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# IRVINE COAST

## Planned Community Development Plan and Supplemental Text

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### APPENDIX

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- A. Sections IV and V of the Certified LCP Land Use Plan, January 19, 1982.
- B. Section 7-9-145 "Off-Street Parking Regulations" of the Orange County Zoning Code
- C. Statistical Analysis
- D. Dedication Sequence Map

A.

SECTIONS IV & V  
OF THE  
CERTIFIED LCP LAND USE PLAN

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IV. LAND USE PLAN

The Land Use Plan for the Irvine Coast LCP consists of maps, policies, and supporting text. The plan is composed of four separate but interrelated components: Resource Conservation and Management, Coastal Access, Residential, and Public Works/Infrastructure. Each of these components complements and supports the Land Use Map (Exhibit II-1).

\* The adopted Orange County General Plan consists of all nine elements as required by State Law. Zoning and subsequent actions by the County must be consistent with the policies in these elements. This land use plan is consistent with the General Plan, but it contains land use descriptions and policies which are in some instances more specific and which apply exclusively to the Irvine Coast.

A. RESOURCE CONSERVATION AND MANAGEMENT

1. Open Space Dedication

The purpose of the open space dedication program is to protect certain specified coastal resources to offset adverse environmental impacts in residential development areas which will not otherwise be mitigated. Permanent protection and preservation of major canyon watersheds, visually significant ridgelines, stream courses, archaeological and paleontological sites, riparian vegetation, coastal chaparral and wildlife habitat is provided by dedication to a public agency (the County of Orange or its designee). Environmental impacts to be mitigated by the dedication program include habitat and archaeological impacts caused by residential and road development on Pelican Hill, habitat impacts on Los Trancos Canyon and Muddy Canyon caused by the construction of Pelican Hill Road and Sand Canyon Avenue, public view and use impacts caused by residential construction in the Cameo Shores area, and scenic resource impacts caused by residential and tourist commercial development on the frontal slopes of Pelican Hill and Wishbone Hill.

The overall habitat protection strategy being pursued in the Orange County Coastal Zone is the permanent protection of large, contiguous open space areas through large-scale master planning rather than the protection of smaller, discontinuous habitat areas that might result from a project-by-project site mitigation approach. An example of such an approach is the creation of the Aliso greenbelt in conjunction with the approval of the Aliso Viejo planned community. With the creation of Crystal Cove State Park through State purchase and the Moro Ridge gift by The Irvine Company, a much greater degree of habitat and open space protection can be achieved by means of a dedication program directed toward the assembly of large blocks of habitat area contiguous with Crystal Cove State Park than would be the case if mitigation measures were directed primarily toward limiting impacts in or near areas proposed for development. (Also see Coast Commission Appeal No. 326-80, Broadmoor, Page 18.) While specific mitigation measures are being included for potential impacts within or near the development areas (e.g. erosion control measures), the primary mitigation measure for impacts that are not thus avoided is the phased dedication program. In addition, a significant degree of habitat protection will be assured for the Los Trancos Canyon and Buck Gully habitat areas as a result of their designation as limited private recreational use areas.

The landowner is required to dedicate designated areas of Emerald, Boat and Laguna Canyons to the County of Orange after development of residential and commercial areas in accordance with the following:

a. Lands to be Dedicated: The Dedication Area includes approximately 2,650 acres of Emerald Canyon, Emerald Ridge, Laguna Canyon, and Boat Canyon as delineated on Exhibit IV-1. Because the relative resource values within the Dedication Area vary substantially, subareas have been delineated which contain identifiable resource types, i.e., environmentally sensitive habitat areas, ridgeline, landforms visible from PCH, etc. Each subarea has been assigned a percentage which reflects its resource value relative to the whole Dedication Area (Exhibit IV-1-1).

b. Lands to be Developed: The development Area includes all areas designated for residential and commercial uses on the Land Use Map. Because the relative resource values within the Development Area vary substantially, subareas have been delineated which contain identifiable resource types, i.e., recreation suitability, significant landforms, etc. Each subarea has been assigned a percentage which reflects its resource value relative to the whole Development Area.

(1) Should the State of California acquire the 393-acre parcel known as the "State Expansion Area" (Exhibit I-4) before October 1, 1981, said acquisition parcel will be excluded from Subarea D-7 and the proportional resource value assigned to said parcel will be reassigned to the residual portion of Subarea D-7.

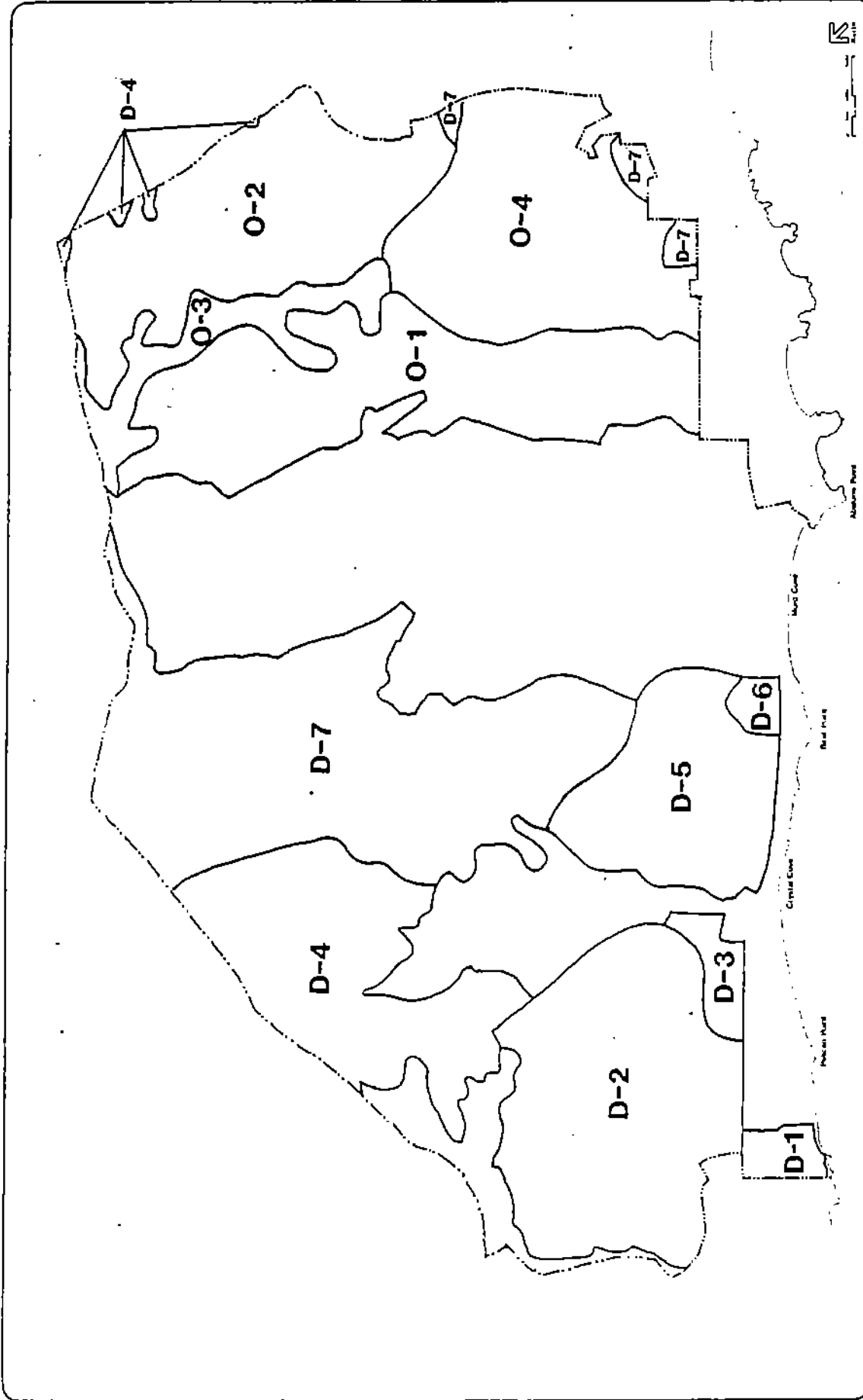
(2) Except as provided in (1), should the federal government or other public agency acquire any lands within the development area, upon such acquisition the "relative resource impact value of the acquired lands shall be reassigned proportionately to all other development sub-areas. If development of any development area was proceeded such that dedications have already been offered or granted, additional dedication corresponding to the reassigned relative resource impact value shall be similarly offered or granted within 30 days of the acquisition.

c. Easements:

(1) Upon the recordation of the first subdivision map for the Irvine Coast, a temporary easement will be recorded for all the Dedication Subareas for the purpose of implementing the interim conservation management policies of the Local Coastal Program (Section IV-A3). Said easement will be terminated upon the earlier of the following events:

(a) A fee title conveyance of the area to the County or its designee.

(b) Termination of the Dedication and Development Agreement or the inability of The Irvine Company to obtain specific performance under the DDA where a court has determined, as a matter of law, that the Company has fulfilled its obligations pursuant to the terms of the DDA.



# DEVELOPMENT & DEDICATION AREAS



**LOCAL COASTAL PROGRAM**  
 INLAND COAST PLANNING UNIT  
 ENVIRONMENTAL MANAGEMENT AGENCY COUNTY OF ORANGE

# EXHIBIT IV-1

- D-1 Development Subarea
- O-1 Dedication Subarea

Relative Resource Values of SubareasDevelopment Areas

<u>Subarea</u>	<u>Approx. Acreage</u>	<u>Resource Impact Value</u>
D-1	50	20%
D-2	890	20%
D-3	70	10%
D-4	740	10%
D-5	490	25%
D-6	40	5%
D-7	<u>1,450</u>	<u>10%</u>
Totals	3,730	100%

Dedication Area

<u>Subarea</u>	<u>Approx. Acreage</u>	<u>Resource Protection Value</u>
O-1	910	45%
O-2	780	5%
O-3	230	20%
O-4	<u>730</u>	<u>30%</u>
Totals	2,650	100%

(c) Any court decision or action of a public agency which in the opinion of a third party arbitrator mutually agreed to by the County and Company prevents further sale of lots or commercial construction according to the terms of the original development approval.

(2) Upon the recordation of the first subdivision maps in Subareas D-1 and D-2 and the approval of the first building permit in Subarea D-3 or after eighteen (18) months from the recordation of the first subdivision maps in subareas D-1 and D-2, a temporary public access easement will be recorded for Subarea O-1 for the purpose of construction, operation and maintenance of a public recreation trail system provided that the County will accept responsibility for all liability and maintenance, including fuel modification, fire breaks, fire access, drainage control and erosion control. Said easement will also include a public access route through the western portion of Subarea O-4 from a public road in Laguna Beach to the lower portion of Subarea O-1.

(3) Upon the recordation of the first subdivision maps in Subareas D-4, D-5 and D-7 and the approval of the first building permit in Subarea D-6 or after eighteen (18) months from the recordation of the first subdivision maps in subareas D-4, D-5 and D-7, a temporary public access easement will be recorded for Subareas O-2, O-3 and O-4 for the purpose of construction operation and maintenance of a public recreation trail system provided that the County will accept responsibility for all liability and maintenance, including fuel modification, fire breaks, fire access, drainage control and erosion control.

(4) The Easements of (2) and (3) above will be terminated upon the earlier of the following events:

(a) A fee title conveyance of the area to the County or its designee.

(b) Termination of the Dedication and Development Agreement or the inability of The Irvine Company to obtain specific performance under the DDA where a court has determined, as a matter of law, that the Company has fulfilled its obligations pursuant to the terms of the DDA.

(c) Any court decision or action of a public agency which in the opinion of a third party arbitrator mutually agreed to by the County and Company prevents further sale of lots or commercial construction according to the terms of the original development approval.

Said easements will contain, among other things, the following provisions:

(a) The County is responsible for ensuring public access to area through the adjoining State Park.

(b) The County will provide reasonable security and management to safeguard resources within the area in accordance with the Local Coastal Program and to prevent trespassing onto the Company's adjoining property.



(c) The Company will discontinue all agricultural operations in the area which are determined inconsistent with the County's management programs.

d. Development to Dedication Ratio: For purposes of the Open Space Dedication Program, the resource value of the total Development Area is equal to the total resource value of Dedication Area.

(1) The value of each Development Subarea or portion thereof relative to the total Development Area will be mitigated by Dedication Subareas or portions thereof with equal value relative to the total Dedication Area.

(2) The resource values within any subarea are assumed to be equal. Therefore, the assigned value of a portion of a subarea equals the percentage of land area of that portion to the total land area of the subarea.

e. Development and Dedication Phasing:

(1) As each tract map for residential land uses within one of the Development Subareas is approved, the portion of the Dedication Subarea offered for dedication shall be identified as an area with resource protection value, equal to the resource impact value of the individual development tract.

(2) As building permits for commercial uses within one of the Development Subareas are approved, the portion of the Dedication Subareas offered for dedication shall be identified as an area with resource protection value equal to the resource impact value of the commercial site.

(3) Development Subareas are not required to be developed in any particular sequence. Dedication Subareas 0-1 and 0-2 and portions thereof will be offered for dedication in a sequence to be determined by the County of Orange and approved by the Executive Director of the Commission. Dedication Subareas 0-3 and 0-4 and portions thereof will be offered for dedication in numerical sequence after all of Subareas 0-1 and 0-2 have been offered for dedication.

(4) The boundaries and phasing of dedication subareas may be modified by agreement of the Company, the County and the Commission. Such modifications may be treated as a minor amendment to this plan at the direction of the Executive Director of the Commission.

f. Procedures for Conveyance of Title: The landowner records the final subdivision map and simultaneously records an offer of dedication on a dedication increment.

(1) Each offer of dedication will provide that the title for each subarea identified in section e above shall be automatically conveyed upon acceptance by a qualified agency named in the offer at such time as the earlier of the following two events occurs:

(a) 75% of the lots within residential subdivisions have been sold or 75% of certificates of use and occupancy for commercial development have been received; or

(b) Seventeen (17) years have elapsed from the date of recording of the offer of dedication.

(2) At such time as (1)(a) or (1)(b) above occurs, the County of Orange will have ten years to accept the offer of dedication, after which the State of California will have two years to accept the offer of dedication, after which any agency named in the offer may accept it within the remaining term of the offer.

(3) If pursuant to part f(1) above offers of dedication can be accepted and title can be conveyed as to any complete subarea (i.e., 0-1, 0-2, 0-3 or 0-4), the County of Orange will have only two years to accept such offer of dedication, after which the State of California will have only one year to accept the offer, after which any agency named in the offer may accept it within the remaining term of the offer.

(4) If after twenty-nine (29) years from the date of recording of the offer of dedication, no public agency has accepted said offer, The Irvine Company will regain full title and unencumbered use of the offered land.

(5) Acceptance of the offer of dedication pursuant to part f(1) above will be qualified by the requirement that the dedication will not occur if The Irvine Company is prevented from completing the development by operation of federal, state or local law or by any court decision. However, if after ten (10) years have elapsed from the date of recording the final subdivision map, the dedication cannot be executed, the County may within one year require The Irvine Company to offer for dedication a portion of a Dedication Subarea equal to the resource value of that portion of the subdivision map in which lots within residential subdivisions have been sold and building permits or conditional use permits within commercial sites have been received.

(6) Each offer of dedication will specify the procedure for keeping track of lot sales and for determining when the Company is required to deliver the deed to the dedication area to the offeree.

(7) The Dedication Program will satisfy all local and State recreation, preservation, conservation, and open-space land dedication requirements for zoning, site plans, tract maps, and all other discretionary approvals within the Irvine Coast, except for local park requirements which will be fulfilled in the private recreation areas. All dedicated lands will be used for public park, conservation and open space purposes.

g. Implementation: The County of Orange and The Irvine Company will enter into a "Development and Dedication Agreement" which implements the dedication program before development begins. Provisions which relate to the dedication shall be reviewed and approved by the Executive Director of the Commission as sufficient to carry out the provision of this land use plan.

## 2. Conservation Category

The Land Use Map (Exhibit II-3) shows approximately 2,296 acres in the Conservation category. This category indicates those lands in which natural resources are to be preserved and enhanced after acquisition by a public agency.

Uses which are of a passive recreational nature (such as viewpoints), of limited active recreational nature (such as hiking and equestrian trails), concerned with scientific study and interpretation, or involve public safety, facilities, and utilities are to be permitted.

The conservation category is not intended to identify specific resources (such as environmentally sensitive habitats, archaeological sites, and stream courses) for preservation. Rather, it is applied to a broad area under the assumption that a large, contiguous area of undeveloped land 1) enhances preservation opportunities for the largest number and variety of resources, 2) provides a buffer area for any significant or environmentally sensitive resources which may be contained therein, 3) can be complemented and enhanced by adjoining public recreation lands (Crystal Cove State Park), and 4) can be managed more efficiently and protected more surely.

The following policies and declarations apply to those lands which have been designated Conservation after acquisition by a public agency.

a. Wildlife habitats will be preserved by controlling human access to Emerald and Moro Canyons.

b. Key areas of chaparral and coastal sage will be protected from human intrusion.

c. Stream courses in Emerald and Moro Canyons will be retained in a natural state or enhanced.

d. Significant riparian areas will be preserved as sources of shelter and water for wildlife.

e. Improvements will be compatible with the natural environment and will not damage landforms, vegetation, or wildlife to any significant degree.

f. All archaeological sites and paleontological sites will be preserved.

g. Any buffer areas necessary for the protection of habitat are located within the Conservation category.

h. All existing trees and rock outcroppings will be preserved in Moro and Emerald Canyons unless in-kind replacement can be made.

i. Lands within 350 feet of Laguna Canyon Road and less than 30 percent slope may be used for trail heads, recreation staging areas, public utilities, drainage, flood and erosion control facilities, and other similar public uses. Development of these areas for such uses shall not constitute a significant effect on landform, vegetation or wildlife for purposes of 2(b), 2(d), and 2(e) above.

