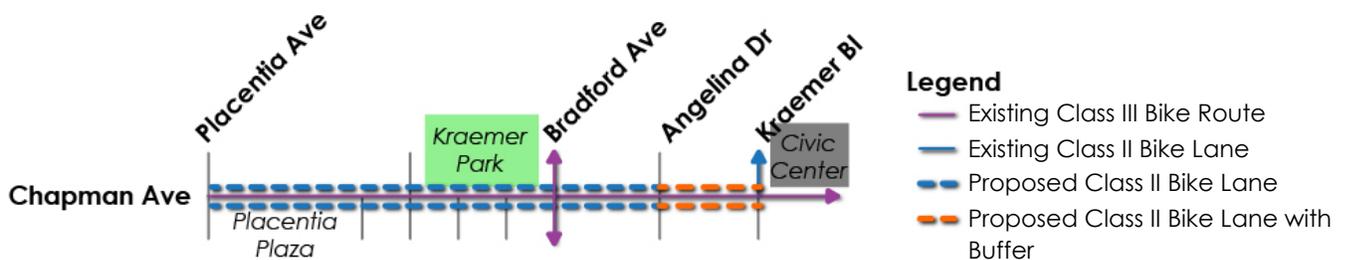
Chapman Avenue typically includes six- to eight-foot-wide sidewalks on both sides of the corridor. The existing sidewalk widths are adequate for two pedestrians to walk side by side comfortably. Where possible, street trees

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

### 6.1.4 Bicycle Network

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

**Figure 6-3: Existing and Proposed Bicycle Facilities**



## 6.2 Street Sections

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

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

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

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

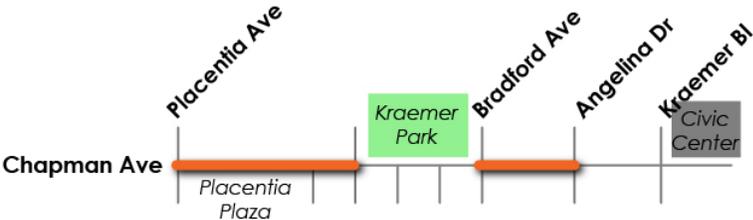


Figure 6-4b: Existing Street Section, Chapman Avenue: Placentia Avenue to Walnut Avenue, Bradford Avenue to Angelina Drive

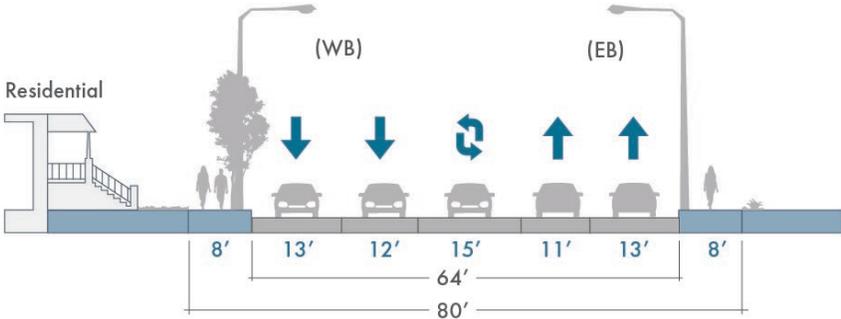
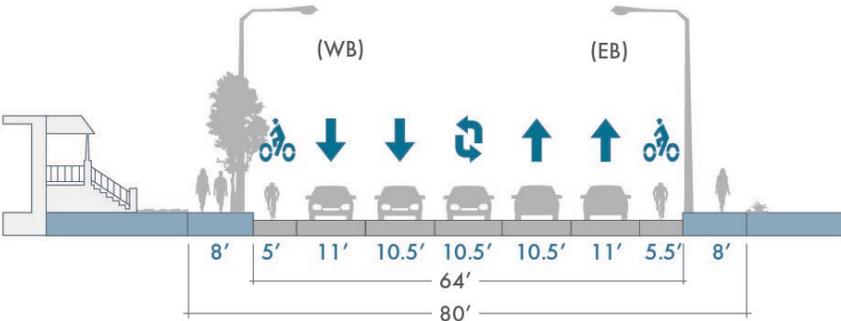


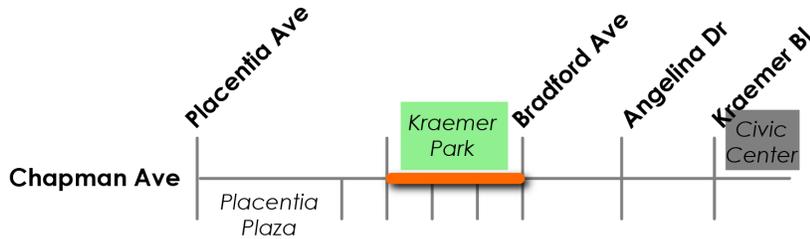
Figure 6-4c: Proposed Street Section, Chapman Avenue: Placentia Avenue to Walnut Avenue, Bradford Avenue to Angelina Drive



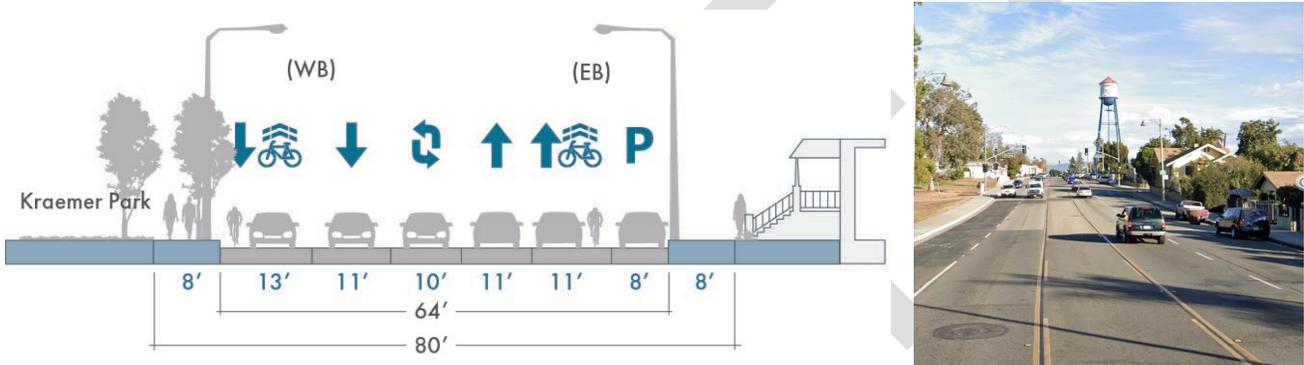
### 6.2.2 Chapman Ave: Walnut Avenue to Bradford Avenue (Kraemer Park)

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

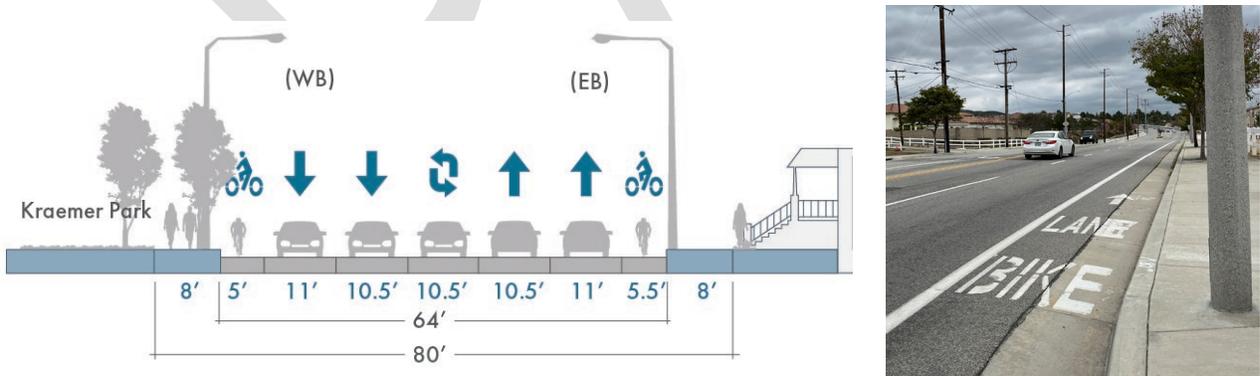
**Figure 6-5a: Chapman Avenue East of Bradford Avenue Key Map**