### 3. Interim Conservation Management

Most of the Conservation lands are currently under private ownership and will be transferred in increments to a public agency over a period of time. Prior to transfer, the landowner will be responsible for the maintenance and management of these lands.

This section provides an interim management program which will preserve natural resources for future public stewardship in an economically sound manner. The objective of the program is to maintain the lands in their current condition. Notwithstanding the provisions of the Conservation category, the following policies shall apply to lands designated Conservation and subject to the Dedication and Development Agreement while they remain in private ownership.

a. The landowner may continue existing agriculture uses including cattle grazing and may construct and maintain any fencing, firebreaks, fuelmodification zones, water pipes, cattle-watering facilities, and access roads necessary for the continued use and protection of the property.

b. No new development will occur, except for improvements to existing facilities, new fences, and fire, flood and erosion control facilities.

c. New fences will be designed so that wildlife, except large mammals such as deer, can pass through.

d. No alteration to existing stream courses or landforms in Emerald Canyon will occur except as necessary to provide fire protection.

e. No excavations of archaeological and paleontological sites will be permitted. No artifacts will be removed from archaeological sites unless endangered by vandalism.

### 4. Historic District Category

The land use map identifies a portion of Crystal Cove in the Historic District category. The purpose of this category is to preserve the historic resource values of the property listed on the National Register of Historic Places while providing for public recreation and park use. Uses within the Public Recreation category will be allowed provided they do not interfere with or degrade the historic resources present.

### 5. Archaeology

Surveys within the Irvine Coast have recorded 74 archaeological sites. Approximately 26 sites are located within development areas and may be impacted. The majority of the recorded sites are located in recreation and conservation land use categories and are designated for preservation.

In order to ensure appropriate mitigation for archaeological and paleontological resource sites, Orange County has established policy and procedural guidance for cultural/scientific resources in the Conservation Element of the General Plan and Board Resolution No. 77-866 (adopted 5/24/77). Methods for archaeological and paleontological resource protection are contained in "A Report on Cultural/Scientific Resources for the County of Orange," dated March, 1977.

a. A literature search by a qualified archaeologist for valid archaeological surveys will be required. If such a search determines that no valid survey has been performed within a project area, such a survey will be performed.

b. Grading of a resource area will be temporarily deferred if archaeological resources are discovered during grading in order to determine the extent and relative scientific value of the site; to determine prior to resumption of grading whether to preserve, salvage or destroy the site.

c. A report and test of impact areas will be required if evidence is found that an archaeological resource is being or will be impacted by a project. To submit the report to the approving agency for the project, defining the scientific importance of the find and a recommendation as to its disposition.

d. A site disposition determination based on any required reports prior to project approval will be made.

e. When the determination is made that a site is to be salvaged, the project developer and the archaeologist shall coordinate their activities so as to adequately salvage the site.

An archaeologist will be retained to observe grading activities in areas where a survey, report, or other information indicates the probable presence of archaeological resources.

## 6. Paleontology

a. A literature search by a qualified paleontologist for valid paleontological surveys will be required. If such a search determines that no valid survey has been performed within a project area, such a survey will be performed.

b. Further grading of a resource area will be temporarily deferred if paleontological resources are discovered during grading in order to determine the extent and relative scientific value of the site; or to determine prior to resumption of grading whether to preserve, salvage, or destroy the site.

c. A report and test of impact areas will be required if evidence is found that a paleontological resource is being or will be impacted by a project. To submit the report to the approving agency for the project, defining the scientific importance of the find and a recommendation as to its disposition.

d. A site disposition determination based on any required reports prior to project approval will be made.

e. When the determination is made that a site is to be salvaged, the project developer and the paleontologist shall coordinate their activities so as to adequately salvage the site.

f. A paleontologist will be retained to observe grading activities in areas where a survey, report, or other information indicates the probable presence of paleontological resources.

## 7. Environmentally Sensitive Habitat Areas

The overall habitat protection strategy involves the establishment of the Emerald Canyon area (dedication area) as the highest priority habitat protection area. In this area, neither substantial physical nor visual intrusion is allowed. In other habitat areas, such as the recreation and residential development areas, the habitat values are not as high a priority as the Emerald Canyon habitat when considered in the context of the Irvine Coast's resources. Thus, the standards of protection are not as absolute as in Emerald Canyon. Recreation areas such as Moro and Los Trancos are established as second priority habitat protection areas in which some physical and visual intrusion is allowed. Residential and Commercial areas have no direct function as habitat protection areas. In summary, the fundamental habitat protection occurs in the dedication area, and the LCP policies have been developed in that context.

For purposes of Section 30107.5 of the Coastal Act, natural drainage courses designated by a dash and three dot symbol on the USGS 7.5 Minute Series map, Laguna Beach Quadrangle, dated 1965, photorevised 1972 (hereafter referred to as "USGS Drainage Courses"), riparian vegetation associated with the aforementioned drainage courses, coastal waters (near shore, rocky intertidal areas, and kelp beds), wetlands, estuaries and habitats of rare or endangered species are classified as "environmentally sensitive habitat areas" (ESHAs).

The location of all known ESHA's within the Irvine Coast is found in Exhibit IV-1A. No wetlands, estuaries, habitats of rare, threatened and endangered species, or areas of special biological importance are known to exist in the Irvine Coast.

Most of the significant ESHAs are located within conservation and recreation land use categories. The Land Use Plan recognizes that the preservation of these particular resources and the open space dedication program are more protective of coastal resources than the protection of more isolated and relatively less significant habitat areas within designated recreation and commercial development areas. The potential loss of any ESHAs through the construction of public facilities such as arterial highways is offset by the coastal access benefits derived from these roadways. The potential loss of any ESHAs through other development is offset by the open space dedication program. In accordance with Section 30007.5 of the Coastal Act, it is the intent of this LCP to establish the preservation and development balances described above and allow the completion of the residential and commercial land uses as described herein in order that specified open spaces will be preserved.

In order to clarify the treatment of ESHAs with respect to their relative significance and the function of the open space dedication program, the following ESHA categories have been established.

a. ESHA Category A: USGS Drainage Courses and associated riparian/oak woodland vegetation are the most significant habitat areas in the Irvine Coast and subject to the most protection. Except for Muddy Canyon, they are located entirely within the Residential Recreation, Public Recreation and Conservation land use categories. Much of the vegetation lining the major canyon bottoms on the Irvine Coast is oak trees. Typical riparian plant species such as willows or sycamores



are not found in substantial amounts. In final EIR 134 (8/18/76) the oak woodland was mapped in combination with the more representative riparian species as riparian/oak woodland vegetation in Figure 25.

Nine surface water sources were identified in EIR Figure 25 in the Irvine Coastal area in Buck Gully, Los Trancos and Moro and Emerald Canyons. All nine water sources come from natural seeps, although two of the three sources in Buck

Gully are probably augmented by percolating irrigation runoff from adjacent development. Flow from all nine seeps occurs all or most of the year during average rainfall years, although downstream flow may be very limited. These USGS Drainage Courses are the most significant ESHAs in the Irvine Coast because they contain all of the following habitat characteristics: 1) standing or flowing water all or a significant part of the year; 2) a definitive stream bottom (i.e., banks with a sandy or rocky bottom); and 3) adjacent riparian/oak woodland vegetation lining the water course. The following policies shall apply to Category A ESHAs which are identified on Exhibit IV-1A.

(1) The natural drainage course will be maintained in its existing state except as follows:

(a) Where existing access roads and trails cross streams, where emergency roads are required by state or county fire officials and where access roads are required to serve residential units in Muddy Canyon, the channel may be modified to allow the construction and maintenance of existing or new road or trail crossings. Such modification shall be the least physical alteration required to maintain an existing road or to construct a new road and shall be undertaken, to the extent feasible, in areas involving the least adverse impact to stream and riparian habitat values.

(b) Where drainage and erosion and related facilities are needed for new development and to protect the drainage course, the channel may be modified to allow construction of said facilities. Such modification shall be the least physical alteration required to construct and maintain such facilities and shall be undertaken, to the extent feasible, in areas involving the least adverse impact to the drainage course. Where feasible, drainage and erosion and related facilities will be located outside the drainage course.

(c) Where the construction of Sand Canyon Avenue as shown on Exhibit IV-6 requires filling or other modification of drainage courses.

(2) Setbacks from the centerline of the natural drainage course will be reserved for the propagation of existing riparian/oak woodland vegetation except as follows:

(a) Where access roads and trails exist or where new emergency roads are required by state or county fire officials, vegetation may be removed in the maintenance or construction of said roads and trails.



(b) Natural riparian vegetation may be thinned or selectively removed when habitat enhancement and/or fire control advantages can be demonstrated. Existing vegetation which cannot be classified as riparian/oak woodland may also be removed.

(c) Where drainage and erosion control and related facilities are needed to protect surrounding areas and the streams, vegetation may be removed in the construction and maintenance of said facilities. Such removal will be the least required to construct and maintain such facilities and shall be undertaken, to the extent feasible, in areas involving the least adverse impact to riparian/oak woodland vegetation. Where feasible, drainage and erosion and related facilities will be located outside areas containing riparian/oak woodland vegetation.

(d) Where the construction of Sand Canyon Avenue as shown on Exhibit IV-6 requires the removal or alteration of natural vegetation.

(3) Existing natural springs will be preserved.

(4) Where feasible, the separation of scrub and chaparral from riparian habitats will be avoided. Vegetation offering escape cover will be allowed adjacent to riparian and oak woodland areas wherever feasible.

(5) Nothing in this section shall require the replacement or restoration of natural features which are destroyed or modified by natural causes such as fire, flood, erosion and draught.

b. ESHA Category B: USGS Drainage Courses which are of relatively less habitat value and which are located in Residential Recreation, Public Recreation, and Conservation land use categories. These areas contain water flows only when it rains and small amounts of riparian vegetation. The policies for Category A ESHAs will apply to Category B ESHAs.

c. ESHA Category C: The coastal waters along the Irvine Coast have been designated as both a Marine Life Refuge and an Area of Special Biological Significance. They contain near shore reefs, rocky intertidal areas and kelp beds, and are located entirely within Crystal Cove State Park. The Department of Parks and Recreation will be responsible for providing protection for tidepools and other marine resources from park users. Protection of water quality is provided by the Erosion and Urban Runoff Control policies (Section IV A-8) and Watershed Management policies (Section IV C-5).

d. ESHA Category D: USGS Drainage Courses which are of relatively less habitat value and which are located in residential and commercial land use categories and two specific Public Recreation sites. These areas contain water flows only when it rains and small amounts of riparian vegetation. Most of these ESHAs will be impacted to varying degrees by development, and that impact is mitigated by the open space dedication program. The policies which apply to Category D ESHAs are those which apply to the specific land use category in which the ESHA is located.

## 8. Erosion and Urban Runoff Control

### a. General

The primary measure for minimizing potential erosion and urban runoff impacts is the permanent preservation in open space of 60% of the Irvine Coast, through a combination of state purchase, the gift of Moro Ridge and the phased dedication program. Within the areas to be developed, the reduction in plan density from the original 12,000 units to 2,000 units has resulted in a reduction in grading and the amount of impervious surface, thereby significantly reducing both potential erosion and urban runoff impacts. Additionally, specific development standards provided below will assure that unavoidable impacts within the development areas are mitigated.

The major objective of the erosion and urban runoff management policies for the Irvine Coast is to assure that erosion and runoff rates do not significantly exceed natural rates while at the same time assuring sand replenishment provided within the coastal watershed is maintained (The Irvine coast littoral cell is extremely limited and is heavily dependent on the local watershed for sand replenishment). In order to meet this objective concern, the following overall policies will apply to all areas of the Irvine Coast:

(1) Sediment movement in the natural channels will not be significantly changed in order to maintain stable channel sections and maintain the present level of beach sand replenishment.

(2) Streets will be located to minimize grading impacts, provided that horizontal and vertical alignments are consistent with approved design standards.

(3) Removal of natural vegetation will be limited to graded areas and that required for fuel modification. Native vegetation will be reestablished along edge conditions when not in conflict with fuel modification requirements.

(4) Erosion control measures for grading and construction done during the period from April 15 to October 15 will be implemented by October 15 and maintained as necessary through April 15. For grading and construction commencing in the period from October 15 to April 15, erosion control measures will be implemented in conjunction with the project. Erosion control measures for areas not affected by grading and construction are not required.

### b. Information Requirements

Each site plan, subdivision map and/or major public works development shall include the following information where applicable:

(1) Accurate contours at 2-foot intervals for slopes up to 15 percent and 5-foot intervals for slopes over 15 percent showing both the existing and the finished grade topography of the ground to be graded and filled or cleared and the 15 feet adjacent to such area.

(2) A subsurface soil and geological report including subsurface investigations. For the purpose of preparing the soil and geological reports, subsurface investigations shall be performed throughout the area to sufficiently describe the existing conditions. In particular, subsurface investigations shall be conducted where stability may be lessened by proposed grading or filling or where any of the following conditions are discovered or proposed:

- (a) At fault zones within 300 feet of an Alquist-Priolo zone,
- (b) At contact zones between two or more geologic formations,
- (c) At zones of trapped water of high table,
- (d) At bodies of intrusive materials,
- (e) At historic landslides or where the topography is indicative of prehistoric landslides,
- (f) At adversely sloped bedding plains, overturned folds, and other geologic formations of similar importance,
- (g) At locations where a fill slope is to be placed above a cut slope,
- (h) At proposed cuts exceeding 20 feet in height,
- (i) Locations of proposed fills exceeding 20 feet in height,
- (j) Where side hill fills are to be placed on existing slopes steeper than 15 percent,
- (k) Wherever groundwater from either the grading project or adjoining properties is likely to substantially reduce the subsurface stability.

(3) A revegetation program specifying the methods to be used following completion of the project. The final density of vegetative cover to be established shall be estimated. This information shall be used where appropriate in the drainage element. This element shall include a report and a map showing the existing and the proposed tree and vegetative cover of the site.

(4) A program showing extent and manner of tree cutting and vegetation clearing, including plans for disposing of cut trees and vegetation, and means for protection of remaining vegetation.

(5) A schedule showing when each stage and element of the project will be completed, including estimated starting and completion dates, hours of operation, days of week of operation, and the total area of soil surface which is to be disturbed during each state of construction.

c. Erosion Standards

(1) Erosion shall be allowed to continue at rates approximating the natural or existing level before development.

(2) As much as possible, existing vegetation shall be maintained on the construction site.

(3) Areas of disturbed soil shall be reseeded and covered with vegetation; mulches may be used to cover ground areas temporarily, other mechanical or vegetative techniques to control erosion may be used where possible or necessary providing that they are fully discussed in the approved plan.

(4) Erosion control devices shall be installed in coordination with clearing, grubbing and grading of upstream construction; the plan shall describe the location and timing for the installation of such devices and shall describe the parties responsible for repair and maintenance of such devices.

d. Sediment Standards

(1) The need for sedimentation control structures shall be addressed in the plan to be submitted.

(2) Required sediment basins (e.g., debris basins, desilting basins or silt traps) shall be installed in conjunction with the initial grading operations and maintained through the development/construction process to remove sediment from runoff wastes draining from land undergoing development.

(3) To prevent sedimentation of off-site areas, vegetation shall be maintained to the maximum extent possible on site. Where necessary, vegetation should be replanted to help control sedimentation.

(4) Temporary mechanical means of controlling sedimentation such as hay bails, earth berms or sand-bagging around the site, may be used as part of an overall grading plan, subject to the approval of the permit-issuing agency.

(5) Design of sedimentation control devices shall be coordinated with run-off control structures.

e. Runoff Standards

(1) Peak flood discharge rates of storm water flows in the major streams shall not exceed the peak rates of storm water runoff from the area in its natural or undeveloped state unless it can be demonstrated that an increase in the discharge of no more than 10% of the natural peak rate will not significantly affect the natural erosion/beach sand replenishment process.

(2) Drainage facilities shall be designed and constructed in accordance with the Orange County Flood Control District Design Manual.

(3) Provisions shall be made to direct storm runoff water to storm drains or suitable water courses and to prevent surface runoff from damaging faces of cut and fill slopes.

(4) Adequate maintenance of retention basins shall be assured at the design as a pre-condition to the issuance of the grading permit.

f. Soils/Soils Disposal

(1) After disturbance, soils shall be stabilized with temporary or permanent stabilizations techniques by October 15th of each year. All work occurring between October 15 and April 1 must be performed so that the project can be protected against rainfall effects within 24 hours. In order to demonstrate compliance with this provision, applicants shall submit a proposed grading schedule.

(2) Construction equipment shall be limited to the actual area to be disturbed according to the approved plans.

(3) Temporary stabilization techniques equivalent to those described herein may be used on areas which will be redisturbed during future construction. Permanent stabilization techniques as described herein or equivalent must be used in all other areas.

(4) Disposal of earthen materials removed during any of the operations described above shall be as follows:

(a) Top soil for later use in revegetation shall be stockpiled on the site in previously designated areas approved by the permit-issuing authority. Runoff from the stockpiled area shall be controlled to prevent erosion.

(b) Other earthen material shall be disposed of at a location approved by the permit-issuing authority.

(c) No materials shall be placed within the 100-year floodplain of coastal waters and streams.

g. Vegetation

(1) Vegetation not to be removed by the operation shall be protected from damage during construction or grading and related activities.