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



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



### 6.2.3 Chapman Avenue: Angelina Drive to Kraemer Boulevard

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

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

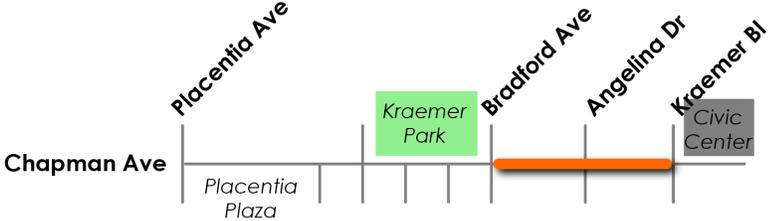


Figure 6-6b: Existing Street Section, Chapman Avenue East of Bradford Avenue

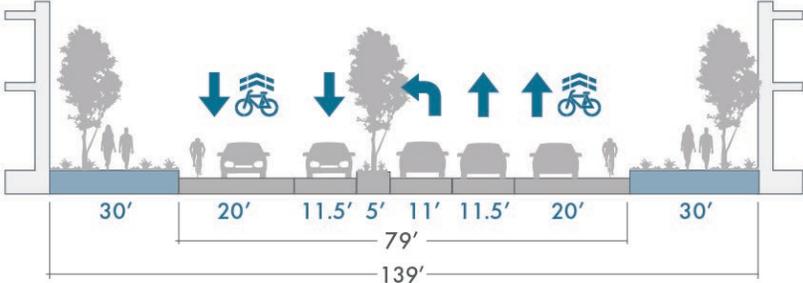
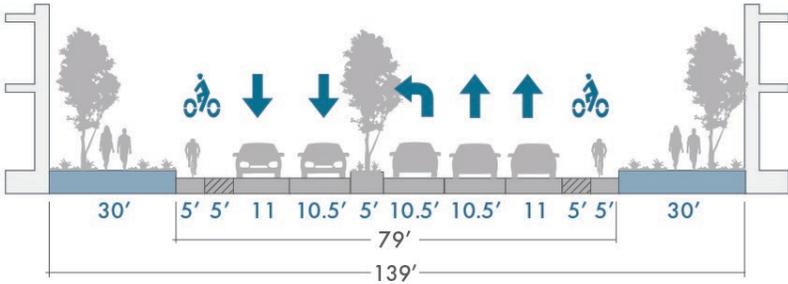


Figure 6-6c: Proposed Street Section, Chapman Avenue East of Bradford Avenue



### 6.3 Infrastructure

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

### 6.3.1 Storm Drain System

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

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

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

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

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

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

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

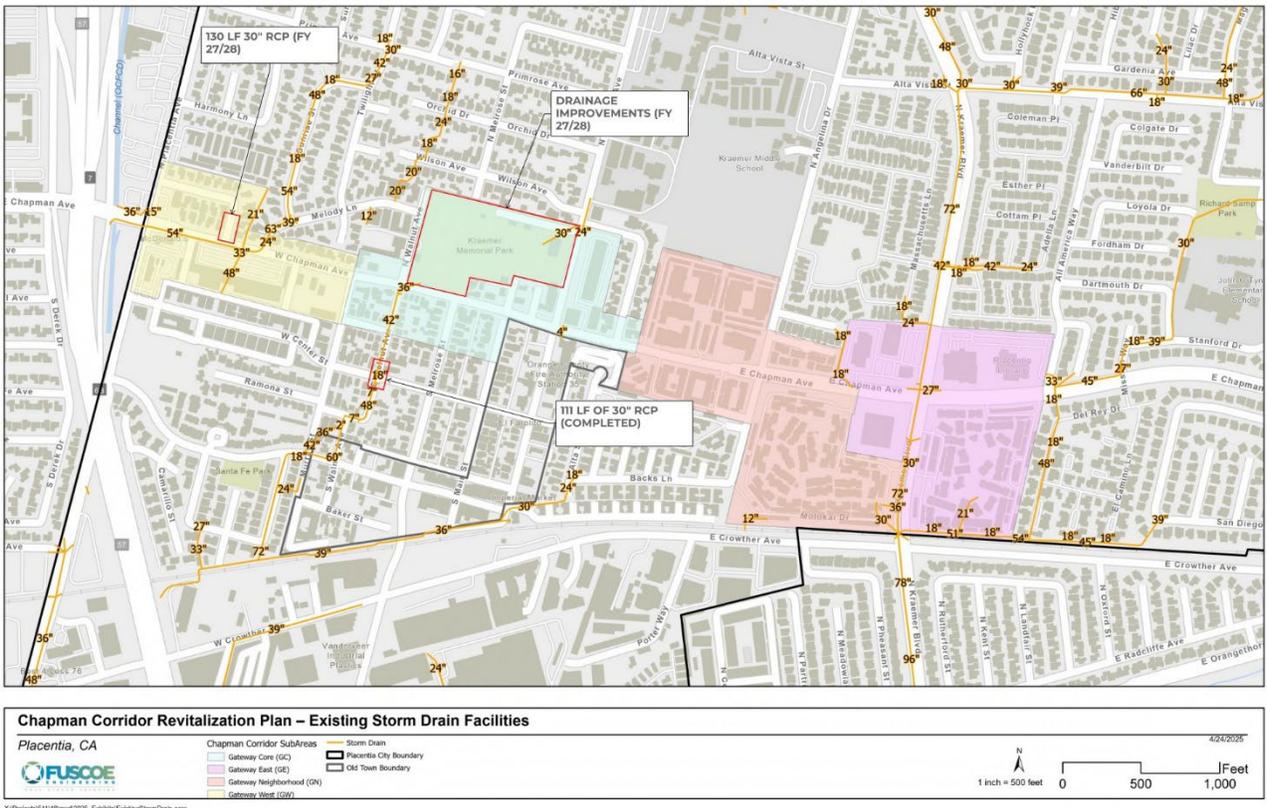
The second localized flooding area occurs at the intersection of Sunset Drive and Placentia Avenue, at the westerly boundary of the plan area, just north of Chapman Avenue. This intersection experiences flooding during rain events, as the stormwater along Placentia Avenue is conveyed southerly toward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

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

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

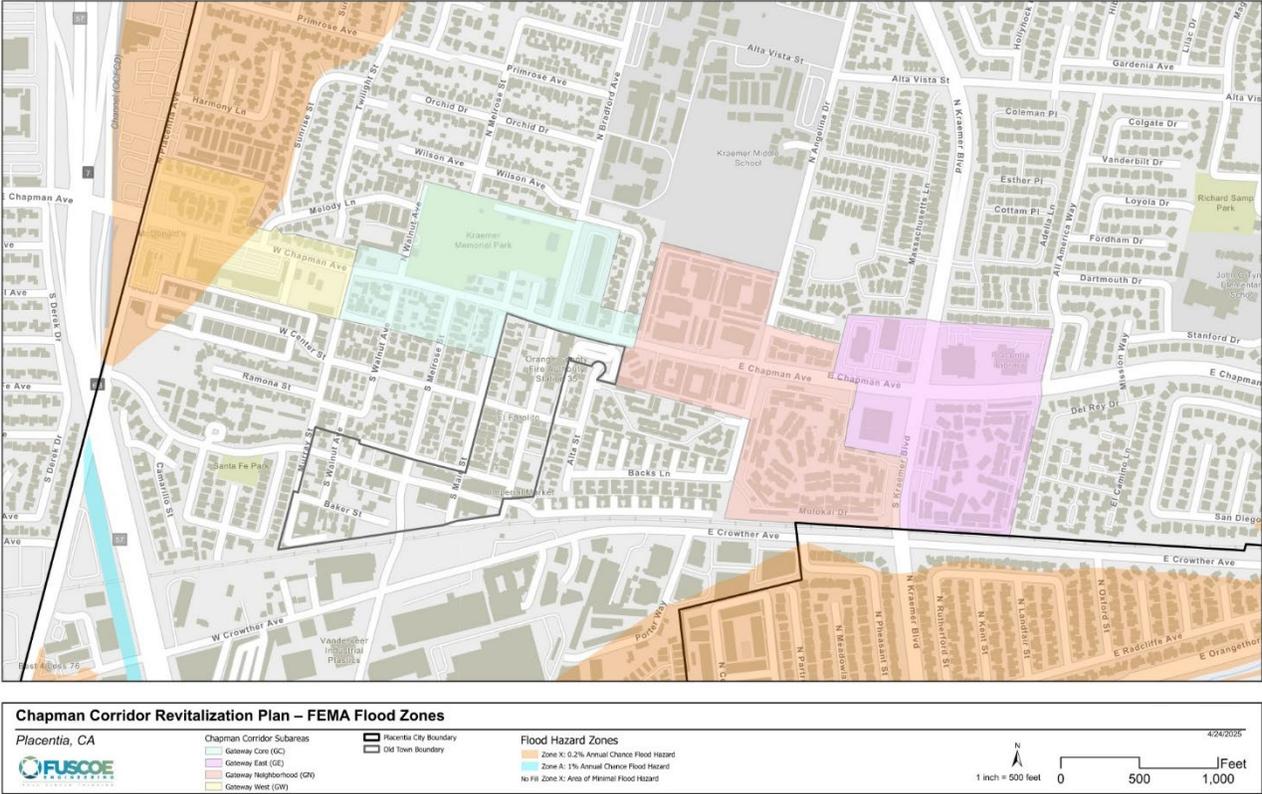
Figure 6-7 shows the storm drain system and highlights the three localized flooding areas.

Figure 6-7: Storm Drain Facilities



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

Figure 6-8: FEMA Flood Zones

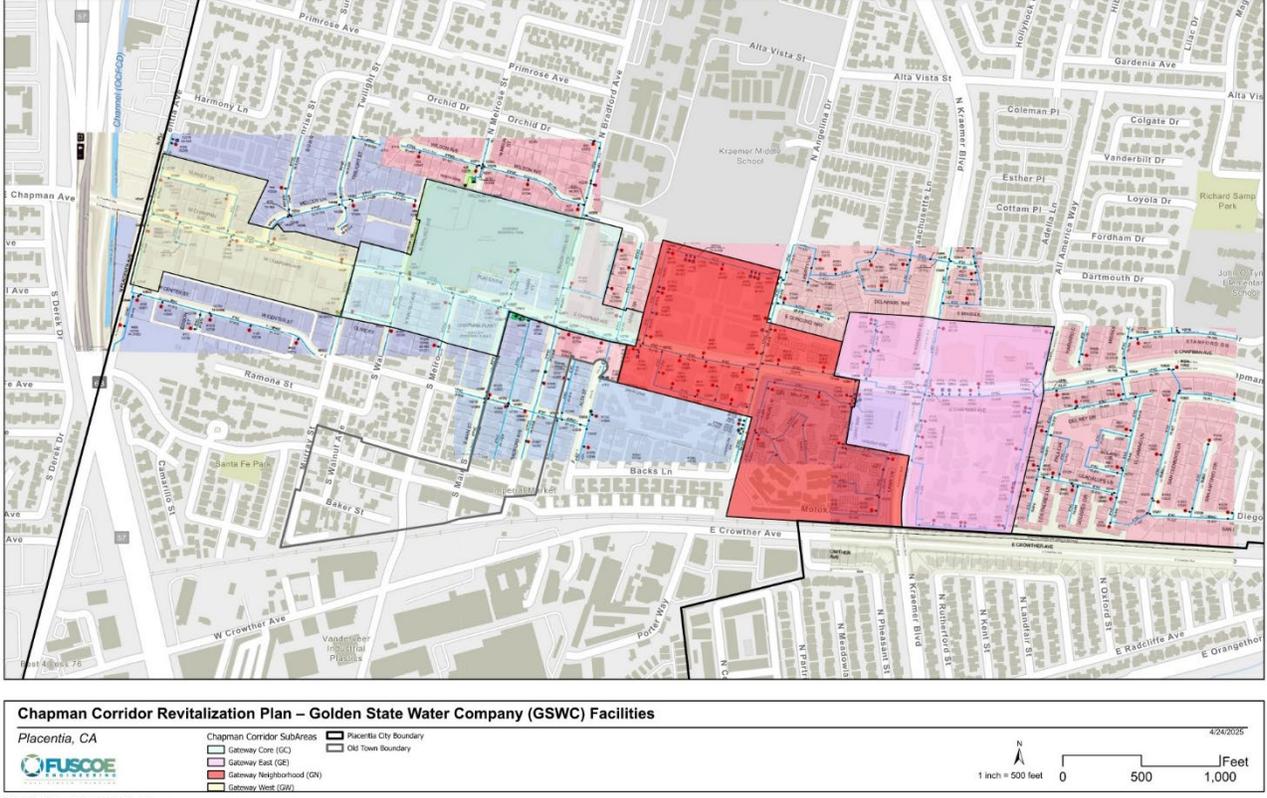


The plan area is currently built out and supported by an existing storm drain. Based on the recommendations of the SDMPU, as well as the capital improvements budgeted for in the CIP, the storm drain system is being adequately managed and is sufficient to support the proposed land uses. As redevelopment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

### 6.3.2 Water System

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

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



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

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

<sup>1</sup> UWMP Placentia-Yorba Linda

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

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

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

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

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

### 6.3.3 Sewer System

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

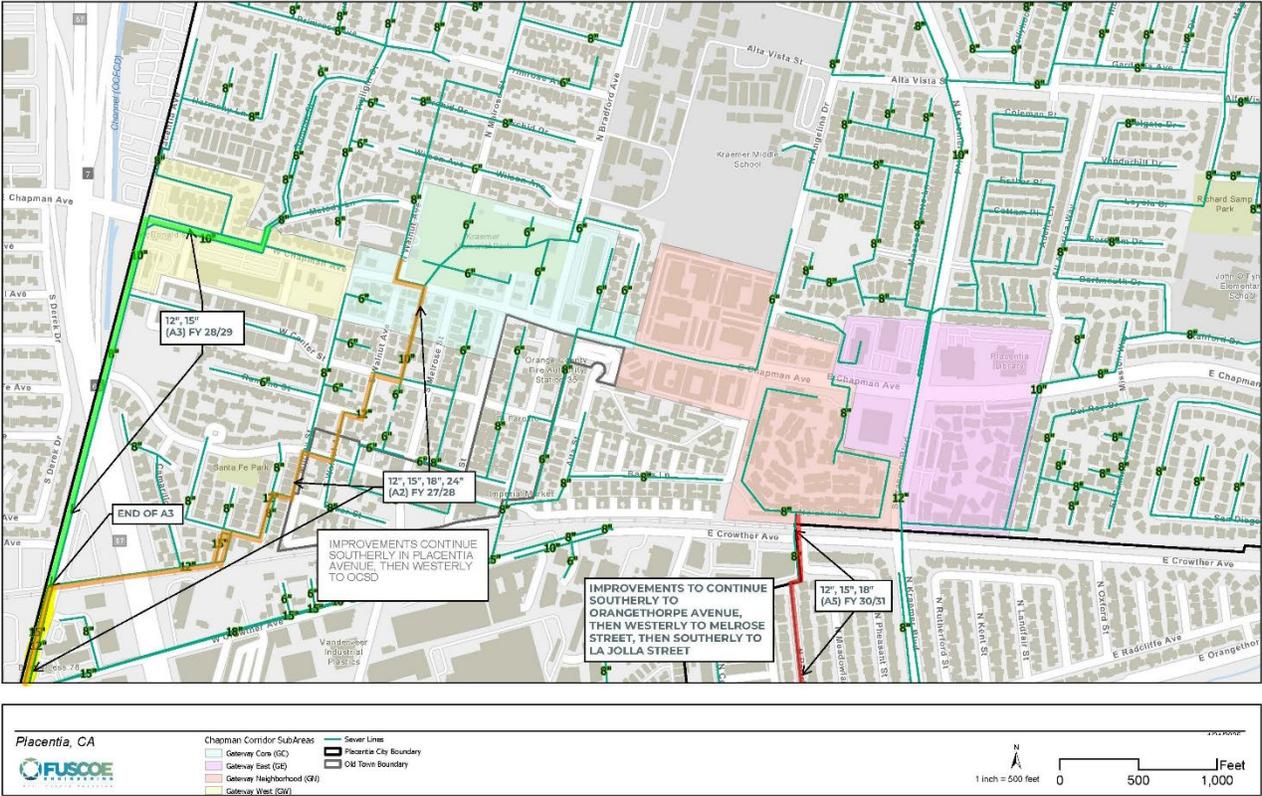
### Gateway East (No CIP recommendations):

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

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

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

### Figure 6-10: Sanitary Sewer Facilities



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

# 7 ADMINISTRATION AND IMPLEMENTATION

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## 7.1 Introduction

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

## 7.2 Administration

### 7.2.1 Applicability

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

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

### 7.2.2 Responsibility and Enforcement

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

### 7.2.3 Severability

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

### 7.2.4 Interpretation and Use Conformity Determination

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

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

### 7.2.5 Minor Alterations

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

Minor alterations may include:

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

Findings:

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

### 7.2.6 Amendments to the Specific Plan

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

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

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

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

### 7.2.7 Development Plan Review

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

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

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

### 7.2.8 Conditionally Permitted Uses

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

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

### 7.2.9 Appeals

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

### 7.2.10 Review Authority

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

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

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

## 7.3 Implementation

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

### 7.3.1 CEQA Exemption

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

### 7.3.2 Phasing

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

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

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

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

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

## 7.4 Funding

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

### 7.4.1 Community Facilities District

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

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

### 7.4.2 Development Impact Fees

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

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

### 7.4.3 Enhanced Infrastructure Financing District

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

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

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

### 7.4.4 Private Sector Financing

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

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

### 7.4.5 Regional and State Grant Funding

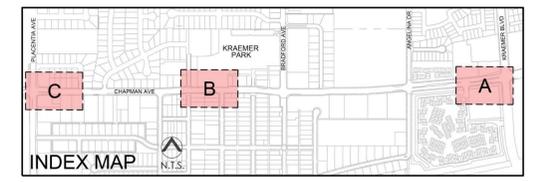
Several regional and state agencies may provide grant opportunities that could be utilized to support the revitalization of Chapman Corridor. Some examples include: CalTrans Active Transportation Program; Golden State Acquisition Fund, administered by the California Housing and Community Development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