(2) Where construction activities during the rainy season would involve substantial foot or vehicle traffic, or stockpiling of materials in a manner that would prevent establishment of temporary vegetation, alternative temporary stabilization methods shall be used.

(3) All cut and fill slopes in a completed development involving grading shall be stabilized through planting of native annual grasses and shrubs or appropriate non-native plants valuable for erosion protection. All cut and fill slopes shall be planted by hydroseeding, under the direction of a licensed landscape architect, sufficient to provide a mixture of deep rooted permanent plants and nursery crops valuable for temporary stabilization.

(4) During construction, the permittee shall provide barriers around all adjacent native vegetation not to be removed. Vegetation removed during clearing operations shall be disposed of by chopping and stockpiling in the manner and at a location approved by the permit-issuing authority.

(5) All soils disturbed but not completely in place, including graded pads, shall be planted or otherwise protected prior to October 15th by temporary erosion control methods.

#### 9. Development/Open Space Edges

The treatment of the edge between open space in the conservation, residential recreation, and public recreation land use categories and development is important to the protection of coastal resources and the safety of future residents. Along this edge a buffer zone will be established which serves one or more of the following functions: protection of open space and habitat values from development, protection of public views, and provision of fire safety.

The edge conditions throughout the Irvine Coast vary greatly and the lines shown on the land use map do not necessarily define the ultimate development/open space boundary. One or more of the following or other treatments will be used to define the width and function of buffer zones between development and open space.

a. Irrigated landscaping will screen development from public view and minimize the need for fuel modification on down slopes.

b. Where development adjoins coastal scrub and chaparral in dense stands, an "ecotone" area will be created by thinning out woody plants in the buffer zone. Within the "ecotone" area grasses will be introduced or allowed to invade the open spaces. Such an "ecotone" will enhance and protect wildlife and reduce fuel in case of fire. The establishment and maintenance of the "ecotone" area shall conform to the requirements of the Orange County Fire Marshall.

c. Fuel modification, consisting of one or more of such measures as selective thinning of natural vegetation, clearing and revegetation, installation of irrigation may be required.

(1) Reasonable efforts will be made in the siting of structures and selection of construction materials to minimize the need for fuel modification.

(2) Where feasible and consistent with habitat management objectives, fuel modification will be located toward the development side of the edge.

(3) Fuel modification will be limited to the selective brush clearance and thinning and the introduction of fire resistant vegetation in order to ensure an appropriate transition from the natural area to urban development. Grading or discing for fuel modification shall not be permitted.

d. The location of buildings with respect to topographic conditions will contribute to fuel modification and habitat protection and limit visual impacts of development.

e. Landscape screening including low walls, shrubs and trees and topographic screening including berms and contour grading will be used to soften visual impacts and limit intrusion.

## B. COASTAL ACCESS

There are three major elements of the Coastal Access Component of the LCP: transportation/circulation, recreation, and visitor-serving facilities. These three elements have been designed to provide residents and visitors with a safe, efficient means of traveling to the coast, and to then provide an opportunity to enjoy the significant recreational opportunities and natural resources.

### 1. Transportation/Circulation

There is a hierarchy of roadways which will serve the Irvine Coast. These include the regional freeway and highway network, subregional arterial highway network, local collectors, and private streets.

Outside the coastal zone the regional network providing access to the Irvine Coast includes segments of both the Interstate Freeway System and the State Highway System. Currently, the only direct access is provided by Pacific Coast Highway (SR 1). South of the Irvine Coast, in the City of Laguna Beach, Pacific Coast Highway connects to inland areas via Laguna Canyon Road/Laguna Freeway (SR 133). North of the Irvine Coast, in the City of Newport Beach, Pacific Coast Highway connects to inland areas via MacArthur Boulevard (SR 73), Jamboree Road, and Newport Boulevard/Costa Mesa Freeway (SR 55). These routes in turn provide connection to the San Diego Freeway (I-405) and the Santa Ana Freeway (I-5). Major additions to the regional network which are planned to occur are the extension of the Costa Mesa Freeway, the extension of the Corona del Mar Freeway, and the San Joaquin Hills Transportation Corridor which will provide direct access to the inland edge of the planning area.

Within the coastal zone, arterial highways are the principal means by which the public is provided access to the visual and recreational resources of the coast. Currently, Pacific Coast Highway is the only arterial highway which serves the Irvine Coast.

Two three arterial highways are proposed to be extended into the Irvine Coast from the north: San Joaquin Hills Road, Sand Canyon Avenue and Pelican Hill Road. Both the latter two arterials will connect to Pacific Coast Highway and the San Joaquin Hills Transportation Corridor. From the west and adjacent to the coastal zone, San Joaquin Hills Road is proposed to connect to Pelican Hill Road and Sand Canyon Avenue.

a. Access to the arterial highways from development will occur by means of primary, secondary, and emergency access points. Access points on Pacific Coast Highway will be minimized and located in a manner to ensure safe and efficient traffic flows.

b. Residential areas will be served by private local streets connecting to the arterial system, with the possible exception of residential developments adjacent to Cameo Shores and Laguna Beach.

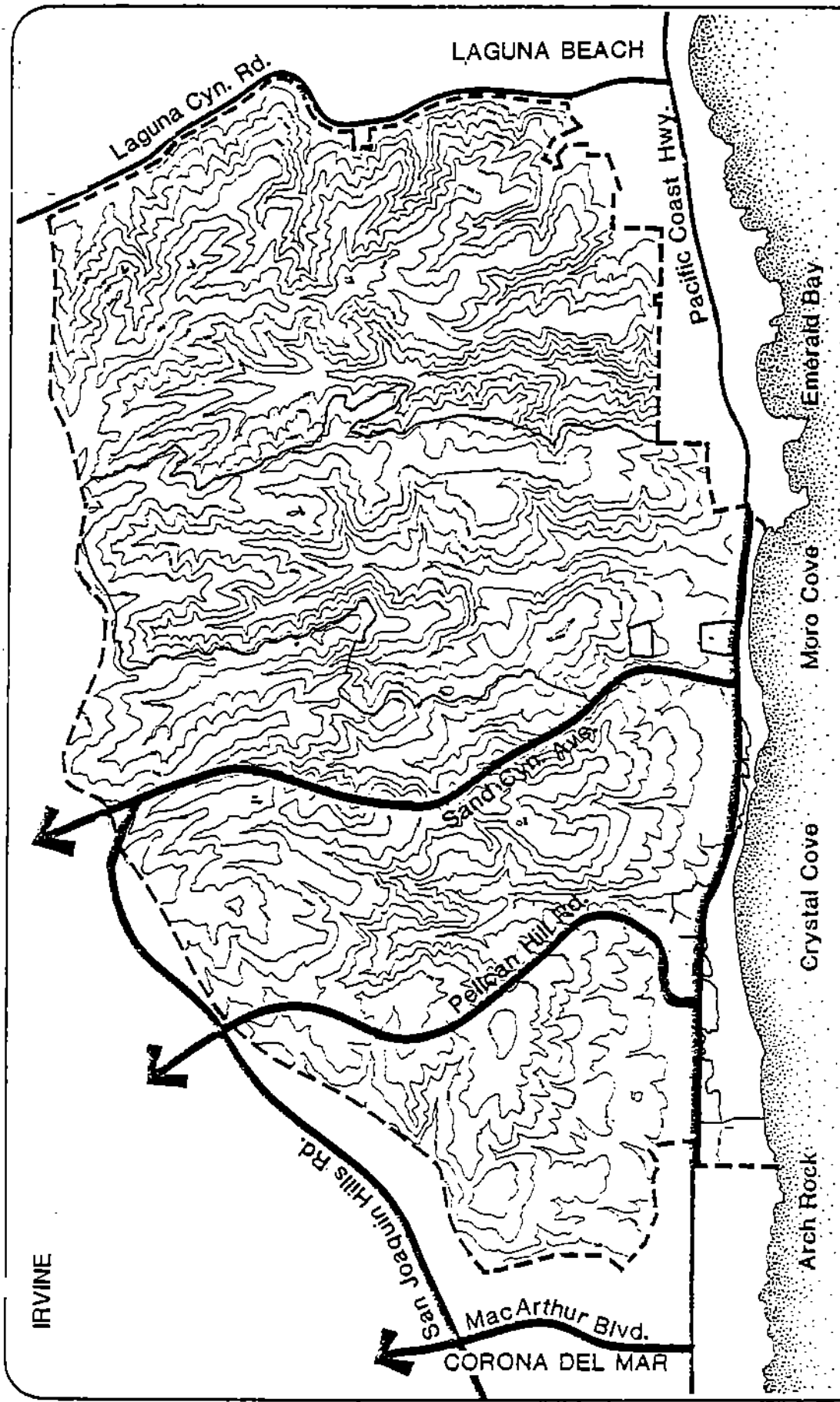


Exhibit IV-2

**Circulation**

IRVINE COAST PLANNING UNIT  
**LOCAL COASTAL PROGRAM**  
 ENVIRONMENTAL MANAGEMENT AGENCY

COURTY OF CHARGE



1" = 3000'

**LEGEND**

PRELIMINARY ROADWAY ALIGNMENTS



c. The prime arterials will provide access for public and private buses. Because of topographic constraints, no exclusive bus or HOV lanes are to be provided.

d. Commercial areas and/or the State Park will provide parking space for private (charter) buses and transit stops for public buses where feasible.

e. Transportation opportunities for mini-buses within the park areas should be explored by the State Parks Department. This may include shuttle service from parking areas located inside or outside the park to various park facilities and between different areas within the park.

f. Parking on the coastal shelf between the ocean and Pacific Coast Highway and within the State Park will be minimized as inland parking areas become available.

g. A regional Class I (off-road) biketrail will be located along the coastal shelf (Site 1, Exhibit IV-3) in accordance with the Orange County Master Plan of Bikeways. To the extent feasible, this facility is intended to meander through the State Park area.

## 2. Public Recreation

The land use map shows approximately 2,835 acres in the Public Recreation category. This category identifies lands suitable for a variety of outdoor recreational activities. Public recreation lands include Crystal Cove State Park, portions of the Dedication Area, and some small parcels which may remain in private ownership or which may be acquired by a public agency at some time in the future.

The California Department of Parks and Recreation is required to prepare a general development plan for Crystal Cove State Park. This plan will provide for beach access, trails, vista points, restroom facilities, family overnight camping and visitor centers.

Land use policies concerning Public Recreation are directed at the specific sub-areas identified in Exhibit IV-3.

### a. Coastal Shelf (Site 1)

(1) Structures on the beach shall be limited to those required for public safety and having minimum visual impact.

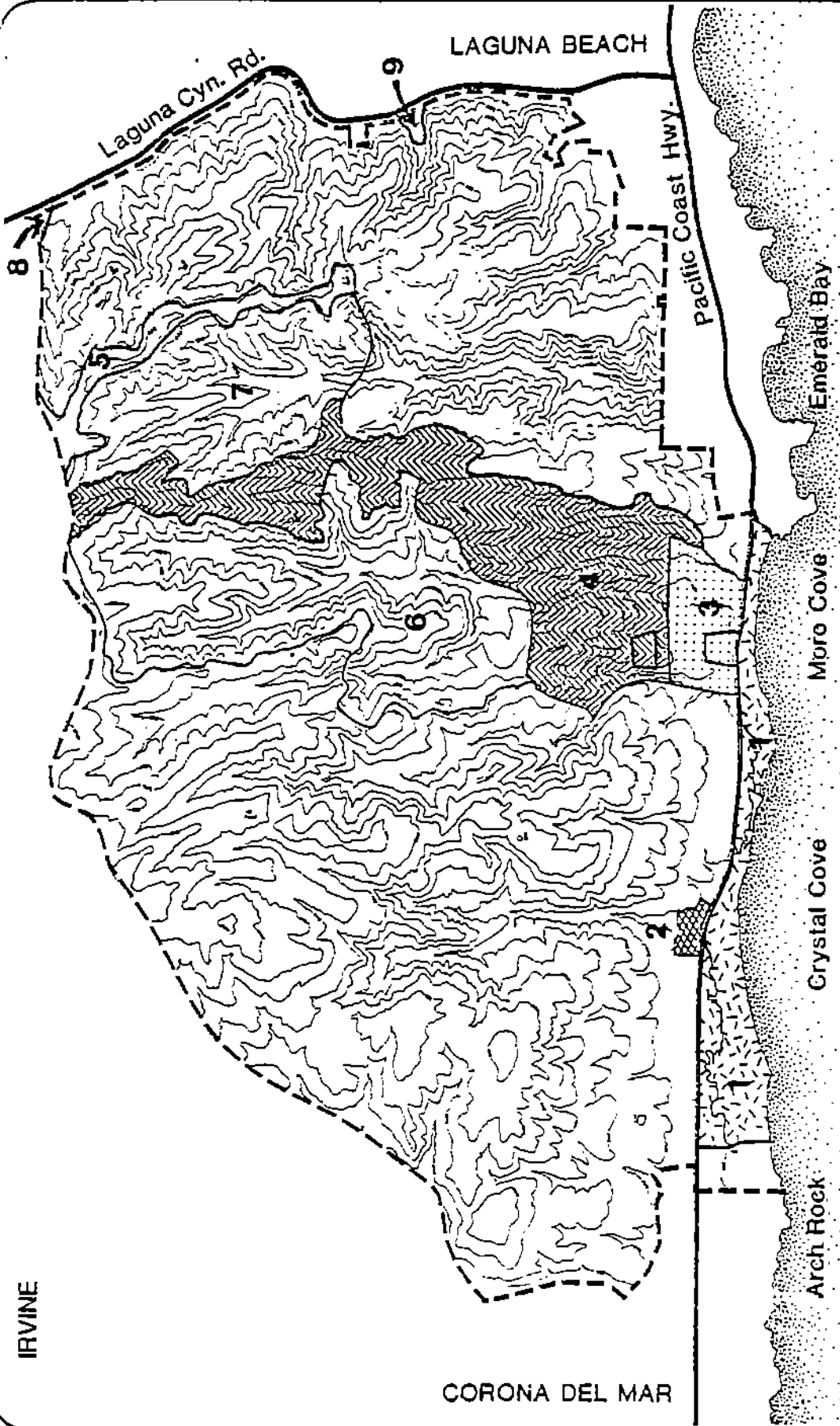
(2) With the exception of public access and drainage improvements, no development will alter the coastal bluff face.

(3) All structures and landscaping will be sited and designed to preserve maximum views to the ocean from Pacific Coast Highway and inland areas.

(4) No more than 20 percent of the total land area (excluding coastal bluffs and sandy beach) will be developed with structures, pavements, or other impervious materials.

IRVINE

CORONA DEL MAR



**LEGEND**

- 1 COASTAL SHELF
- 2 LOS JUNCOS STAGING AREA
- 3 LOWER MORO AREA
- 4 UPPER MORO AREA
- 5 EMERALD RIDGE AREA
- 6 UPPER MORO CYN.
- 7. UPPER EMERALD CYN.
- 8 LAUREL CYN PARCEL
- 9. LAGUNA CYN PARCEL



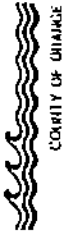
1" = 3000'

Exhibit IV-3

**Public Recreation**

IRVINE COAST PLANNING UNIT  
 LOCAL COASTAL PROGRAM

ENVIRONMENTAL MANAGEMENT AGENCY



COUNTY OF ORANGE

(5) Principal permitted uses include informal outdoor games, swimming, picnicking, sightseeing, hiking and equestrian trails, nature study, resource interpretation, skin diving, surf fishing, surfing, and sunbathing.

(6) Except for the existing structures within the Historic District, all recreation support structures will be small scale, limited to a cumulative total of 5,000 square feet, and oriented to day recreational users.

(7) Parking facilities will be minimized and designed in a manner to preserve existing ocean views from Pacific Coast Highway.

(8) The Department of Parks and Recreation will include a program for the preservation and enhancement of tide pools and other marine resources in its general development plan.

(9) Structures and trails will be set back a sufficient distance from the bluff edge to be safe from the threat of bluff erosion for a minimum of 50 years. The County will determine the required setback. A geologic report may be required by the County in order to make this determination.

(10) Grading, as may be required to establish proper drainage, install landscaping, construct trails and related improvements, and improve bluff stability, may be permitted.

(11) To the extent feasible, a bluff top trail will be constructed along the entire length of the coastal shelf.

b. Los Trancos Staging Area (Site 2)

(1) This site will be developed as a staging bus stop and parking area in order to provide access to Site 1.

(2) Access to the shoreline of Site 1 will be provided by means of pedestrian walkways and/or shuttle system from Site 2.

c. Lower Moro Canyon (Site 3)

(1) This site will provide the majority of support facilities for the beach activities of Site 1. Principal permitted uses include parking, tent camping, family overnight camping, youth hostels, hiking and equestrian trails, activity areas, picnicking, playing fields, equestrian centers and limited commercial facilities. Public utilities and schools are also allowed.

(2) Access to the shoreline of Site 3 will be provided by means of pedestrian walkways and/or shuttle system from Site 2.

(3) Road access will be provided from Pacific Coast Highway and Sand Canyon Avenue.

(4) The existing mobile home park is a permitted use, but no expansion of such facility will be allowed.

d. Upper Moro and Emerald Ridges (Sites 4 and 5)

(1) Principal permitted uses include parking, tent camping, stables, youth hostels, hiking and equestrian trails, activity areas, picknicking and playing fields.

(2) Where possible, trails and roads will incorporate existing trails and roads.

(3) Access roads will be limited to two lanes.