DRAFT



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

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

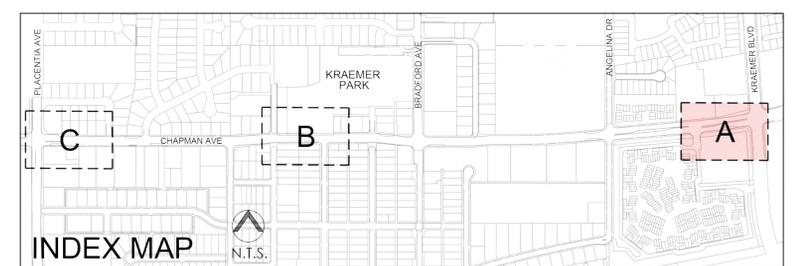


# Chapman Corridor Streetscape Master Plan



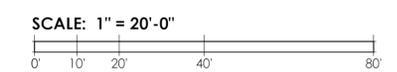
**MASTER PLAN LEGEND**

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



Streetscape Enhancement  
 Kraemer Blvd and Chapman Ave: A

# Chapman Corridor Streetscape Master Plan



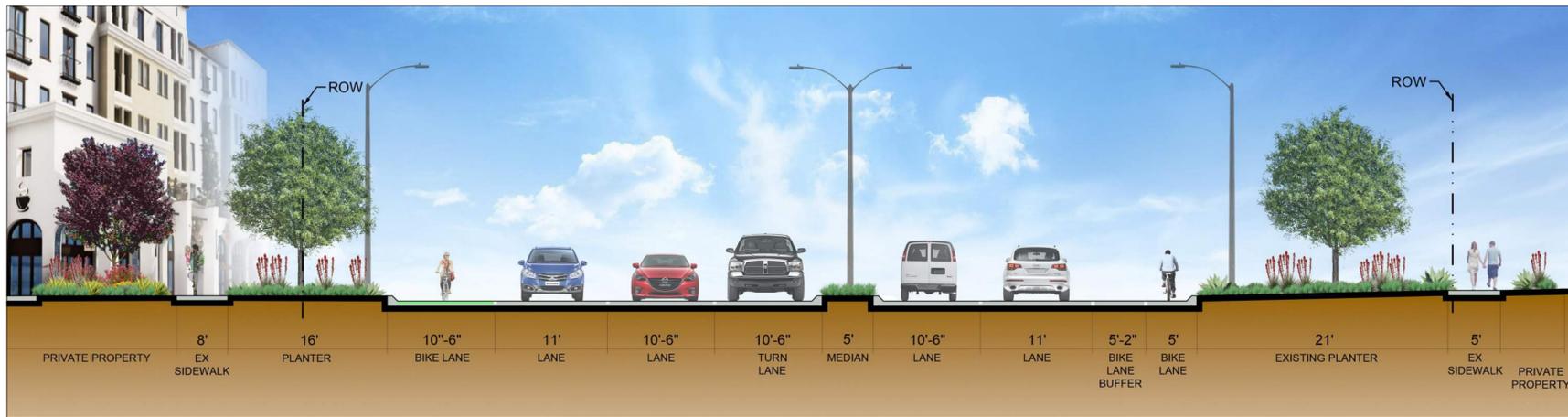
**nuvis**  
 LANDSCAPE ARCHITECTURE  
 714-754-7311  
 CA 3943, NV 1097, AZ 75045 | SBE, DBE  
 24-177.01 03-18-2025  
 SHEET 2 OF 7



PERSPECTIVE A1: BEFORE

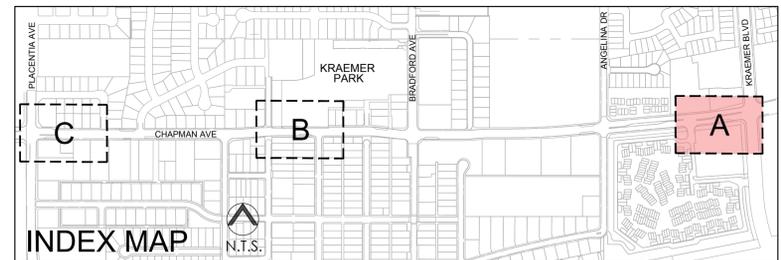


PERSPECTIVE A1: AFTER



SECTION A2: KRAEMER BLVD AND CHAPMAN

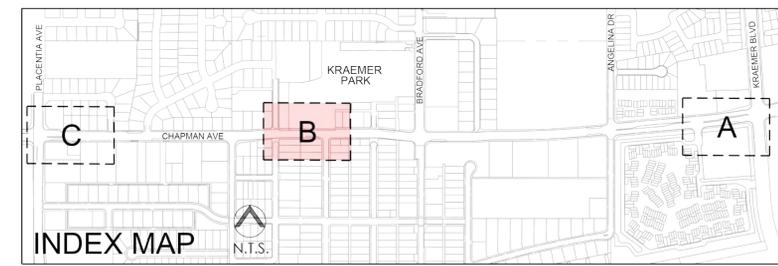
SCALE: 1/8" = 1'-0"  
 0' 4' 8' 12' 32'



Streetscape Enhancement

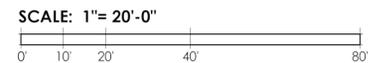
Kraemer Blvd and Chapman Ave: A

# Chapman Corridor Streetscape Master Plan



Streetscape Enhancement  
 Melrose St. and Chapman Ave: B

# Chapman Corridor Streetscape Master Plan

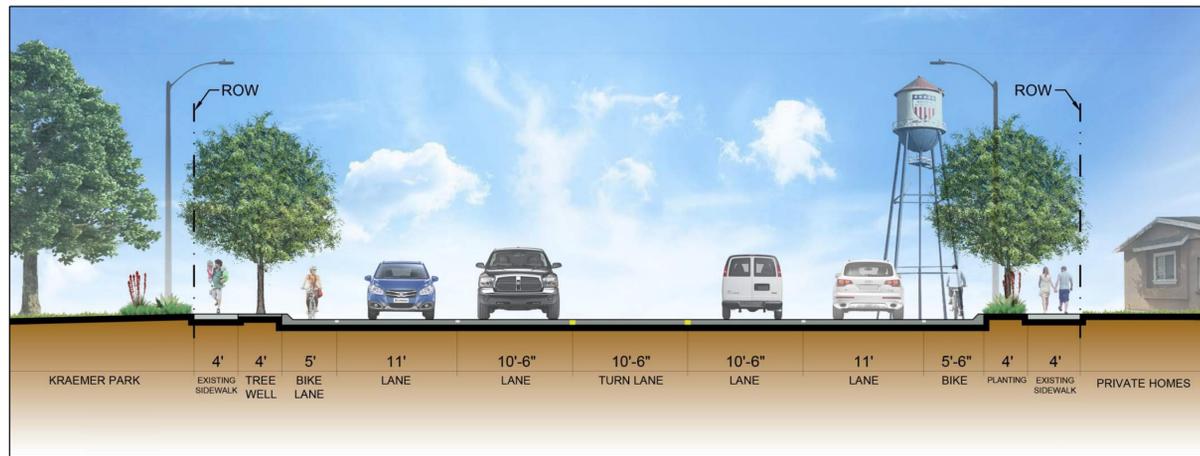




PERSPECTIVE B1: BEFORE



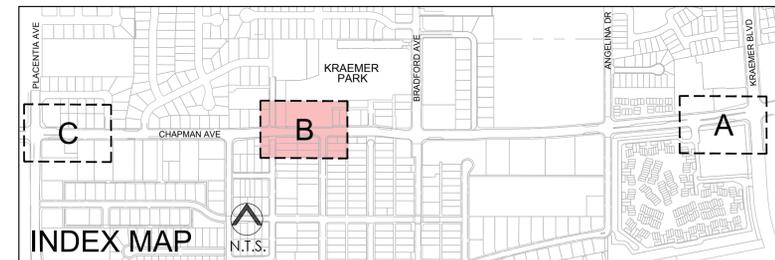
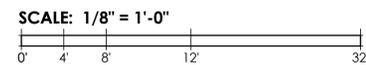
PERSPECTIVE B1: AFTER