(4) No more than 15 percent of the total land area will be developed with structures, pavements, or other impervious materials.

(5) Recreation lands in Site 5 are part of the proposed dedication program and currently under private ownership. Prior to the transfer of ownership to a public agency, the landowner is allowed to continue any and all existing uses, including but not limited to cattle grazing, and to construct and maintain any fencing, access roads, firebreaks, fuel modification zones, water pipes and cattle-watering facilities necessary for the use and protection of the property.

(6) Recreation improvements will allow for wildlife movement across portions of Moro and Emerald Ridges.

e. Upper Moro and Emerald Canyon (Sites 6 and 7)

(1) Principal permitted uses include hiking and equestrian trails, picknicking, and passive recreation facilities such as viewpoints and rest stops.

(2) Except for emergency and maintenance vehicles, vehicles will be prohibited in canyon bottoms.

(3) Where possible, trails and roads will incorporate existing trails and roads.

(4) No more than 5 percent of the total land area will be developed with structures, pavements, or other impervious materials.

(5) Stream courses in Emerald and Moro Canyons and significant riparian vegetation will be maintained or enhanced.

f. Laurel Canyon Residual Parcel (Site 8)

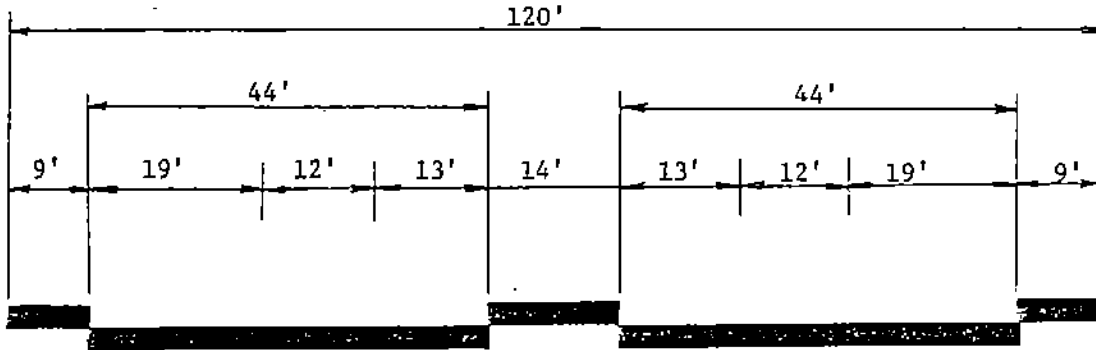
Although technically within the coastal zone, this parcel is part of the flat canyon floor of Laurel Canyon which lies outside the zone. Principal permitted uses include educational and cultural facilities, parking facilities, recreation support and commercial facilities, cattle grazing and other agricultural uses. Natural drainage courses as designated by a dash and three dot symbol shown on the USGS map will be filled in this site.

g. Laguna Canyon Parcel (Site 9)

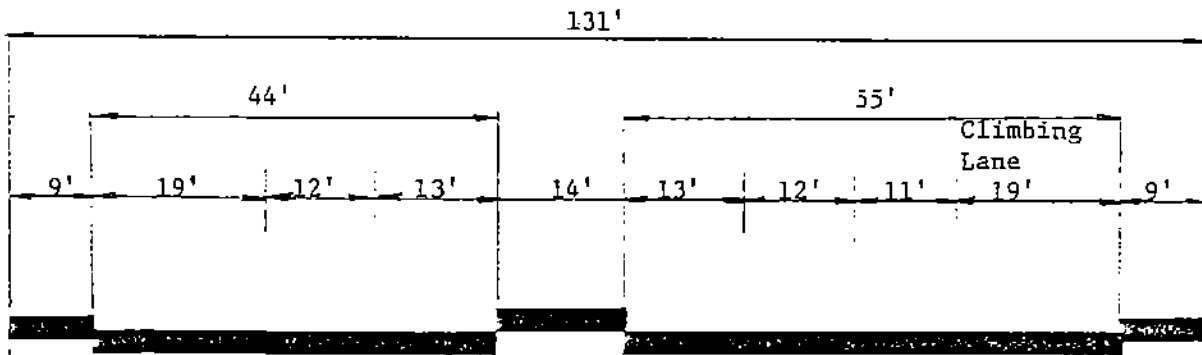
There is one small parcel adjacent to Laguna Canyon Road which may serve special functions related to the City of Laguna Beach. Permitted uses

PELICAN HILL ROAD

TYPICAL SECTIONS



BASIC SECTION



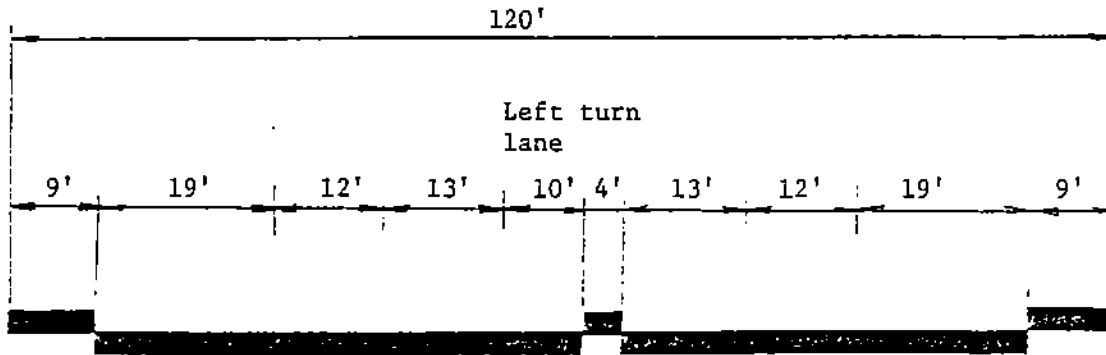
SECTION WITH CLIMBING LANE

PELICAN HILL ROAD  
TYPICAL SECTIONS  
IRVINE COAST L.C.P.

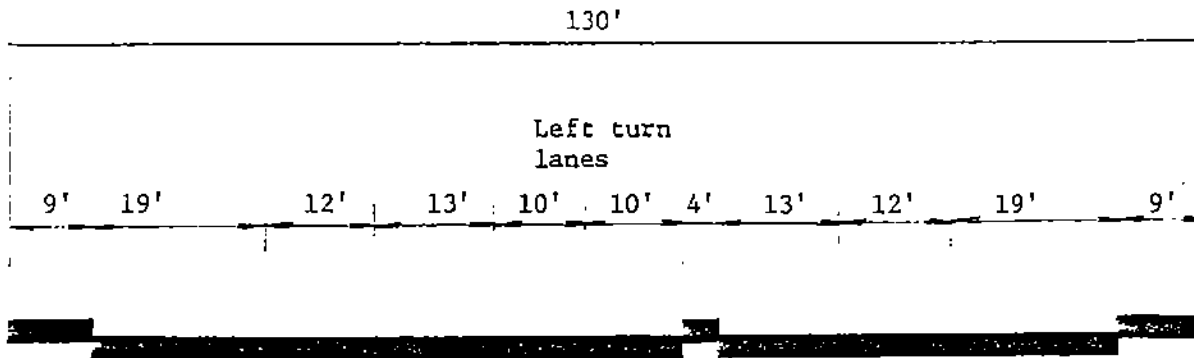
SCALE  
1" = 20'

EXHIBIT IV-7

PELICAN HILL ROAD  
TYPICAL SECTIONS



SECTION WITH LEFT TURN LANE



SECTION WITH DOUBLE LEFT TURN LANE

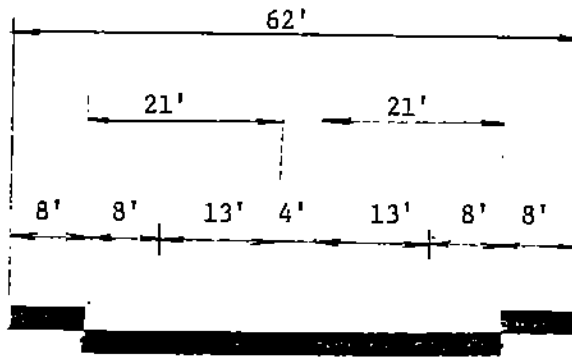
PELICAN HILL ROAD  
TYPICAL SECTIONS  
IRVINE COAST L.C.P.

SCALE  
1" = 20'

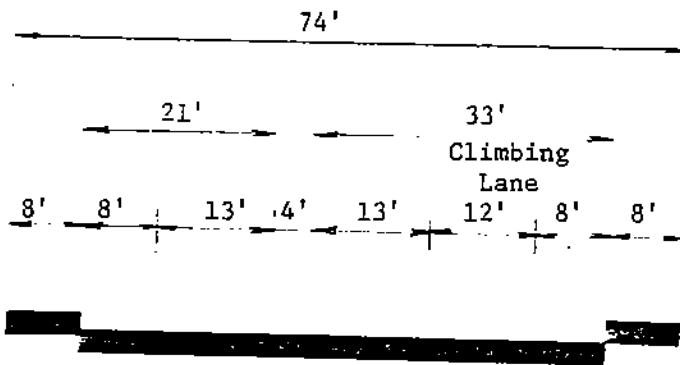
EXHIBIT IV-8

SAND CANYON AVENUE

TYPICAL SECTIONS



BASIC SECTION



SECTION WITH CLIMBING LANE

SAND CANYON ROAD

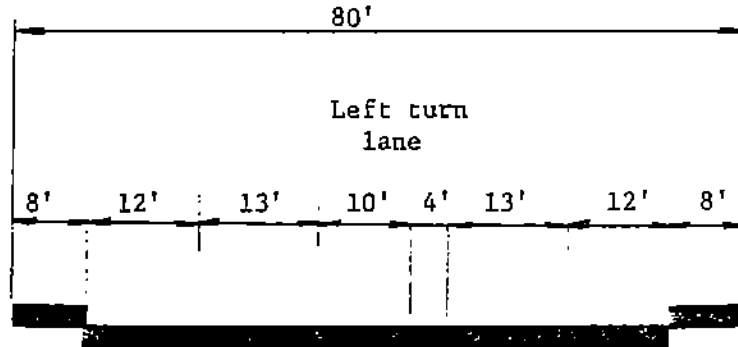
TYPICAL SECTIONS

IRVINE COAST L.C.P.

SCALE 1" = 20'

EXHIBIT IV-9

SAND CANYON AVENUE  
TYPICAL SECTIONS



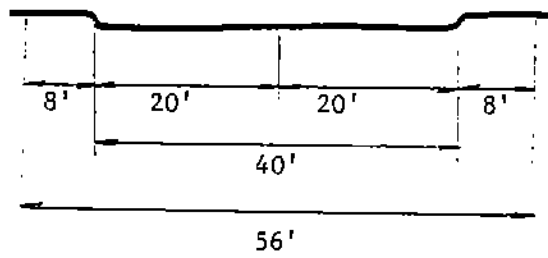
SECTION AT INTERSECTION WITH LEFT TURN LANE,  
BUS STOP, AND RIGHT TURN AND ACCELERATION  
LANE.

SAND CANYON ROAD  
TYPICAL SECTIONS  
IRVINE COAST L.C.P.

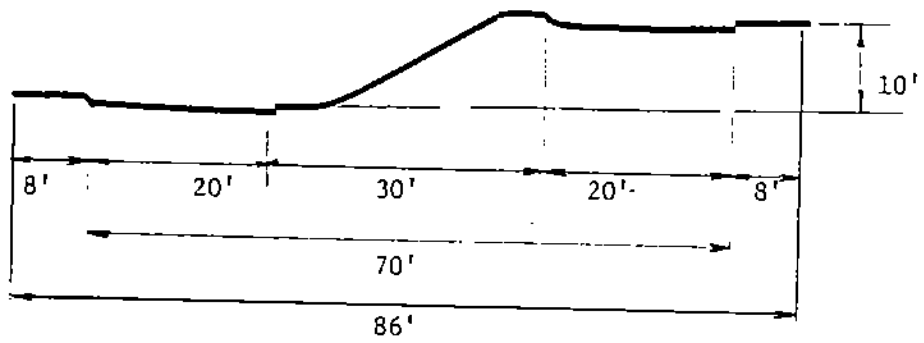
SCALE 1" = 20'

EXHIBIT IV-10





ENTRY ROAD

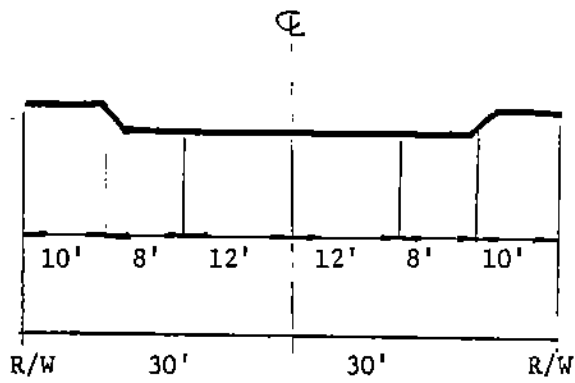


ENTRY ROAD

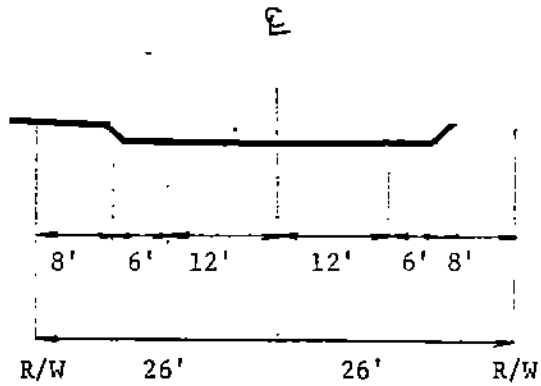
SCALE 1" = 20'

EXHIBIT IV-11

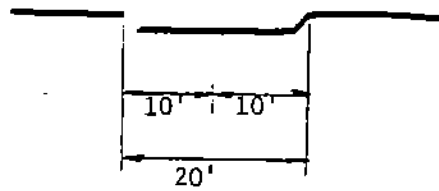
RESIDENTIAL ENTRY ROAD  
TYPICAL SECTIONS



COLLECTOR ROAD



RESIDENTIAL STREET < 500 ADT



PRIVATE DRIVES

RESIDENTIAL STREETS  
TYPICAL SECTIONS  
IRVINE COAST L.C.P.

SCALE 1" = 20'

EXHIBIT IV-12

g. All graded areas will be landscaped to stabilize soil and mitigate appearance of the graded slope.

h. Landscaping on public roads will reinforce key vistas and local scenery.

i. Road landscaping will make a gradual transition into native vegetation.

j. Adequate landscape, topographic, and setback screening to adjacent residential units will be provided.

## 2. Drainage

a. A drainage plan will be prepared prior to tentative tract map review. This plan will address drainage course stabilization, erosion control, and the effects of new drainage systems on the existing natural drainage system.

b. Marine water quality will be protected by using natural drainage courses and through erosion control. Additional control of non-point sources will be implemented if necessary to comply with Regional Water Quality Control Board standards. These measures may include streetsweeping, catch basin cleaning, efficient landscaping practices, and control of chemical application.

c. Facilities will be designed and constructed to prevent increases in the natural erosion of drainage courses.

d. A grading and erosion control plan will be developed as an integral part of the subdivision design.

e. Natural drainageways will be riprapped or otherwise stabilized below drainage and culvert discharge points in accordance with County policies.

f. Runoff from development will be conveyed to a natural drainageway or drainage structure with sufficient capacity to accept the discharge without erosion beyond that occurring naturally.

g. Sediment catch basins and other erosion control devices will be constructed and maintained in accordance with an overall erosion control plan.

## 3. Water

The Irvine Coast Planning Unit is entirely within the Irvine Ranch Water District except for a limited portion of the dedication area and two small residential areas which are within the Laguna Beach County Water District.

The area generally west of Muddy Canyon is within IRWD Improvement District Number 141, while the area generally east of Muddy Canyon is within IRWD Improvement District Number 142.

The residential areas will be served by five pressure zones. All necessary improvements including pipelines, booster stations, and other facilities will be

designed in conjunction with the tentative tract maps and installed during lot preparation. Water reservoirs will be located above ground.

The water system will be designed to provide adequate fire flows.

Exhibit IV-13 identifies the basic order in which trunk facilities of the water system will be extended. This phasing plan has been developed with the most current information available from the utility company, but is subject to refinement at more detailed stages of planning. Necessary above-ground utility facilities will be located and designed to minimize visual impacts.

#### 4. Sewer

Sewer service will be provided by a combination of agencies. The area west of Muddy Canyon is within Orange County Sanitation District Number 5. At the time that this area was annexed to OCSD #5, IRWD agreed to provide local sewer service and collection, and OCSD #5 agreed to provide regional sewage collection, transmission, and treatment.

The area east of Muddy Canyon will be served by IRWD through the Aliso Water Management Agency.

All necessary improvements including pipelines, pump stations, and other facilities will be designed in conjunction with tentative tract maps and installed during lot preparation.

Exhibit IV-14 identifies the basic order in which trunk facilities of the sewer system will be extended. This phasing plan has been developed with the most current information available from the utility company, but is subject to refinement at more detailed stages of planning. Necessary above-ground utility facilities will be located and designed to minimize visual impacts.