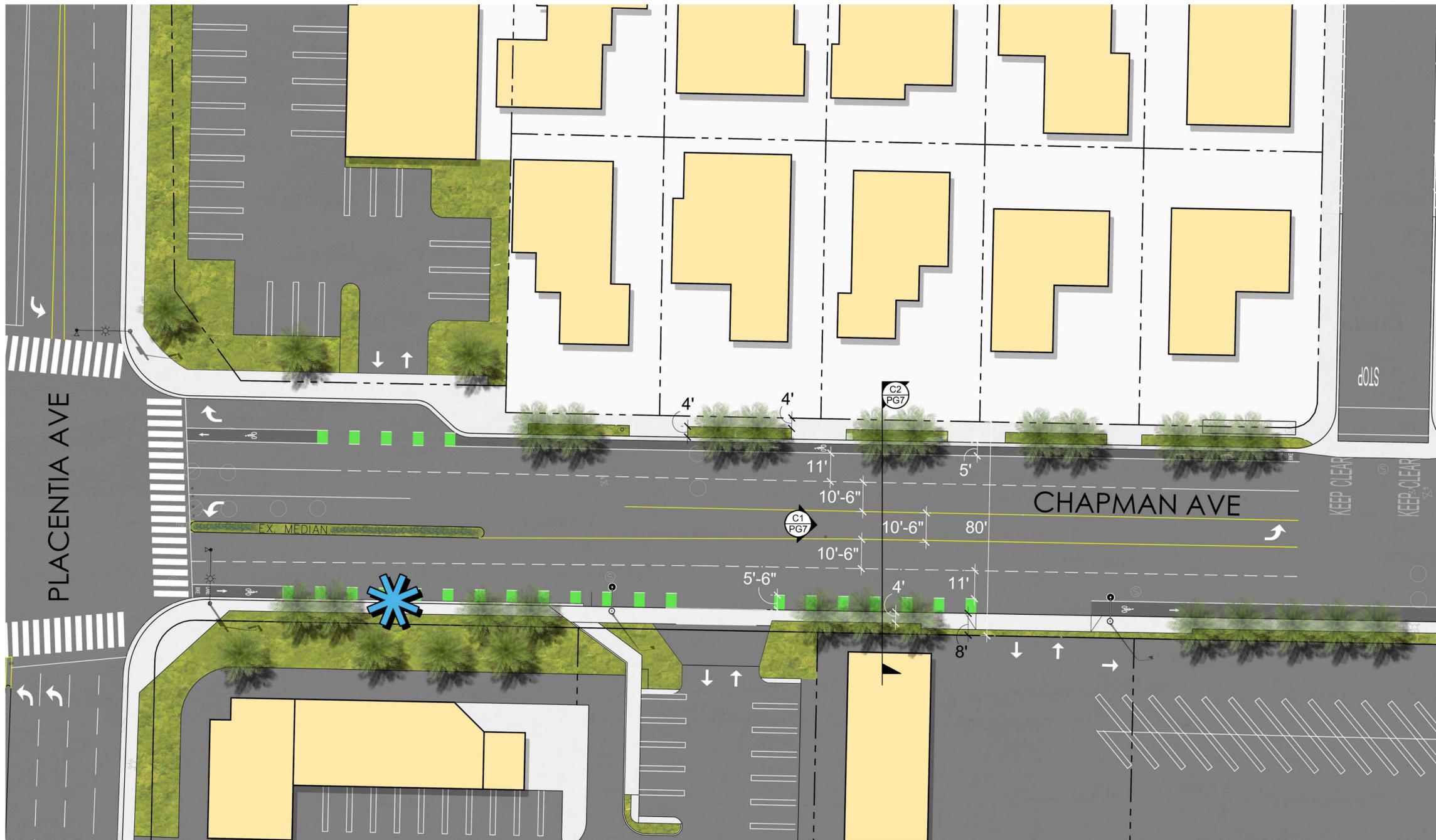
SECTION B2: MELROSE AND CHAPMAN

Streetscape Enhancement

Melrose St. and Chapman Ave: B

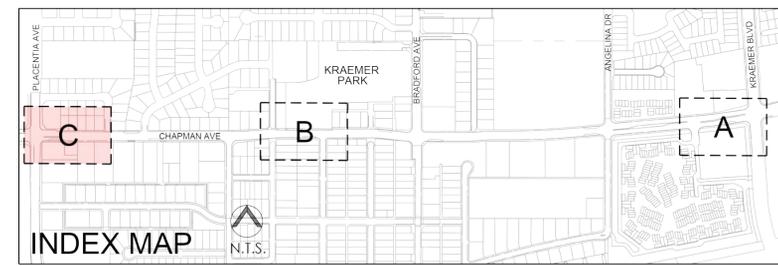


# Chapman Corridor Streetscape Master Plan



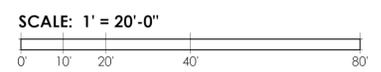
**MASTER PLAN LEGEND**

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



Streetscape Enhancement  
 Placentia Ave and Chapman Ave: C

# Chapman Corridor Streetscape Master Plan

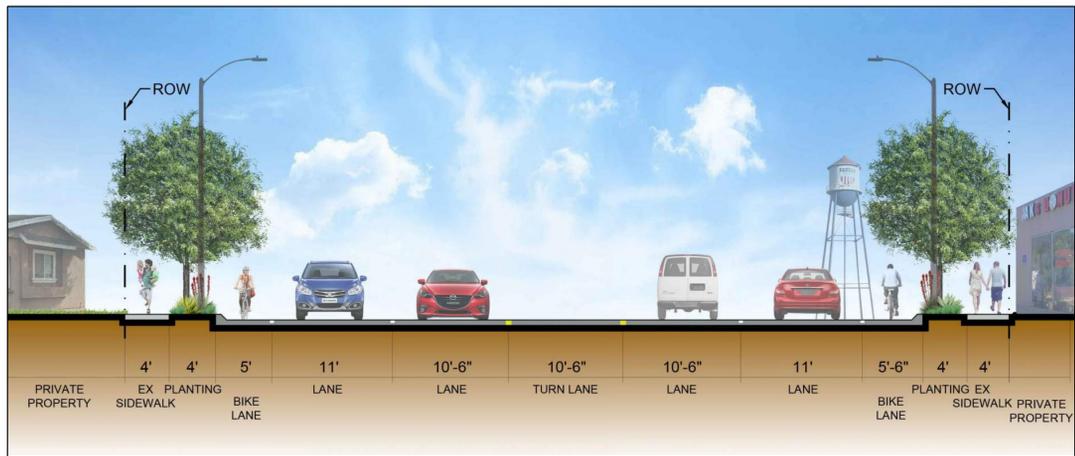




PERSPECTIVE C1: BEFORE

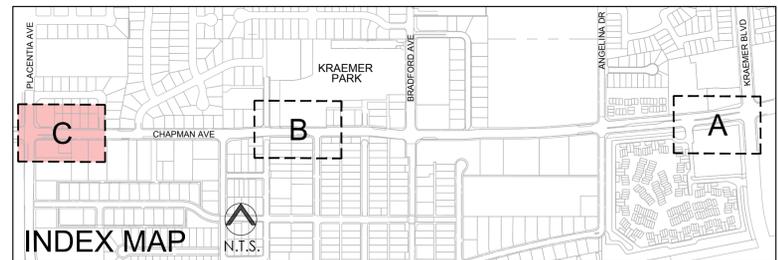
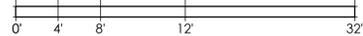


PERSPECTIVE C1: AFTER



SECTION C2: PLACENTIA AND CHAPMAN

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



Streetscape Enhancement

Placentia Ave and Chapman Ave: C

# Chapman Corridor Streetscape Master Plan

## NOTICE OF EXEMPTION

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

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

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

Project Title: Chapman Corridor Revitalization Plan

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

Assessor's Parcel Number(s): See attachment

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

Lead Agency: City of Placentia

Applicant: City of Placentia

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

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

Categorical Exemption, State Type, and Section number:

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

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

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

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

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

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

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

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

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

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

Lead Agency

Contact Person: Joseph Lambert

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

**Signature:** \_\_\_\_\_ **Title:** \_\_\_\_\_ **Date:** \_\_\_\_\_

Signed by Lead Agency  Signed by Applicant

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

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

**Re: Public Hearing on Redevelopment Plans Impacting Cinnamon Tree Community**

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

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

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

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

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

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

Sincerely,

Davyd Clark



## City of Placentia – Public Comments Phone Log

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

**Prepared By:** [Your Name]

**Department:** Development Services Department

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

| Date          | Call<br>er<br>Nam<br>e   | Address or<br>Neighborhood (if<br>given) | Phone<br>Number | Concern or<br>Comment  | City<br>Response<br>Provided   | Follow-Up<br>Required   | Notes   |
|---------------|--------------------------|--|-----------------|--|--|---|---|
| 6/25/20<br>25 | Davy ],<br>Clark         | [REDACTED ],<br>Condomini<br>um Owner    | [REDACTED ]     | Expressed<br>deep concern<br>about being<br>displaced due<br>to proposed<br>“redevelopme<br>nt.” Shared<br>personal<br>circumstance<br>s regarding<br>custody and<br>safety of her<br>children.<br>Believes<br>project may<br>force sale or<br>demolition. | Explained<br>that the<br>proposal is<br>a zoning<br>change only<br>and does<br>not include<br>any<br>redevelopm<br>ent or<br>demolition<br>plans.<br>Clarified<br>that no<br>homes are<br>being taken<br>or<br>condemned<br>.<br>Emphasized<br>the need for<br>public input<br>in any<br>future<br>developme<br>nt<br>proposals. | Yes – Staff<br>offered to<br>follow up<br>with a direct<br>call and<br>suggested<br>Ms. Clark<br>share<br>accurate<br>info with<br>neighbors to<br>help combat<br>misinformati<br>on. | Caller<br>was<br>emotiona<br>lly<br>impacted<br>; thanked<br>staff for<br>the<br>clarificati<br>on and<br>committ<br>ed to<br>discussin<br>g with<br>HOA. |
| [Insert]      | [Inse<br>rt<br>Nam<br>e] | [Insert]                                 | [Insert]        | [Insert<br>Comment]  | [Insert<br>Response]   | [Yes/No]  | [Addition<br>al Notes]  |

To: The Planning Commission and  
The Planning Division

6-27-25

Pg. 1

Dear Sir or Madam:

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

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

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

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

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

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

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

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

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

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

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

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

Alicia Dillender

971 448 1738  
= Cell

714 528-3409

Sincerely,

Alicia Dillender

6/27/25

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

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

**Re: Public Hearing on Redevelopment Plans Impacting Cinnamon Tree Community**

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

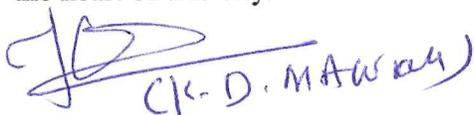
I am a resident of the community located in the area identified for redevelopment in your proposed revitalization plans. I am writing to express my strong concern and opposition to any efforts that would result in the displacement of long-standing residents and families.

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

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

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

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

  
K. D. MACWAN

Sincerely,

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

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

**Re: Public Hearing on Redevelopment Plans Impacting Cinnamon Tree Community**

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

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

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

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

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

Thank you for your time and thoughtful consideration.

Sincerely,

Mary Anne Viau

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

## Margie McCoy

---

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

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

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

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---

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

Here is another question about the Chapman Corridor Plan.

Margie

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



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



Voice Message

Dear Call Queue Manager,

You have a new voice message for Building Inspection:

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

**Voicemail Preview:**

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

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

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# City of Placentia

Development Services Department

## MEMORANDUM

**TO:** PLANNING COMMISSION  
**FROM:** DEVELOPMENT SERVICES DEPARTMENT  
**VIA:** SENULA LIYANAGE, PLANNING TECHNICIAN  
**DATE:** AUGUST 12, 2025  
**SUBJECT:** RESIDENTIAL DEVELOPMENT STANDARDS – STUDY SESSION

### **BACKGROUND:**

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

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

### **DISCUSSION:**

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

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

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**Multiple Family Residential:** Covered Parking Space Dimensions, Uncovered Parking Space Dimensions, Guest Parking Space Dimensions, Required Backup Distance form Guest Parking, Internal Private Street Width (without street parking), Internal Private Street Width (garages on both sides), -Drive Approach Widths, General Fence Heights and Regulations, Driveway Gate Regulations.