#### 5. Schools

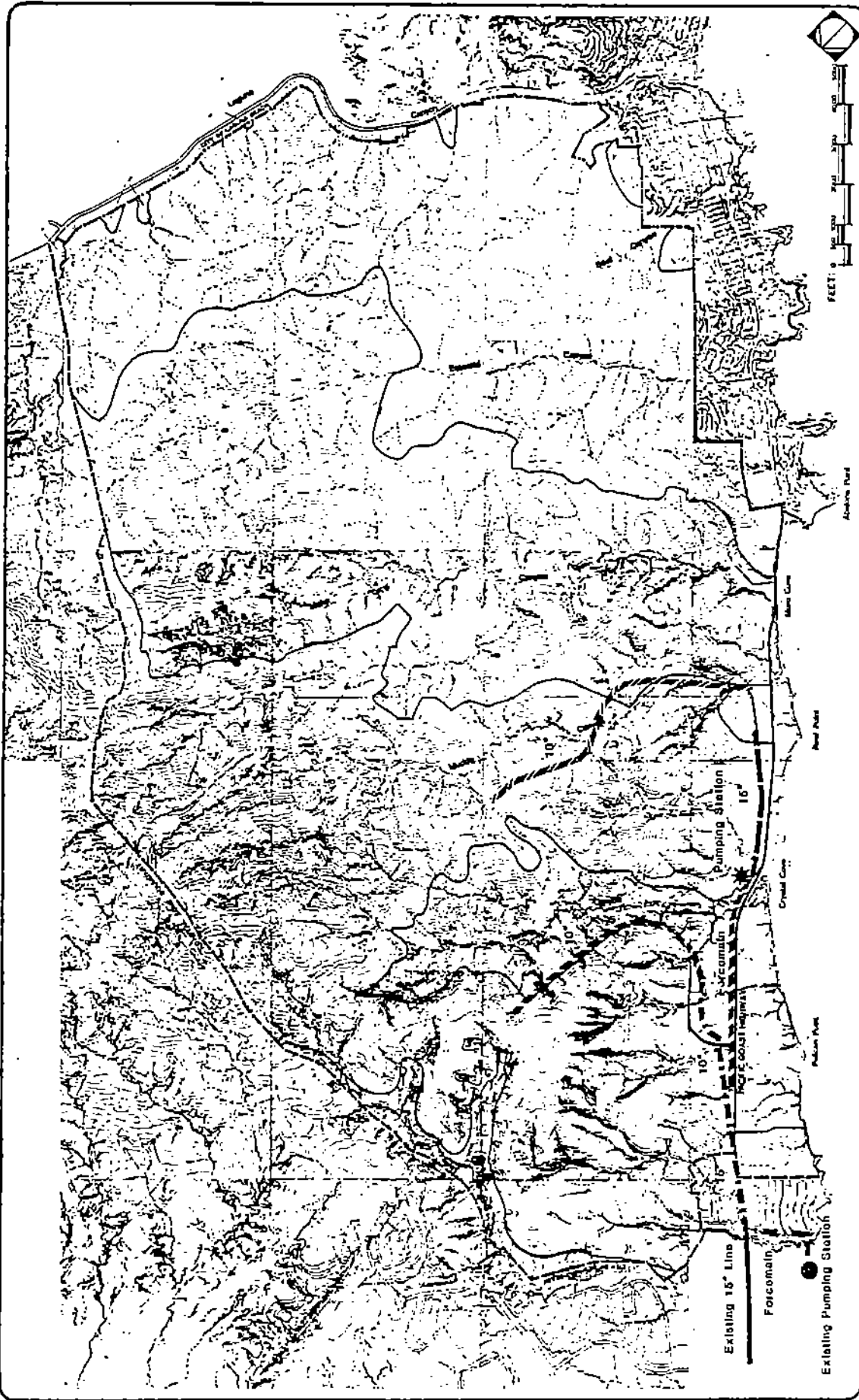
The area is currently within three school districts: Newport-Mesa, Irvine Unified, and Laguna Beach Unified. The Newport-Mesa School District will serve the major residential areas in existing school facilities in Newport Beach. The Laguna Beach Unified School District will serve the remainder of the residential areas in existing facilities, including El Moro Elementary School which is located within the coastal area. The Irvine Unified School District has indicated that its boundary will be adjusted inland to the transportation corridor.

#### 6. Gas, Electric, and Telephone

Natural gas will be provided by the Southern California Gas Company. Electricity will be provided by Southern California Edison Company. Telephone service is split between Pacific Telephone and General Telephone. All necessary facilities will be designed in conjunction with tentative tract maps. Except for 66 KV and above-ground transmission lines, all utility systems will be located underground.

Exhibit IV-15 through IV-17 identify the basic order in which trunk facilities of the gas, electric, and telephone systems will be extended. This phasing plan has been developed with the most current information available from the utility company, but is subject to refinement at more detailed stages of planning. Necessary above-ground utility facilities will be located and designed to minimize visual impacts.





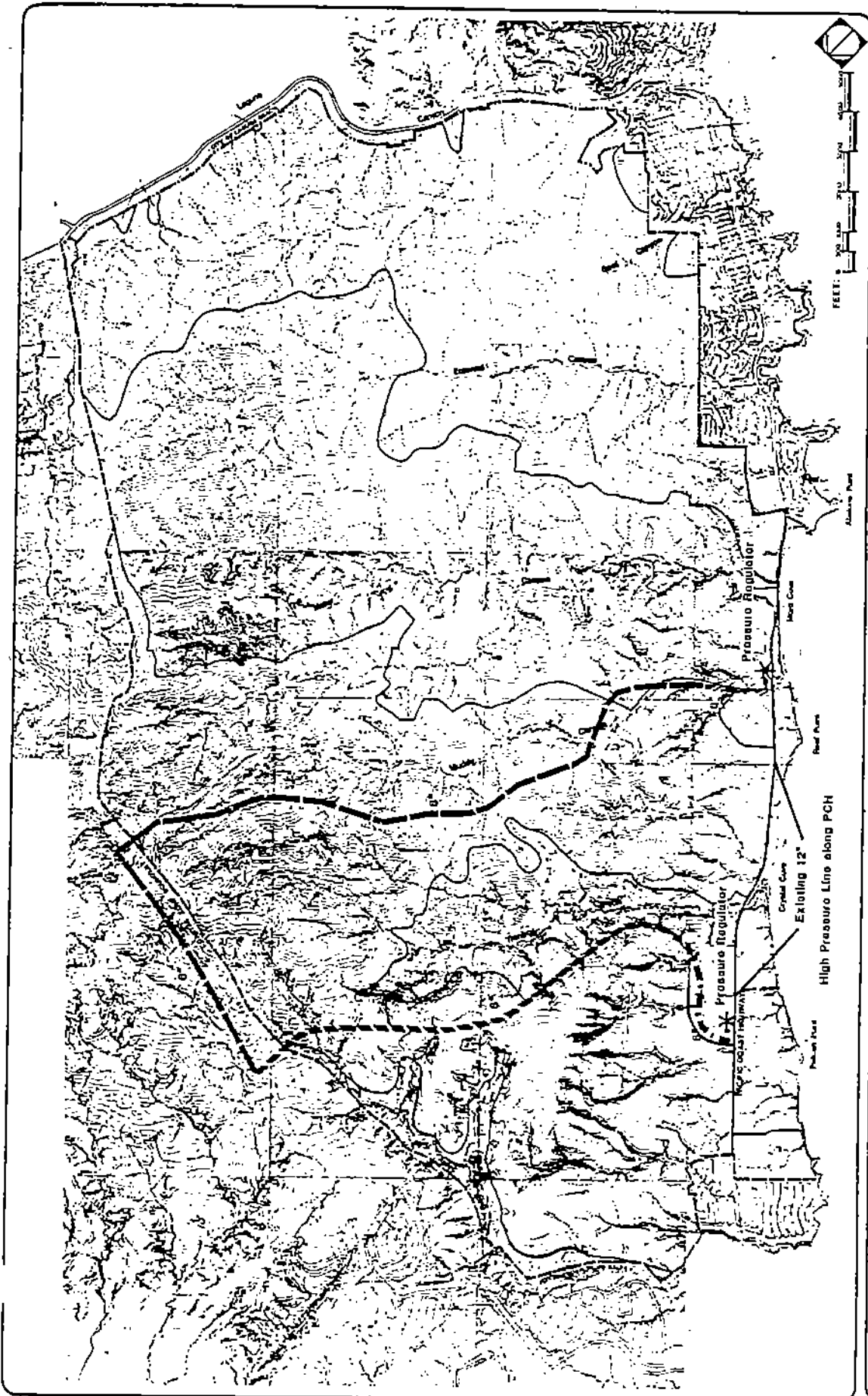
PHASING

- I - Dashed line with asterisks
- II - Dashed line with diagonal slashes
- III - Dashed line with horizontal dashes
- IV - Dashed line with vertical dashes

SEWER SYSTEM  
MASTER PLAN FACILITIES



**LOCAL COASTAL PROGRAM**  
 RIVE COAST PLANNING UNIT  
 ENVIRONMENTAL MANAGEMENT AGENCY    COUNTY OF ORANGE



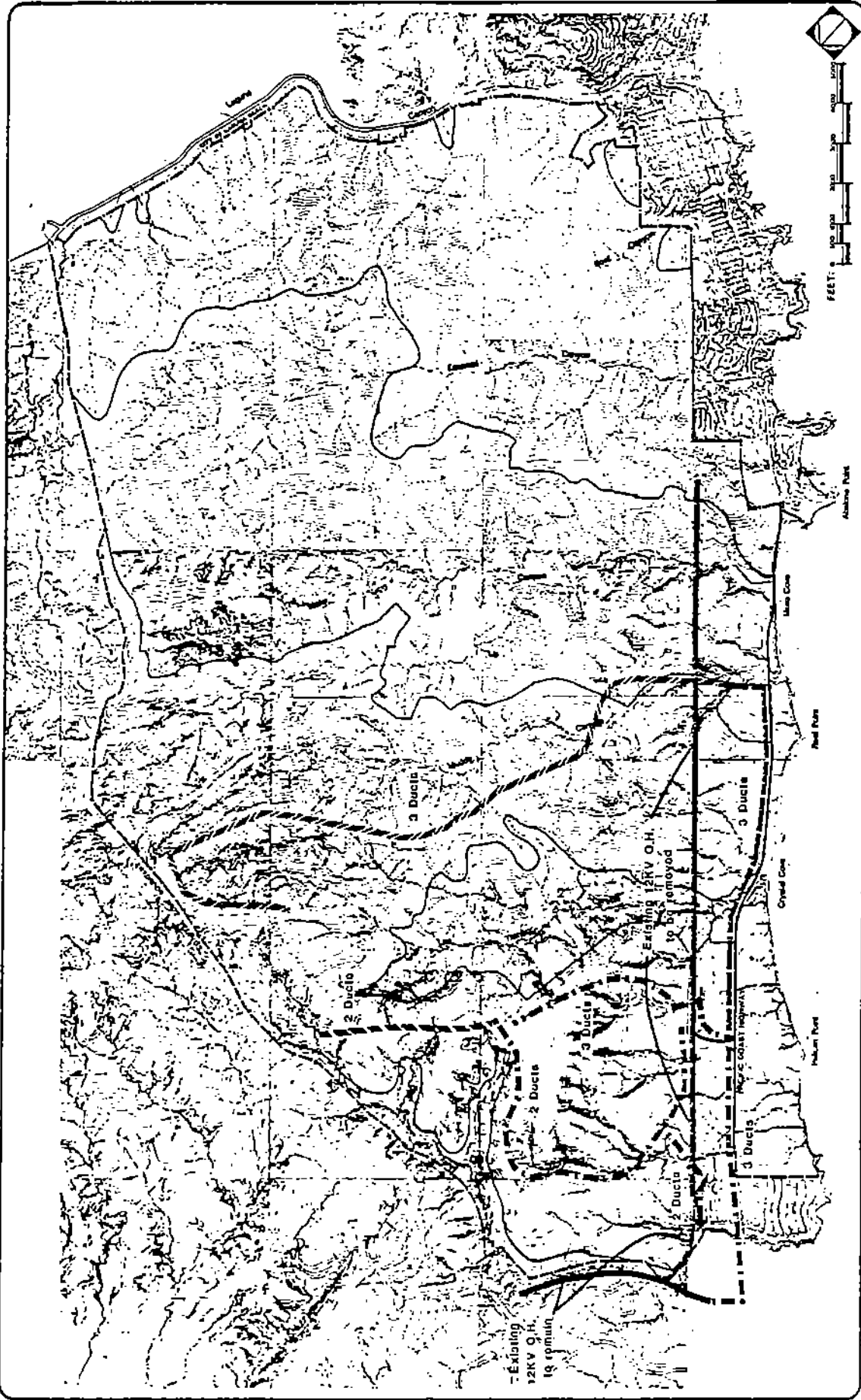
**GAS SYSTEM PHASING**

- I [Dashed line symbol]
- II [Long-dashed line symbol]
- III [Solid line symbol]
- IV [Line with diagonal hatching symbol]

**MASTER PLAN FACILITIES**



**LOCAL COASTAL PROGRAM**  
 BIVUE COAST PLANNING UNIT  
 ENVIRONMENTAL MANAGEMENT AGENCY    COUNTY OF ORANGE



**ELECTRICAL SYSTEM  
MASTER PLAN FACILITIES**

**PHASING**

- I
- II
- III
- IV



**LOCAL COASTAL PROGRAM**  
 INLAND COAST PLANNING UNIT  
 ENVIRONMENTAL MANAGEMENT AGENCY    COUNTY OF ORANGE





## 7. Special Conditions

a. Grading plans will be prepared as part of tentative tract map review and will be subject to review and approval of the County of Orange.

b. A preliminary geologic and soil engineering report will be prepared prior to tentative tract map review.

c. An erosion and runoff control program for the development areas will be developed and will be subject to approval by the County of Orange. This program will address erosion control during grading operations and pursuant to development.

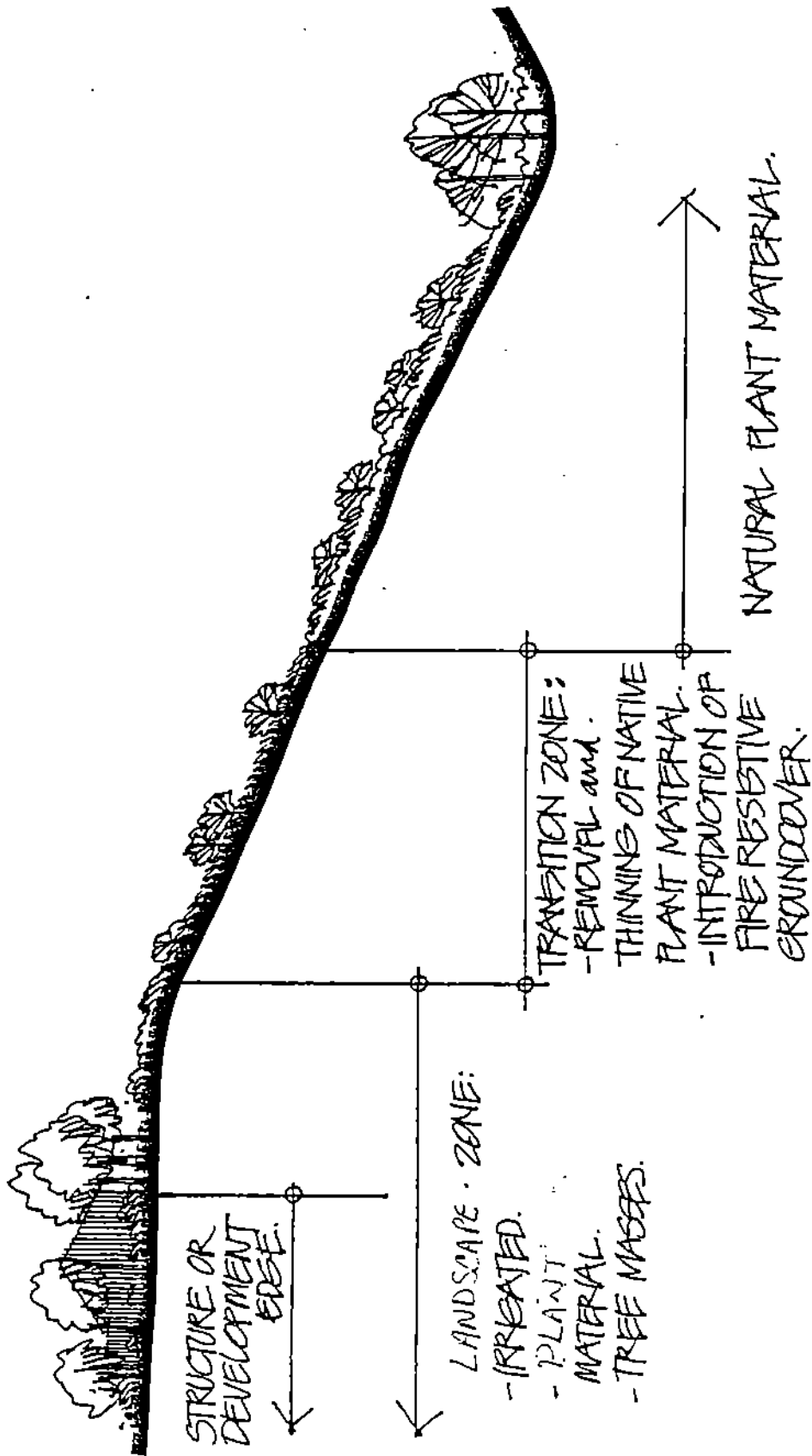
d. Development will not be located in any area of geologic hazards that cannot be mitigated by current engineering practices.

e. A comprehensive program of fuel modification zones and firebreaks shall be formulated for each structure, cluster of structures, or development area as required. The width and type of the fuel modification zone will be determined by the siting of structures, access of firefighters, density of vegetation, terrain, direction of prevailing breezes, etc.

The fuel modification zone will be comprised of the following subzones which provide a smooth transition from structure to native vegetation (Exhibit IV-18):

- (1) Structure or edge of development.
- (2) Landscape Zone: An irrigated zone with plan material.
- (3) Transition Zone: A zone of existing vegetation in which the groundcovers are removed, larger trees and shrubs pruned and thinned out and a fire-resistive groundcover is introduced.
- (4) Natural vegetation.

f. Structural elements, including fire-resistant materials and sprinkler systems, shall be included in individual buildings as necessary.



COMPONENTS OF FUEL MODIFICATION ZONE

B.

SECTION 7-9-145

"OFF-STREET PARKING REGULATIONS"

OF THE

ORANGE COUNTY ZONING CODE

THE FOLLOWING PARKING REGULATIONS  
HAVE BEEN EXCERPTED FROM THE  
COUNTY OF ORANGE CODIFIED ORDINANCES:

Sec. 7-9-145. Off-Street Parking Regulations

Sec. 7-9-145.1. Purpose and Intent.

The intent of the Off-Street Parking Regulations is to provide for the on-site, off-street parking of motor vehicles that are attracted by the use or uses on the premises. The parking facilities for motor vehicles required by this section are assumed to be the minimum which will be required by the various land use categories. However, the parking and maneuvering facilities required by this section should not be used as a fixed standard to determine the amount of off-street parking which may be adequate for any specific use. It shall be the responsibility of the developer, owner or operator of any specific use to provide adequate off-street parking even though such parking is in excess of the minimum requirements set forth in this section. It is intended that these regulations will result in the installation of properly designed parking and loading facilities of sufficient capacity to minimize traffic congestion, enhance public safety, generally provide for the parking of motor vehicles at locations other than on the streets, and for safe passage of pedestrians to and from parked vehicles, to and from their destinations.

Sec. 7-9-145.2. General Requirements.

- (a) Location of off-street parking.
- (1) Required parking facilities shall be located on the same building site and conveniently proximate to the use or uses they serve, except as otherwise provided in section 7-9-145.2.
  - (2) Property within the ultimate right-of-way of a street (either public or private), a driveway or highway shall not be included in determining the minimum required parking or loading facilities.
- (b) Accessibility. All required off-street parking spaces shall be designed, located, constructed and maintained so as to be fully and independently usable and accessible at all times in compliance with the aisle width requirements specified by section 7-9-145.5.
- (c) Usability.
- (1) The required off-street parking facilities and driveways shall not be used for any purpose which at any time would preclude the use of the area for the temporary storage of motor vehicles.

- (2) No owner shall lease, rent or otherwise make unavailable to residents the off-street parking spaces required by this article.
- (d) Access to arterial highways.
- (1) Wherever access to a parking area is from an arterial highway designated on the Master Plan of Arterial Highways, parking spaces, driveways and maneuvering areas shall be designed so that motor vehicles may enter the arterial highway traveling in a forward direction.
  - (2) Vehicular access to arterial highways designated on the Master Plan of Arterial Highways will be permitted only in accordance with specifically approved driveway locations and access design.
- (e) Maximum grades permitted.
- (1) Whenever access is taken from a street, alley or driveway to an off-street parking area serving four (4) or less dwelling units, the driveway or other vehicular accessway shall have a maximum grade of plus fifteen percent (+15%) or minus six percent (-6%), measured from the street, alley or driveway grade along the driveway centerline, for a distance of not less than eighteen (18) feet from the street, alley or driveway right-of-way line.
  - (2) Whenever access is taken from a street, alley or driveway to an off-street parking area serving industrial, commercial or professional uses, public or community facilities, or five (5) or more dwelling units, the driveway or other vehicular accessway shall have a maximum grade of plus fifteen percent (+15%) or a minus two percent (-2%), measured from the street, alley or driveway grade along the driveway centerline for a distance of not more than eighteen (18) feet from the street, alley or driveway right-of-way line.
  - (3) Off-street parking spaces and the abutting access drive required for retail commercial uses shall have a maximum grade of two (2) percent. Said grade shall be measured across the parking space and for retail commercial use shall include the abutting parking aisle in any direction. (See diagram in section 7-9-145.5.)
  - (4) Ramps or driveways providing vehicular access within the interior of an off-street parking area located beyond eighteen (18) feet from the ultimate right-of-way line of a street, alley or driveway shall have a maximum slope of plus or minus twenty percent ( $\pm 20\%$ ). When such ramp or driveway slopes exceed plus or minus ten percent ( $\pm 10\%$ ), the ramp or driveway design shall include transitions not less than eight (8) feet in length, having a slope equal to one-half the ramp slope. (See diagram in section 7-9-145.5.)

- (f) Parking area notices and directional instructions. Notwithstanding the regulations of any district or any planned community, parking area notices, each not to exceed two (2) square feet in area, and directional instructions lettered on the paved surface of driveways and parking areas are permitted for parking facilities serving industrial, commercial or professional uses; public or community facilities; and five (5) or more residential dwelling units. Such parking notices may contain the name of the owner or occupant of the property and only such words and symbols that are directly related or essential to parking or the direction of vehicular traffic within the parking area and access driveways.
- (g) Paving. All parking spaces, driveways and maneuvering areas shall be paved and permanently maintained with asphaltic concrete, cement concrete or other all-weather surfacing.
- (h) Lighting. Any lights used to illuminate the parking spaces or driveways shall be designed and located so that direct rays are confined to the property.
- (i) Change or increase in use of property. Whenever the occupancy or use of any premises which is not in compliance with off-street parking requirements is changed to a different use or the existing use is altered, enlarged, expanded or intensified, parking to meet the requirements of this section shall be provided for the new use or occupancy or for the altered, enlarged, expanded, or intensified use or occupancy. This provision shall not apply to the addition of rooms or other alterations of a single-family dwelling which do not increase the total floor area more than fifty (50) percent.
- (j) Fractional parking spaces. Whenever the computation of the number of off-street parking spaces required by this section results in a fractional parking space, one (1) additional parking space shall be required for one-half ( $\frac{1}{2}$ ) or more fractional parking space, and any fractional space less than one-half ( $\frac{1}{2}$ ) of a parking space shall not be counted.
- (k) Parking facilities for the physically handicapped. Public accommodations or facilities, including auditoriums, theaters, restaurants, hotels, motels, stadiums, retail establishments, offices of physicians and surgeons, and office buildings shall provide parking spaces for the physically handicapped in compliance with the following provisions:
- (1) As used in this section, "office building" means a building or structure of more than ten thousand (10,000) square feet of gross floor area wherein commercial activity or service is performed or a profession is practiced in all or the majority of such building or structure.
  - (2) Minimum parking stalls required are one (1) for ten thousand (10,000) to fifteen thousand (15,000) square feet of gross floor area, two (2) for fifteen thousand (15,000) to twenty-

five thousand (25,000) square feet of gross floor area plus one (1) for each additional fifteen thousand (15,000) square feet.

- (3) Handicapped spaces shall be located within close proximity to a main entrance.

Sec. 7-9-145.3. Residential Off-Street Parking Requirements.

Off-street parking facilities shall be provided for all residential uses in compliance with section 7-9-145.2 and this section. On-street parking within public or private streets or drives shall not be used to satisfy required off-street parking requirements.

(a) Size of parking spaces.

- (1) Each required covered off-street parking space shall be in a garage or carport a minimum of ten (10) feet in width and twenty (20) feet in depth of unobstructed area. In garages or carports containing two (2) or more side-by-side parking spaces, the required minimum width may include the exterior walls or supports of the structure, providing the minimum unobstructed width of each parking space is not less than nine (9) feet.
- (2) Uncovered parking spaces may be a minimum of nine and one-half (9 ½) feet in width and nineteen (19) feet in depth, except those designated for use by compact cars may be a minimum of seven and one-half (7 ½) feet in width and fifteen (15) feet in depth. In measuring the depth of paving required for uncovered parking spaces, allowance may be made to accommodate vehicular projection beyond the bumper or tire stop if such projection does not interfere with screening or pedestrian use, except as specified in section 7-9-145.3(f)(3).

When a side of such spaces abuts a building, fence, or other obstruction, the spaces shall be a minimum of two (2) feet wider than otherwise required by this section or (3) below.

- (3) Uncovered off-street parking spaces located parallel to and adjoining private accessways may be eight (8) feet in width and nineteen (19) feet in depth, with a minimum of eight (8) feet separating each pair of such parking spaces as shown in the diagram in section 7-9-145.5.
- (b) Driveway widths. Driveways for single-family dwellings shall be designed to provide suitable access for motor vehicles from the street to the required parking spaces.

All other residential driveways shall comply with the following requirements:



- (1) Driveways providing access to garages, carports and open parking areas serving four (4) or less dwelling units shall be a minimum of twelve (12) feet wide for one-way traffic and sixteen (16) feet wide for two-way traffic, not including the width of any maneuvering area in front of the garages, carports or open parking spaces.
- (2) Driveways providing access to garages, carports and open parking areas serving five (5) or more dwelling units shall be a minimum of twelve (12) feet wide for one-way traffic and twenty-four (24) feet wide for two-way traffic, not including the width of any maneuvering area in front of the garages, carports or open parking spaces.

Additional width may be required as necessary to provide transition to a wider driveway and driveway approach.

- (3) Maneuvering areas in front of garages, carports and open parking spaces shall have a minimum width as follows:
    - a. Garages - thirty (30) feet
    - b. Carports - twenty-eight (28) feet
    - c. Open parking - twenty-four (24) feet
- (c) Number of required off-street parking spaces. The minimum number of off-street parking spaces required for each category of residential use shall be as follows:

- (1) Attached or detached single-family dwellings: Two (2) covered parking spaces for each dwelling unit.
- (2) Cluster development: Two (2) covered parking spaces for each dwelling unit, plus one (1) uncovered parking space for each dwelling unit.
- (3) Two (2) or more dwelling units on one (1) building site, duplexes, apartment houses and apartment complexes, including condominium, stock cooperative and community apartment projects:

For purposes of this section, when a room such as a den, study or sewing room is provided in conjunction with a single bachelor, one-bedroom or two-bedroom unit, and said room meets the definition of a habitable room, such a room shall be considered a bedroom. When a room such as a den, study or sewing room is provided in conjunction with a three (3) or more bedroom unit and said room meets the definition of a habitable room, such additional room shall not be considered a den, study or sewing room, but as a bedroom, if a wardrobe, closet or similar facility normally found in a bedroom is proposed, and if such room is constructed in a manner that fifty (50) percent or less of one wall is open to an adjacent room or hallway:

- a. Zero to one-bedroom dwelling units: One and one-half (1 ½) off-street parking spaces for each dwelling unit, of which one (1) space shall be covered for each dwelling unit.
- b. Two-bedroom dwelling units: Two (2) off-street parking spaces for each dwelling unit, of which one (1) space shall be covered for each dwelling unit.
- c. Three-bedroom or more dwelling units: Two and one-half (2 ½) off-street parking spaces for each dwelling unit, of which two (2) spaces must be covered for each dwelling unit, plus one-half (½) off-street parking space for each bedroom in excess of three (3).
- d. In addition to the required number of parking spaces for each dwelling unit, two-tenths (0.2) guest parking space shall be provided for each dwelling unit on a building site containing four (4) or more dwelling units.
- e. For building sites containing five (5) or more dwelling units, up to twenty-five (25) percent of the required uncovered parking spaces may be of compact car size, provided such spaces are clearly and individually marked.

(d) Location of residential parking spaces.

- (1) All required off-street parking spaces shall be located not more than two hundred (200) feet from and conveniently accessible to the dwelling unit served by the parking spaces.
- (2) Required covered off-street parking spaces for multiple-family residential uses shall be designated as to the dwelling unit to which they are assigned on all plot plans or site plans submitted for permits.
- (3) Uncovered and unenclosed off-street parking spaces which are located between a building or buildings and an abutting street shall be screened from the street to a height of three and one-half (3 ½) feet in a manner consistent with provisions included in section 7-9-145.3(h). Should such screening be impractical or in violation of other sections of this article, unenclosed parking spaces shall not be permitted in the area between the building or buildings and the abutting street.

(e) Parking area design. Common off-street parking areas including multiple garages and carports, serving five (5) or more dwelling units shall comply with the following:

- (1) The off-street parking area shall be designed so that a vehicle within the parking area will not have to enter a street to move from one location to any other location within that parking area.
  - (2) Parking and maneuvering areas shall be designed so that any vehicle can leave the parking area, including garages and carports, and enter into an adjoining vehicular right-of-way traveling in a forward direction.
  - (3) Bumpers or tire stops shall be provided at the end of each open parking space along any property line, abutting a public walkway, street or alley, except where screening is positioned to insure that the motor vehicle will not extend into the public right-of-way.
  - (4) All parking spaces shall be clearly outlined on the surface of the parking facility, except where parking spaces are otherwise identified in compliance with a parking detail plan approved by the approving authority. (See diagram in section 7-9-145.5.)
- (f) Driveway design and maneuvering areas. Any building site containing five (5) or more dwelling units shall have parking facilities designed and installed in such a manner that any vehicle on the property will be able to maneuver as necessary so that it may exit from the property traveling in a forward direction.
- (g) Location of driveway on a corner lot. When a building site abuts two (2) intersecting streets, the driveway approach shall be located within the half of either street frontage that is farthest from the intersection of the two (2) streets. If one of the intersecting streets is an arterial highway, the driveway approach shall be within the local or other street.
- (h) Screening. Open off-street parking spaces shall be screened whenever such parking spaces abut the boundary of the building site or are located between a building or buildings and an abutting street, with screening materials not less than three (3) feet nor more than three and one-half (3 ½) feet in height, and may consist of one, or any combinations of the following types:
- (1) Walls: A wall shall consist of concrete, stone, brick, tile or similar type of solid masonry material a minimum of four (4) inches thick.
  - (2) Fences, solid: A solid fence shall be constructed of wood, masonry or other materials to form an opaque screen.
  - (3) Fences, open: An open-weave or mesh-type fence shall be combined with plant materials to form an opaque screen.

- 4) Planting: Plant materials, when used as a screen, shall consist of compact evergreen plants. They shall be of a kind, or used in such a manner, so as to provide screening, having a minimum width of two (2) feet, within eighteen (18) months after initial installation.

Sec. 7-9-145.4. Industrial, commercial, professional and institutional off-street parking requirements.

The following off-street parking requirements are applicable to all uses other than the residential uses set forth in section 7-9-145.3, and are in addition to the general requirements set forth in section 7-9-145.2.

(a) Size of parking spaces.

- (1) Covered or uncovered off-street parking spaces, except as noted below, shall be a minimum of nine and one-half (9 ½) feet in width and nineteen (19) feet in depth.
- (2) Parallel parking spaces may be eight (8) feet in width and nineteen (19) feet in depth, with a minimum of eight (8) feet separating each pair of such parking spaces.
- (3) Parking spaces for the physically handicapped shall be a minimum of twelve (12) feet in width and nineteen (19) feet in depth.
- (4) Unenclosed parking spaces with a side abutting a wall, building, fence, or other obstruction, shall be two (2) feet wider than the standard required width.
- (5) If covered parking contains spaces adjacent to a column or post, the minimum clear unobstructed width of such parking spaces shall be not less than nine and one-half (9 ½) feet.
- (6) In measuring the depth of paving required for uncovered parking spaces, allowance may be made to accommodate vehicular projection, beyond the bumper or tire stop, if such projection does not interfere with screening or pedestrian use, except as specified in section 7-9-145.4(f)(3). See illustration for examples of permitted paving allowances.

- (b) Parking accessways. Parking accessways are those driveways that provide ingress or egress from a street to the parking aisles, and those driveways providing interior circulation between parking aisles.
- (1) One-way drives shall have a minimum width of fifteen (15) feet.
  - (2) Two-way drives shall have a minimum width of twenty-eight (28) feet.
- (c) Parking aisles. Parking aisles are driveways which provide direct access to parking spaces. Parking aisles shall have a minimum width of fourteen (14) feet as provided in section 7-9-145.5(b). In no case shall the parking aisles for two-way traffic be less than twenty-four (24) feet in width.
- (d) Number of required off-street parking spaces.
- (1) The minimum number of off-street parking spaces required shall be in compliance with the listed requirements set forth for each general category of laned use in section 7-9-145.6.
  - (2) If no provisions for the required number of off-street parking spaces are set forth in section 7-9-145.6 or elsewhere in this article, or the provisions are not clear for any specific use or uses, the Director, EMA, shall determine the number of off-street parking spaces required.
- (e) Parking facility design.
- (1) a. Off-street parking facilities shall be designed so that a car within a facility shall not have to enter a street to move from one location to any other location within the same parking facility.
  - b. On industrial sites, separate non-contiguous parking facilities may be provided with independent entrances for employee and visitor parking, provided the facility use is clearly identified.
  - (2) Parking and maneuvering areas shall be arranged so that any vehicle can leave the parking area and enter into an adjoining vehicular right-of-way traveling in a forward direction.
  - (3) Bumpers or tire stops shall be provided along any property line abutting a public walkway, street or alley, except where screening or landscaping is installed. Bumper or tire stops shall be positioned to insure that the motor vehicle will not extend into the public right-of-way.