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Research on end space requirements, compact space dimensions, and allowable percentage of compact parking in multiple-family residential districts were added to the table for discussion along with relevant diagrams of internal access ways and parking space dimensions from the local cities and the County of Orange.

**Recommended Actions:**

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

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

**ATTACHMENT:**

1. Residential Development Standards Survey Updated for August 12, 2025

# Residential Development Standards Survey

## Residential Parking/Access Dimensions

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

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

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

## Residential Fence/Walls Requirements

| Single Family Residential                           | Placentia | Anaheim   | Brea                    | Orange | Yorba Linda                                      | La Habra    | Cypress | County of Orange | Staff's Recommendation |
|---|-----------|---|-------------------------|--------|--|-------------|---------|------------------|------------------------|
| Front Yard Fence Height Limit                       | 3-6' *    | 3-6' *  | 3' (36 inches)          | 3.5'   | 3'-5' *  | 3'          | 3.5'    | 3.5              | 3-6' *                 |
| Rear Yard Fence Height Limit                        | 6-8'      | 6'  | 7' above finished grade | 6'     | 6'   | 6-8'        | 7'      | 6'               | 8' maximum             |
| Driveway Gate Regulations (e.g, swinging direction) | N/A       | 20' setback- no req of how it swings (could be for MFR as well – unclear) | N/A                     | N/A    | Dictated by building // Treated as fencing/walls | 20' setback | N/A     | N/A              | N/A                    |

**PC agrees to maintain current standards for SFR Fences & Gates**

**Multiple Family Residential**

|   |               |                              |               |               |               |               |               |               |               |
|---|---------------|------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| General Height Limits & Regulations                 | Same as above | 3' (front)<br>6' (side/rear) | Same as above |
| Driveway Gate Regulations (e.g, swinging direction) | N/A           | See SFR                      | N/A           | N/A           | See SFR       | See SFR       | N/A           | N/A           | 20' setback   |

**PC recommends: 20' minimum setback or as directed by the City Engineer for Driveway Gate Regulations**

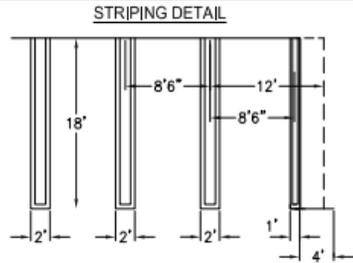
“\*” Fencing above 3' minimum must be see-through

**Notes:**

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

*Please see diagrams on the following pages →*

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



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

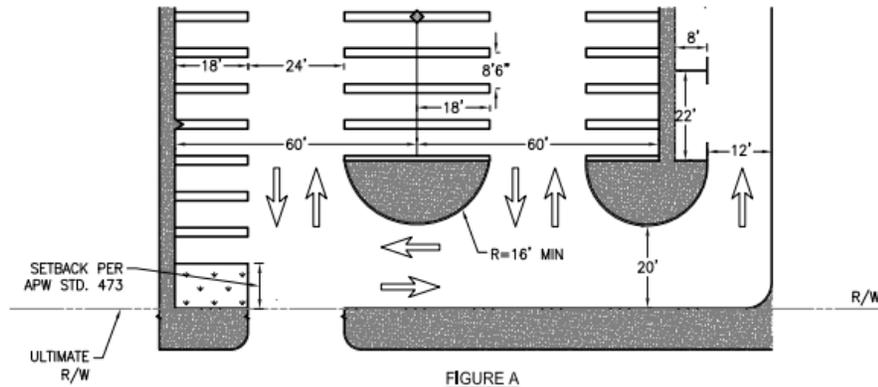


FIGURE A

NOTES:

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

MINIMUM OFF-STREET  
90 DEGREE PARKING

|  |   |                  |   |
|--|---|------------------|---|
|  | REVISIONS<br>No. DATE No. DATE<br>1 06/94 A 10/18 |                  | STANDARD DETAIL<br><b>470</b><br>SHEET 1 OF 2 |
|  | CITY ENGINEER<br>                                 | DATE<br>10/02/18 |   |

DEPARTMENT OF PUBLIC WORKS

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

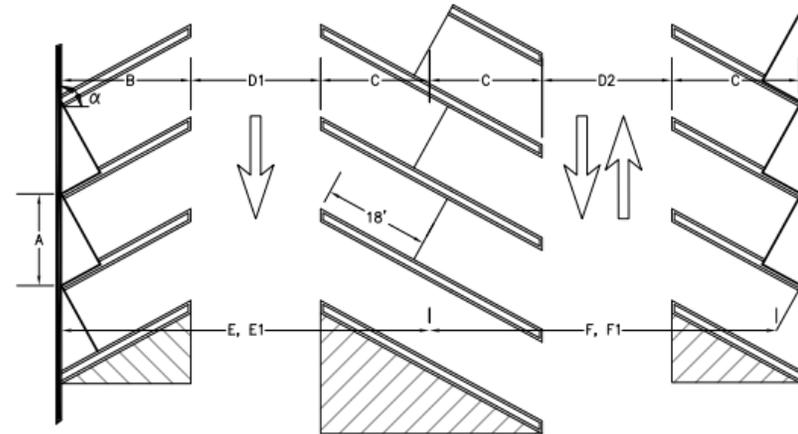
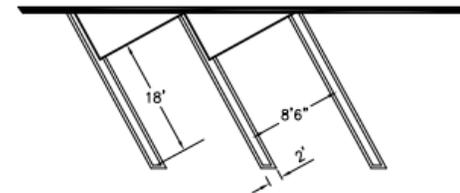


FIGURE B

STRIPING DETAIL

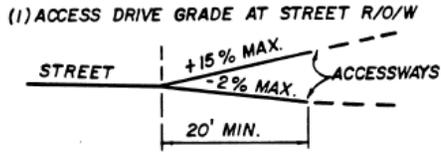


MINIMUM OFF-STREET  
ANGLED PARKING

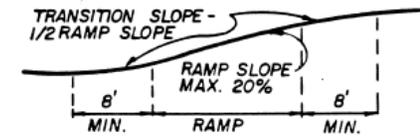
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|  | REVISIONS<br>No. DATE No. DATE<br>1 06/94 A 10/18 |                  | STANDARD DETAIL<br><b>470</b><br>SHEET 2 OF 2 |
|  | CITY ENGINEER<br>                                 | DATE<br>10/02/18 |   |

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DIAGRAM C

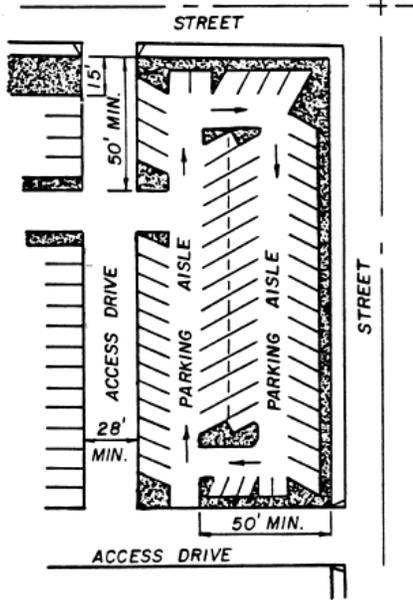


(2) DRIVEWAY OR PARKING STRUCTURE RAMPS

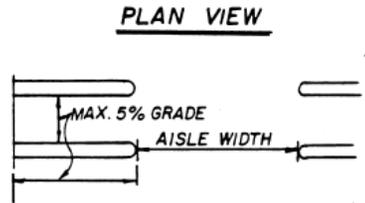
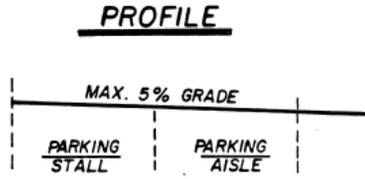


TRANSITIONS REQUIRED ONLY IF RAMP SLOPE EXCEEDS 10%

ACCESS DRIVES AND PARKING AISLES



(3) MAXIMUM PARKING STALL AND PARKING AISLE GRADES



PARALLEL PARKING

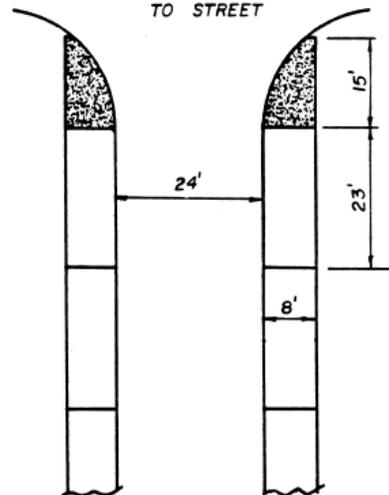
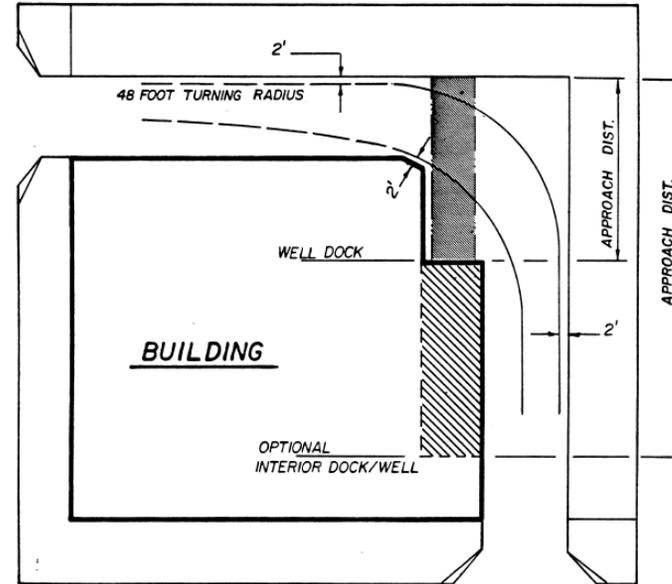
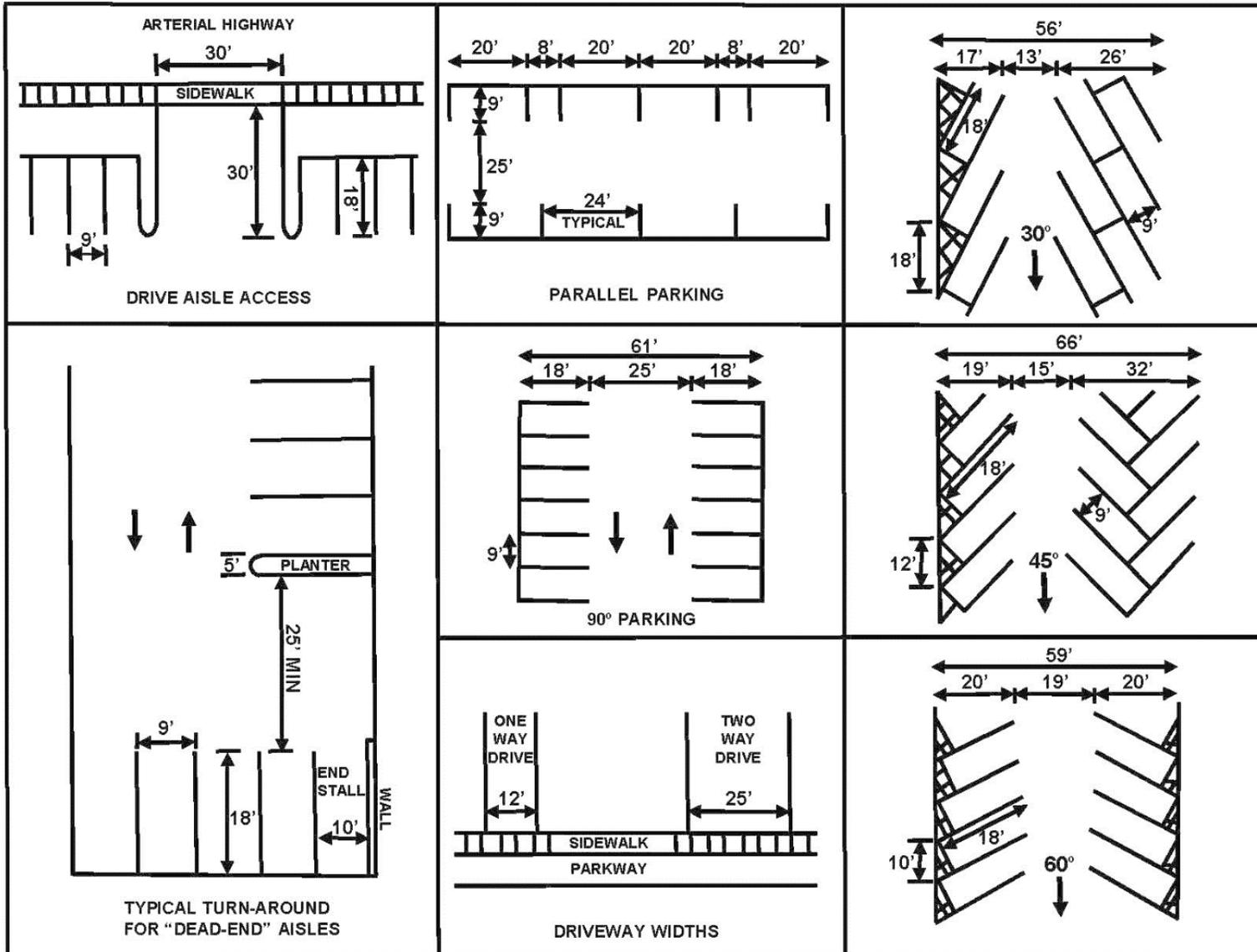


DIAGRAM E

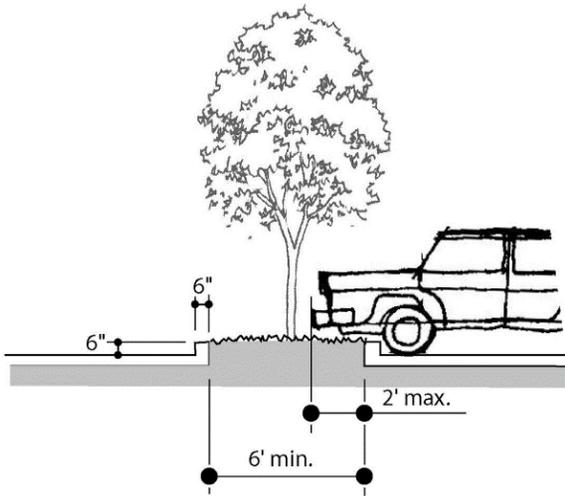
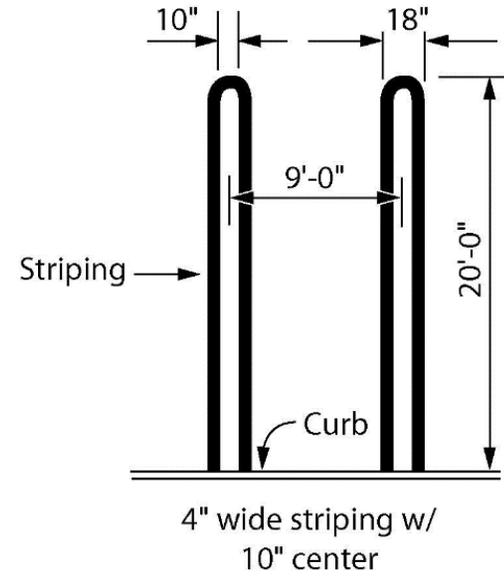
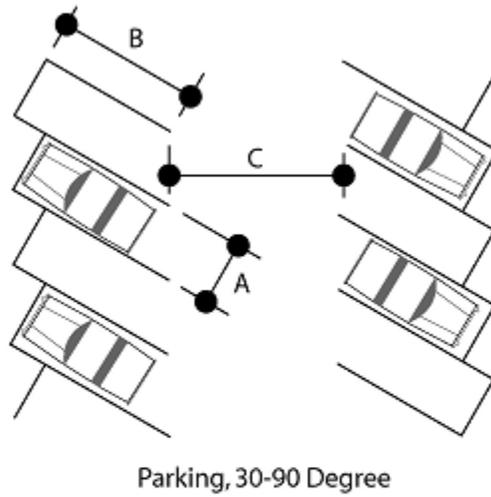
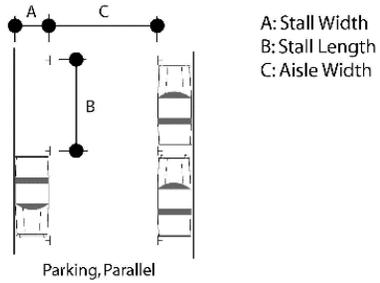
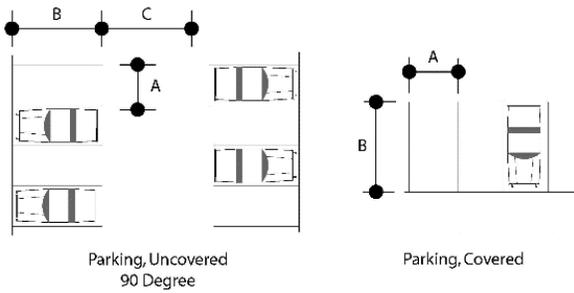


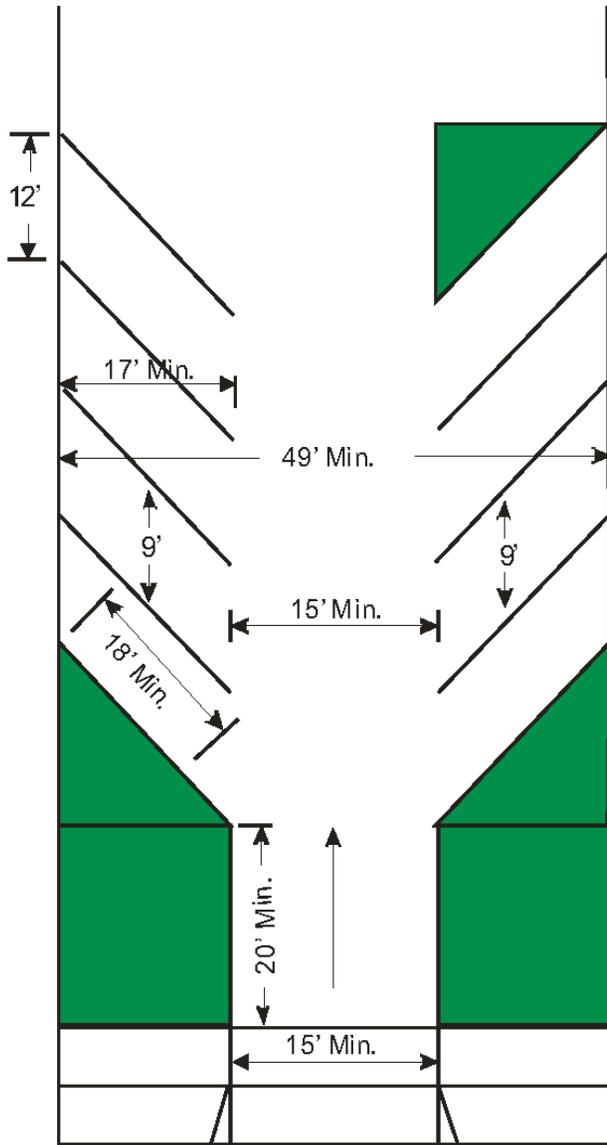
-  SEMI-TRAILER DOCK APPROACH - FOR WIDTH AND LENGTH SEE SECTION 304.050
-  OPTIONAL INTERIOR TRUCK WELL