- (4) Parking accessways shall not have parking spaces taking direct access therefrom and shall not be intersected by a parking aisle or another parking accessway for a minimum distance of fifty (50) feet from the street right-of-way from which access is taken. (See diagram in section 7-9-145.5.)
  - (5) All parking facilities taking access from an arterial highway shall have a parking accessway between the highway and the parking aisles.
  - (6) The point of exit or entry from any off-street parking space shall not be closer than twenty (20) feet from a street right-of-way line at a street opening.
  - (7) All parking stalls shall be clearly outlined with double or hairpin lines on the surface of the parking facility. (See diagram in section 7-9-145.5.)
  - (8) Parking spaces for the physically handicapped shall be located to provide easy access to the main or designated entrance of the building to be used by the physically handicapped. Such parking spaces shall be identified by installation of a sign incorporating the international physically handicapped symbol.
- (f) Landscaping. Landscaping of parking areas shall be provided in accordance with the provisions of the applicable land use district regulations. In all cases, space within the off-street parking area not utilized for driveways, maneuvering areas, parking stalls or walkways shall be landscaped. Landscaped areas shall be separated from paved driveway, parking space and maneuvering areas by a minimum six-inch-high barrier.
- (g) Screening. Open parking spaces and parking structures shall be screened with a solid wall of not less than three (3) feet nor more than three and one-half (3 ½) feet in height whenever such parking is adjacent to a street right-of-way and when the street separates such parking from any district zoned for residential or agricultural uses. Walls shall be located adjacent to the inside edge of any required boundary landscaping and to the outside edge of the paved parking area when there is no landscaping.
- (h) Vehicular access standards. The vehicular access detail plan required for the CR, CC, CH and CN Districts shall be in substantial conformity with the following:
- (1) The first street opening from an intersection should be a minimum of one hundred ten (110) feet from the point of intersection of the ultimate right-of-way lines of the abutting streets.
  - (2) The second street opening should be a minimum of three hundred (300) feet from the point of intersection of the ultimate right-of-way lines of the abutting streets.

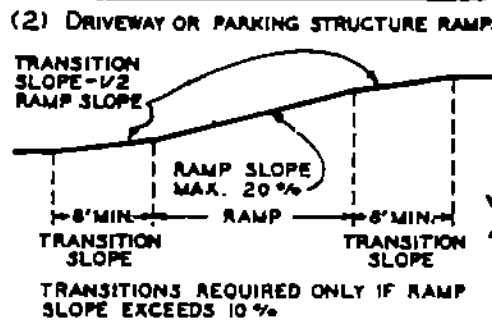
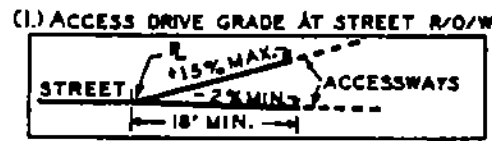
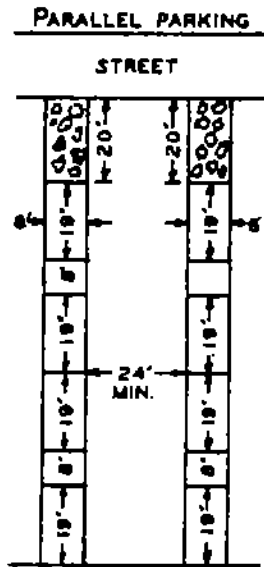
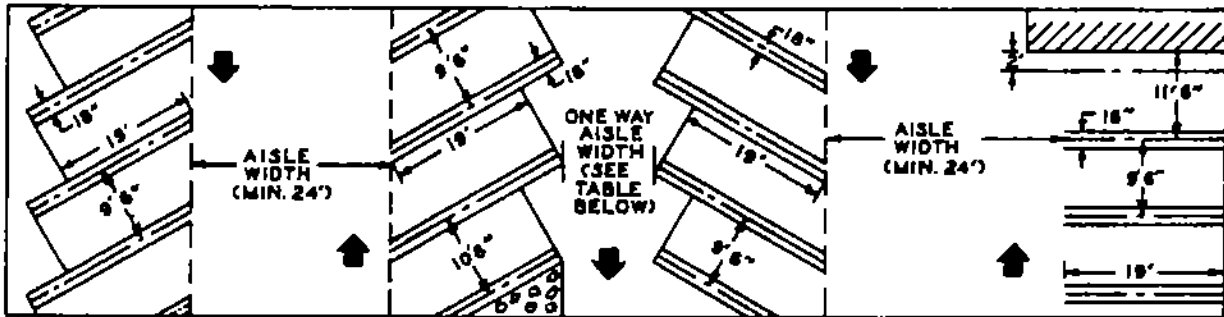
- (3) Any additional street openings should be a minimum of three hundred (300) feet, from center to center, from any other street opening except in the CN District, where the distance between street openings should be a minimum of one hundred fifty (150) feet from center to center.
- (4) There should be a minimum distance of twenty-two (22) feet measured at the ultimate property line, between a street opening in this district and any existing street opening in any other district.

The vehicular access detail plan as required in the districts listed above, shall be submitted to the Director for his approval prior to the issuance of a building permit or grading permit. The Director shall weigh each application on its merits and may grant a modification of any of the above guidelines if he finds that the efficiency of the arterial highway system will be maintained and that conditions or terrain indicate it is impractical or inadvisable to comply with the requirements, or if these requirements will create or result in undue hardship to the abutting property.

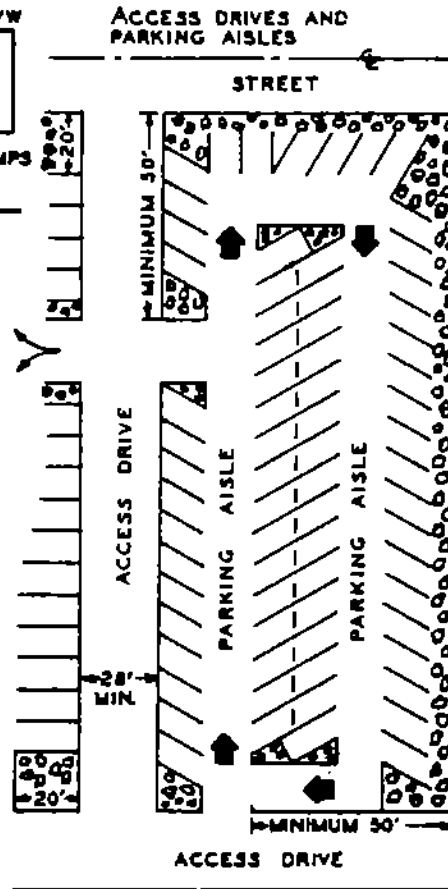
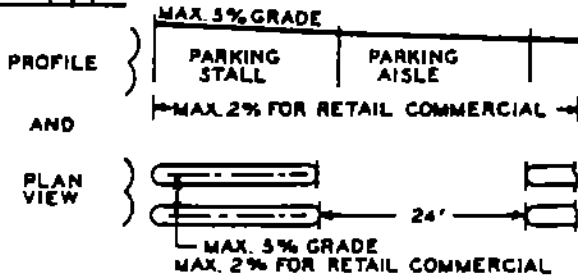
- (i) Joint use of parking facilities. Joint parking facilities that contain less than the sum of the parking spaces for two (2) or more individual uses may be permitted in compliance with the following requirements:
  - (1) Detail plan required. A detail plan shall be approved by the Director and shall be signed by every owner of an individual use that would use the joint parking facility.
  - (2) Parking demand data. Information shall be provided on the estimated parking demand for all uses at various times throughout the day.
  - (3) Adequate parking required. The permit shall not be approved unless the Director finds that adequate parking will be available for all uses at all times throughout the day.
  - (4) Location of parking. Parking facilities shall be within three hundred (300) feet of the uses they serve.
  - (5) Recorded agreements. The permit approval shall be conditional upon the recording with the County Recorder of an agreement executed by all parties concerned assuring the continued availability of the required number of parking spaces at all times.

Sec. 7-9-145.5. Design requirements.

(a) Off-street parking stall and access standards.



(3) MAXIMUM PARKING STALL AND PARKING AISLE GRADES





(b) Minimum parking aisle width for one-way traffic.

Parking Angle Degree	Aisle Width (feet)	Parking Angle Degree	Aisle Width (feet)
0 - 44	14.0	65 - 69	18.0
45 - 49	14.5	70 - 74	19.5
50 - 54	15.0	75 - 79	21.0
55 - 59	16.0	80 - 90	24.0
60 - 64	17.0		

(c) Minimum parking aisle width for two-way traffic. For two-way traffic, aisle widths and maneuvering areas shall be a minimum of twenty-four (24) feet wide.

Sec. 7-9-145.6. Off-Street Parking Requirements.

- (a) All land uses shall provide off-street parking in compliance with the following requirements, unless otherwise modified by the provisions contained in sections 7-9-125 and 7-9-150.

The off-street parking requirements listed under this section are the minimum requirements for each specific use; however, it shall be the responsibility of the developer, owner or operator of any specific use to provide adequate off-street parking, even though such parking is in excess of the minimum requirements set forth in this section.

Use	Minimum Parking Stalls Required
(1) Auditoriums, theaters, sports arenas, stadiums	1 for each 3 seats or 1 for each 35 square feet of gross floor area where there are no fixed seats
(2) Automobile washing and cleaning establishments, except self-service	16 minimum
(3) Automobile washing and cleaning establishments, self-service	5 for 2 stalls
(4) Banks, commercial	1 for each 200 square feet of gross floor area

Use	Minimum Parking Stalls Required
c. Professional, other than medical or dental	1 for each 250 square feet of gross floor area
d. Veterinary hospitals and clinics	1 for each 150 square feet of gross floor area
(25) Public utility facilities including but not limited to, electric, gas, water, telephone and telegraph facilities not having business offices on the premises	1 for each 2 employees in the largest shift, plus 1 for each vehicle used in connection with the use. A minimum of 2 spaces shall be provided for each such use regardless of building space or number of employees
(26) Restaurants, except drive-ins, cafes, nightclubs, taverns, lounges or other establishments for the sale and consumption on the premises of food and beverages	10 minimum or 1 for each 100 square feet of gross floor area up to 4,000 square feet, plus 1 for each 80 square feet of gross floor area over 4,000 square feet
(27) Restaurants, drive-in	10 plus 1 for each 100 square feet of gross floor area
(28) Retail stores	
a. General, except as otherwise specified herein	1 for each 200 square feet of gross floor area
b. Discount department stores	8 for each 1,000 square feet of gross floor area
c. Furniture and appliances	1 for each 500 square feet of gross floor area
d. Shopping centers, all districts except CR District	5.5 for each 1,000 square feet of gross floor area
e. Shopping centers, CR District only	8 for each 1,000 square feet of gross floor area
(29) Savings and loan offices, other financial institutions	1 for each 250 square feet of floor area
(30) Schools	
a. Elementary and junior high schools	2 for each classroom

Use	Minimum Parking Stalls Required
b. College, universities and institutions of higher learning, parochial and private	1 for each 3 students, plus 1 for each 2 members of the faculty and employees
c. Senior high schools, public, parochial and private	1 for each member of the faculty and each employee, plus 1 for each 6 students regularly enrolled
d. Trade schools, business colleges and commercial schools	1 for each 3 student capacity of each classroom plus 1 for each faculty member or employee
(31) Skating rinks, ice or roller	1 for each 100 square feet of gross floor area, plus the spaces required for additional uses on the site
(32) Stables, commercial	Sufficient area, treated to prevent dust, to provide for the needs of customers and employees, but not less than 1 accessible space for each 5 horses kept on the premises
(33) Storage yards in connection with contractors' business; salvage yard; junkyard; automobile wrecking yard; storage yard	6 which shall be separated from the enclosed storage area
(34) Swimming pools, commercial	1 for each 500 square feet of gross enclosed area, plus the spaces required for additional uses on the site
(35) Tennis clubs, commercial	3 for each court, plus the spaces required for additional uses on the site
(36) Warehouses, storage buildings or structures used exclusively for storage purposes	1 for each 1,000 square feet of gross floor area

Use	Minimum Parking Stalls Required
(37) Wholesale establishments and warehouses not used exclusively for storage	1 for each 1,000 square feet of gross floor area, less that area devoted to office or sales, plus 1 for each 250 square feet of office or sales area

- (b) Parking area shall be computed by adding the areas used for parking accessways, drives, aisles, stalls, maneuvering and landscaping within that portion of the premises that is devoted to vehicular parking.
- (c) Common parking facilities for multiple uses. Uses on contiguous building sites may share common parking facilities within one or more parking areas located within such contiguous building sites, provided:
  - (1) The total amount of all such parking facilities is at least equal to the sum of the requirements for the individual uses that share the common parking facilities.
  - (2) Adequate assurance is provided to guarantee that required parking will continue to be maintained in compliance with applicable provisions of section 7-9-145.
  - (3) A detail parking plan, showing all common parking facilities, shall be approved by the Director, EMA.
  - (4) The assurance required by (2) and the parking plan required by (3) shall be recorded in the office of the Orange County Recorder.
- (d) Whenever any nonresidential use is located on a building site that is also used for residential purposes, parking facilities shall be provided for the residential use as required, in addition to the parking required for the nonresidential use or uses.
- (e) Requirements not specified. If no provisions for the required number of off-street parking spaces are set forth in these regulations, or the provisions are not clear for any specific use or uses, the Director, EMA, shall determine the number of off-street parking spaces required.

Sec. 7-9-145.7. Alternatives to Off-Street Parking Regulations.

- (a) Alternative provisions to any of the off-street parking regulations may be permitted subject to the approval of a use permit application approved in compliance with the provisions of section 7-9-150.2. Any such application may be approved provided the approving authority finds:
  - (1) Applicable off-street parking requirements are excessive or inappropriate due to the nature of the specific use involved or because of special circumstances applicable to the property; and
  - (2) The proposed off-street parking facilities comply with the intent of these regulations as specified by section 7-9-145.1.
- (b) Parking for mid-size and compact-size cars may be provided in compliance with an approved parking detail plan and with the following requirements:
  - (1) A maximum of fifty (50) percent of the required spaces may be reduced from the standard size to a minimum of eight and one-half (8 ½) feet wide by seventeen (17) feet deep.
  - (2) Such spaces shall be separate from standard-size spaces in separate bays, rows or aisles which are clearly identified for mid- or compact size cars.
  - (3) The parking detail plan shall indicate how motor vehicle drivers will be directed or required to park in appropriate size spaces.

C.

STATISTICAL ANALYSIS

## C.

STATISTICAL ANALYSIS

Land Use Category	Planning Area	Approx. Gross Acres	Net Usable Acres	Market Rate* Dwelling Units	Affordable* Dwelling Units
Low Density Residential	1	913		500	-0-
	2	583		600	-0-
	3	317		85	-0-
	4	288		150	-0-
	5	448		250	-0-
	6	537		75	-0-
	7	25		22	-0-
	8	<u>25</u>		<u>22</u>	-0-
SUBTOTAL		3,136		1,704	
Medium Density Residential	9	50		215	-0-
	10	<u>8</u>		<u>52</u>	224
SUBTOTAL		58		267	
Residential Recreation	11	172			
	12	<u>408</u>			
SUBTOTAL		580			
Visitor-Serving Commercial	13 A,B,D,C	73	70	-0-	-0-
	14	36	30	-0-	-0-
	15	15	14	-0-	-0-
	16	<u>3</u>	3	-0-	-0-
SUBTOTAL		127			
Crystal Cove State Park	17	2860			

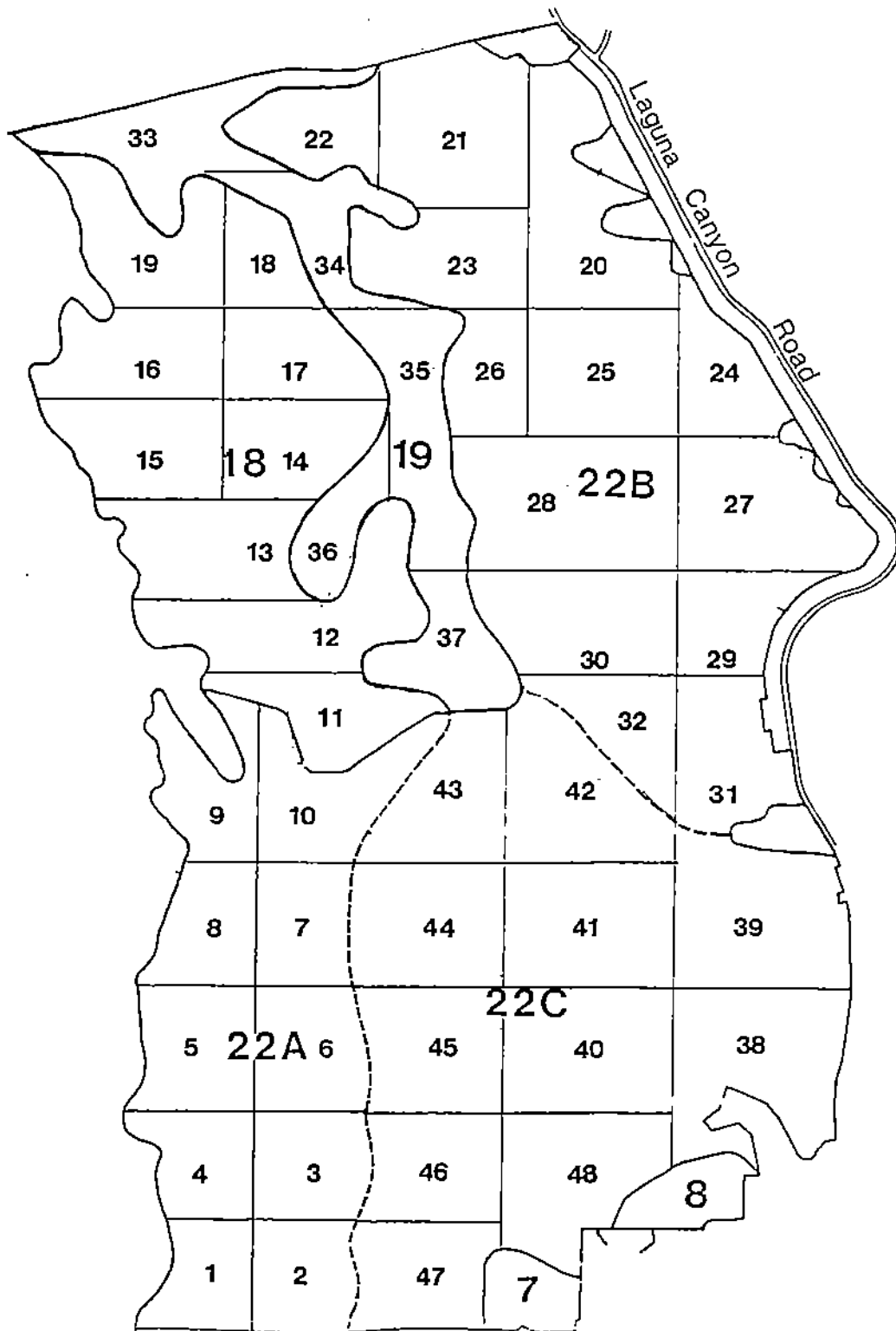
STATISTICAL ANALYSIS  
(Continued)

Land Use Category	Planning Area	Approx. Gross Acres	Net Usable Acres	Market Rate* Dwelling Units	Affordable* Dwelling Units
Public	18	544			
Recreation	19	133			
	20	11		-0-	150
	21	<u>10</u>			
SUBTOTAL		698			
Conservation	22 A,B,C	1,973			
GRAND TOTALS		9,432		1,945*	648*

\*\* Neighborhood commercial sites, not to exceed 10 net acres, may be located within or near the Residential Planning Areas, subject to an approved Area Plan and Site Plan approval.