Figure 17.34.110.A  
PARKING DIAGRAM

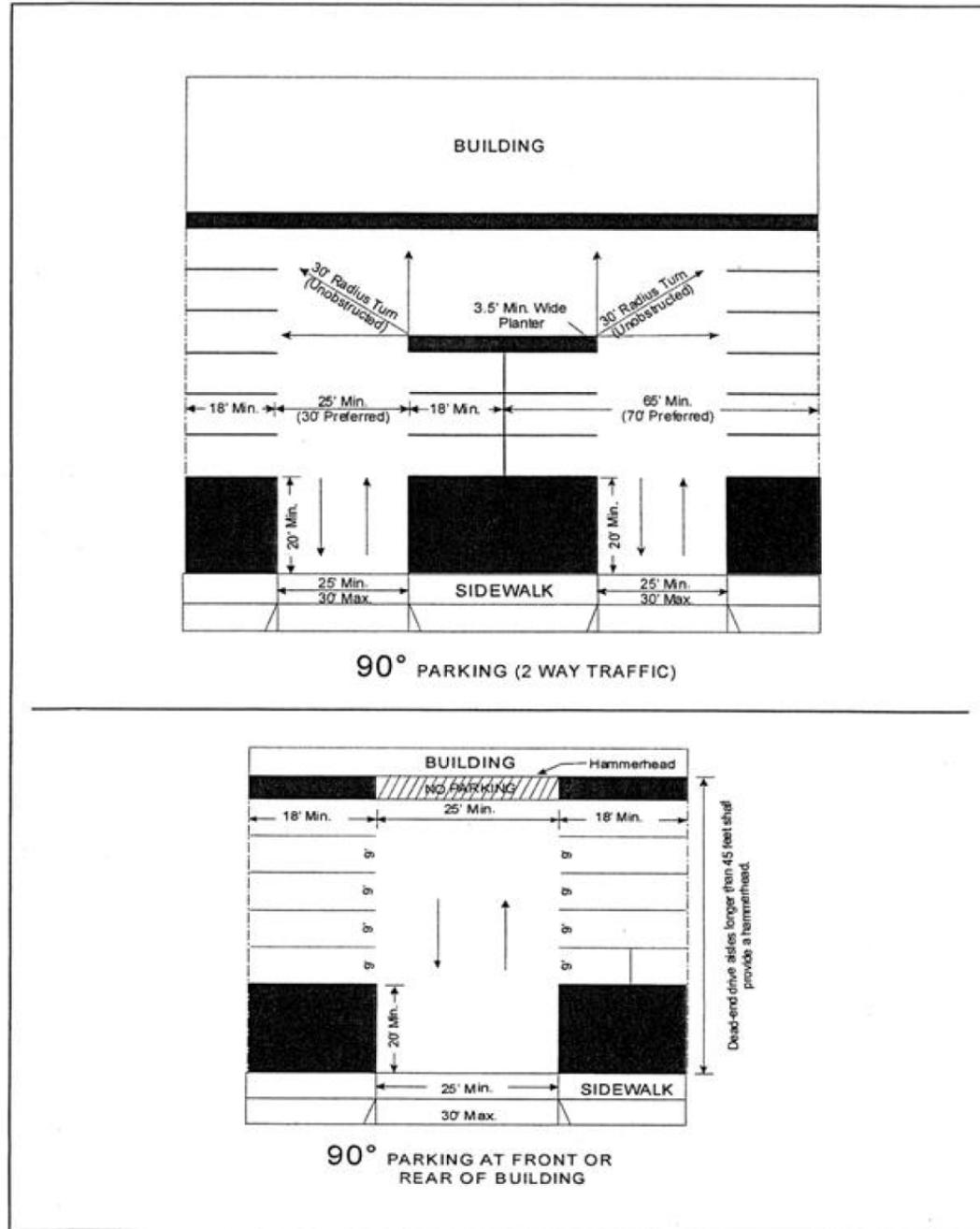


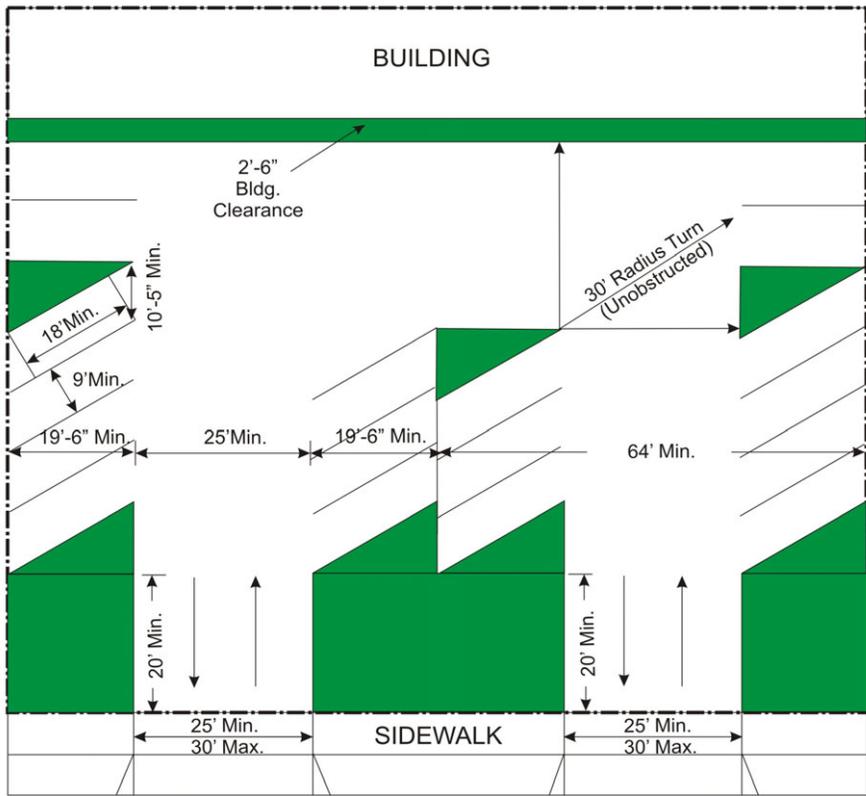
City of Yorba Linda



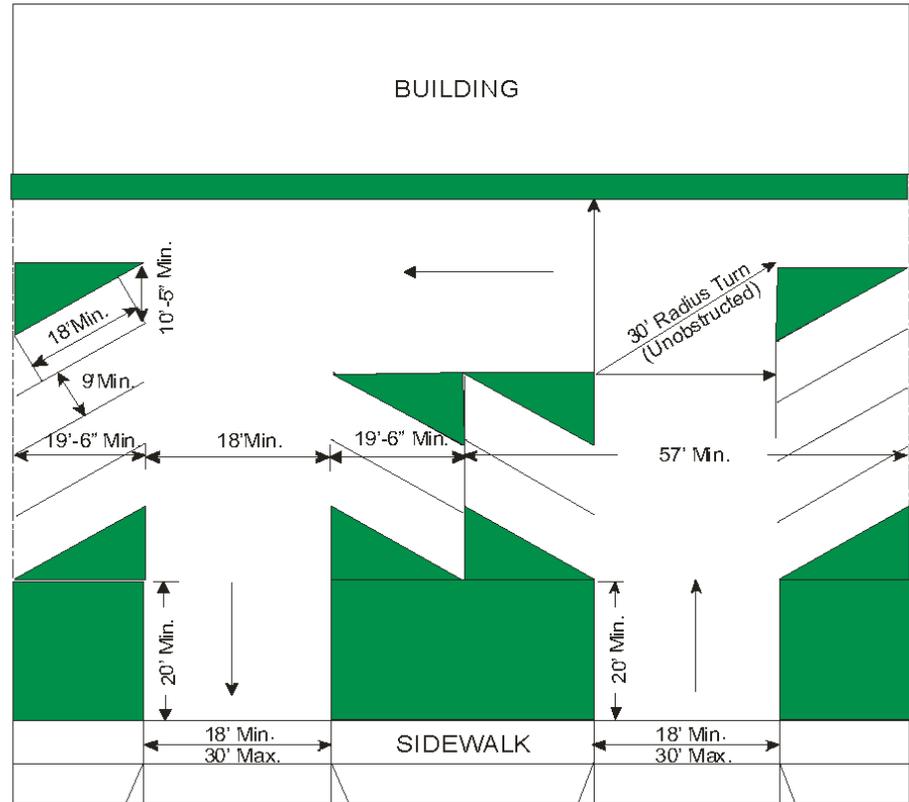


**45° ANGLED PARKING**  
(1 WAY TRAFFIC)





60° PARKING (2 WAY TRAFFIC)



60° PARKING (1 WAY TRAFFIC)