\* Notwithstanding the provisions of the Statistical Analysis, the total number of market-rate dwelling units shall not exceed 1,945 and the total number of affordable dwelling units shall not exceed 648.





**IRVINE COAST DEDICATION SEQUENCE MAP**  
**APPENDIX D**



- (b) Parking accessways. Parking accessways are those driveways that provide ingress or egress from a street to the parking aisles, and those driveways providing interior circulation between parking aisles.
  - (1) One-way drives shall have a minimum width of fifteen (15) feet.
  - (2) Two-way drives shall have a minimum width of twenty-eight (28) feet.
- (c) Parking aisles. Parking aisles are driveways which provide direct access to parking spaces. Parking aisles shall have a minimum width of fourteen (14) feet as provided in section 7-9-145.5(b). In no case shall the parking aisles for two-way traffic be less than twenty-four (24) feet in width.
- (d) Number of required off-street parking spaces.
  - (1) The minimum number of off-street parking spaces required shall be in compliance with the listed requirements set forth for each general category of laned use in section 7-9-145.6.
  - (2) If no provisions for the required number of off-street parking spaces are set forth in section 7-9-145.6 or elsewhere in this article, or the provisions are not clear for any specific use or uses, the Director, EMA, shall determine the number of off-street parking spaces required.
- (e) Parking facility design.
  - (1) a. Off-street parking facilities shall be designed so that a car within a facility shall not have to enter a street to move from one location to any other location within the same parking facility.
    - b. On industrial sites, separate non-contiguous parking facilities may be provided with independent entrances for employee and visitor parking, provided the facility use is clearly identified.
  - (2) Parking and maneuvering areas shall be arranged so that any vehicle can leave the parking area and enter into an adjoining vehicular right-of-way traveling in a forward direction.
  - (3) Bumpers or tire stops shall be provided along any property line abutting a public walkway, street or alley, except where screening or landscaping is installed. Bumper or tire stops shall be positioned to insure that the motor vehicle will not extend into the public right-of-way.

- (4) Parking accessways shall not have parking spaces taking direct access therefrom and shall not be intersected by a parking aisle or another parking accessway for a minimum distance of fifty (50) feet from the street right-of-way from which access is taken. (See diagram in section 7-9-145.5.)
  - (5) All parking facilities taking access from an arterial highway shall have a parking accessway between the highway and the parking aisles.
  - (6) The point of exit or entry from any off-street parking space shall not be closer than twenty (20) feet from a street right-of-way line at a street opening.
  - (7) All parking stalls shall be clearly outlined with double or hairpin lines on the surface of the parking facility. (See diagram in section 7-9-145.5.)
  - (8) Parking spaces for the physically handicapped shall be located to provide easy access to the main or designated entrance of the building to be used by the physically handicapped. Such parking spaces shall be identified by installation of a sign incorporating the international physically handicapped symbol.
- (f) Landscaping. Landscaping of parking areas shall be provided in accordance with the provisions of the applicable land use district regulations. In all cases, space within the off-street parking area not utilized for driveways, maneuvering areas, parking stalls or walkways shall be landscaped. Landscaped areas shall be separated from paved driveway, parking space and maneuvering areas by a minimum six-inch-high barrier.
- (g) Screening. Open parking spaces and parking structures shall be screened with a solid wall of not less than three (3) feet nor more than three and one-half (3 ½) feet in height whenever such parking is adjacent to a street right-of-way and when the street separates such parking from any district zoned for residential or agricultural uses. Walls shall be located adjacent to the inside edge of any required boundary landscaping and to the outside edge of the paved parking area when there is no landscaping.
- (h) Vehicular access standards. The vehicular access detail plan required for the CR, CC, CH and CN Districts shall be in substantial conformity with the following:
- (1) The first street opening from an intersection should be a minimum of one hundred ten (110) feet from the point of intersection of the ultimate right-of-way lines of the abutting streets.
  - (2) The second street opening should be a minimum of three hundred (300) feet from the point of intersection of the ultimate right-of-way lines of the abutting streets.

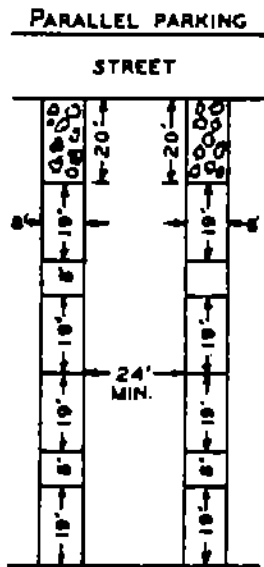
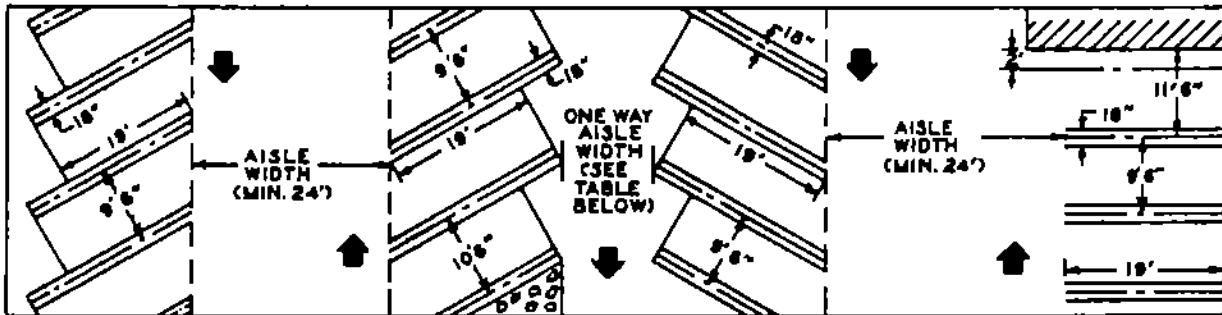
- (3) Any additional street openings should be a minimum of three hundred (300) feet, from center to center, from any other street opening except in the CN District, where the distance between street openings should be a minimum of one hundred fifty (150) feet from center to center.
- (4) There should be a minimum distance of twenty-two (22) feet measured at the ultimate property line, between a street opening in this district and any existing street opening in any other district.

The vehicular access detail plan as required in the districts listed above, shall be submitted to the Director for his approval prior to the issuance of a building permit or grading permit. The Director shall weigh each application on its merits and may grant a modification of any of the above guidelines if he finds that the efficiency of the arterial highway system will be maintained and that conditions or terrain indicate it is impractical or inadvisable to comply with the requirements, or if these requirements will create or result in undue hardship to the abutting property.

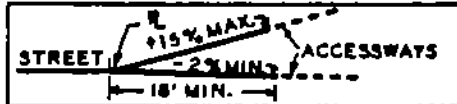
- (i) Joint use of parking facilities. Joint parking facilities that contain less than the sum of the parking spaces for two (2) or more individual uses may be permitted in compliance with the following requirements:
  - (1) Detail plan required. A detail plan shall be approved by the Director and shall be signed by every owner of an individual use that would use the joint parking facility.
  - (2) Parking demand data. Information shall be provided on the estimated parking demand for all uses at various times throughout the day.
  - (3) Adequate parking required. The permit shall not be approved unless the Director finds that adequate parking will be available for all uses at all times throughout the day.
  - (4) Location of parking. Parking facilities shall be within three hundred (300) feet of the uses they serve.
  - (5) Recorded agreements. The permit approval shall be conditional upon the recording with the County Recorder of an agreement executed by all parties concerned assuring the continued availability of the required number of parking spaces at all times.

Sec. 7-9-145.5. Design requirements.

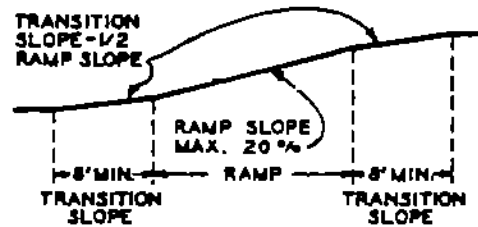
(a) Off-street parking stall and access standards.



(1) ACCESS DRIVE GRADE AT STREET R/O/W

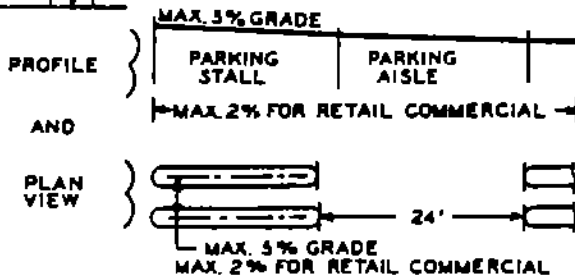


(2) DRIVEWAY OR PARKING STRUCTURE RAMP

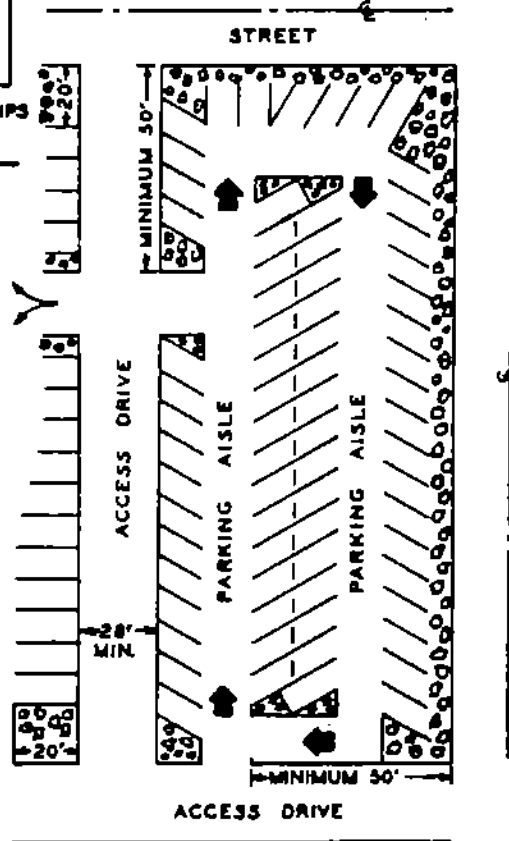


TRANSITIONS REQUIRED ONLY IF RAMP SLOPE EXCEEDS 10 %

(3) MAXIMUM PARKING STALL AND PARKING AISLE GRADES



ACCESS DRIVES AND PARKING AISLES



(b) Minimum parking aisle width for one-way traffic.

Parking Angle Degree	Aisle Width (feet)	Parking Angle Degree	Aisle Width (feet)
0 - 44	14.0	65 - 69	18.0
45 - 49	14.5	70 - 74	19.5
50 - 54	15.0	75 - 79	21.0
55 - 59	16.0	80 - 90	24.0
60 - 64	17.0		

(c) Minimum parking aisle width for two-way traffic. For two-way traffic, aisle widths and maneuvering areas shall be a minimum of twenty-four (24) feet wide.

Sec. 7-9-145.6. Off-Street Parking Requirements.

- (a) All land uses shall provide off-street parking in compliance with the following requirements, unless otherwise modified by the provisions contained in sections 7-9-125 and 7-9-150.

The off-street parking requirements listed under this section are the minimum requirements for each specific use; however, it shall be the responsibility of the developer, owner or operator of any specific use to provide adequate off-street parking, even though such parking is in excess of the minimum requirements set forth in this section.

Use	Minimum Parking Stalls Required
(1) Auditoriums, theaters, sports arenas, stadiums	1 for each 3 seats or 1 for each 35 square feet of gross floor area where there are no fixed seats
(2) Automobile washing and cleaning establishments, except self-service	16 minimum
(3) Automobile washing and cleaning establishments, self-service	5 for 2 stalls
(4) Banks, commercial	1 for each 200 square feet of gross floor area

Use	Minimum Parking Stalls Required
c. Professional, other than medical or dental	1 for each 250 square feet of gross floor area
d. Veterinary hospitals and clinics	1 for each 150 square feet of gross floor area
(25) Public utility facilities including but not limited to, electric, gas, water, telephone and telegraph facilities not having business offices on the premises	1 for each 2 employees in the largest shift, plus 1 for each vehicle used in connection with the use. A minimum of 2 spaces shall be provided for each such use regardless of building space or number of employees
(26) Restaurants, except drive-ins, cafes, nightclubs, taverns, lounges or other establishments for the sale and consumption on the premises of food and beverages	10 minimum or 1 for each 100 square feet of gross floor area up to 4,000 square feet, plus 1 for each 80 square feet of gross floor area over 4,000 square feet
(27) Restaurants, drive-in	10 plus 1 for each 100 square feet of gross floor area
(28) Retail stores	
a. General, except as otherwise specified herein	1 for each 200 square feet of gross floor area
b. Discount department stores	8 for each 1,000 square feet of gross floor area
c. Furniture and appliances	1 for each 500 square feet of gross floor area
d. Shopping centers, all districts except CR District	5.5 for each 1,000 square feet of gross floor area
e. Shopping centers, CR District only	8 for each 1,000 square feet of gross floor area
(29) Savings and loan offices, other financial institutions	1 for each 250 square feet of floor area
(30) Schools	
a. Elementary and junior high schools	2 for each classroom

Use	Minimum Parking Stalls Required
b. College, universities and institutions of higher learning, parochial and private	1 for each 3 students, plus 1 for each 2 members of the faculty and employees
c. Senior high schools, public, parochial and private	1 for each member of the faculty and each employee, plus 1 for each 6 students regularly enrolled
d. Trade schools, business colleges and commercial schools	1 for each 3 student capacity of each classroom plus 1 for each faculty member or employee
(31) Skating rinks, ice or roller	1 for each 100 square feet of gross floor area, plus the spaces required for additional uses on the site
(32) Stables, commercial	Sufficient area, treated to prevent dust, to provide for the needs of customers and employees, but not less than 1 accessible space for each 5 horses kept on the premises
(33) Storage yards in connection with contractors' business; salvage yard; junkyard; automobile wrecking yard; storage yard	6 which shall be separated from the enclosed storage area
(34) Swimming pools, commercial	1 for each 500 square feet of gross enclosed area, plus the spaces required for additional uses on the site
(35) Tennis clubs, commercial	3 for each court, plus the spaces required for additional uses on the site
(36) Warehouses, storage buildings or structures used exclusively for storage purposes	1 for each 1,000 square feet of gross floor area



Use	Minimum Parking Stalls Required
(37) Wholesale establishments and warehouses not used exclusively for storage	1 for each 1,000 square feet of gross floor area, less that area devoted to office or sales, plus 1 for each 250 square feet of office or sales area

- (b) Parking area shall be computed by adding the areas used for parking accessways, drives, aisles, stalls, maneuvering and landscaping within that portion of the premises that is devoted to vehicular parking.
- (c) Common parking facilities for multiple uses. Uses on contiguous building sites may share common parking facilities within one or more parking areas located within such contiguous building sites, provided:
  - (1) The total amount of all such parking facilities is at least equal to the sum of the requirements for the individual uses that share the common parking facilities.
  - (2) Adequate assurance is provided to guarantee that required parking will continue to be maintained in compliance with applicable provisions of section 7-9-145.
  - (3) A detail parking plan, showing all common parking facilities, shall be approved by the Director, EMA.
  - (4) The assurance required by (2) and the parking plan required by (3) shall be recorded in the office of the Orange County Recorder.
- (d) Whenever any nonresidential use is located on a building site that is also used for residential purposes, parking facilities shall be provided for the residential use as required, in addition to the parking required for the nonresidential use or uses.
- (e) Requirements not specified. If no provisions for the required number of off-street parking spaces are set forth in these regulations, or the provisions are not clear for any specific use or uses, the Director, EMA, shall determine the number of off-street parking spaces required.

Sec. 7-9-145.7. Alternatives to Off-Street Parking Regulations.

- (a) Alternative provisions to any of the off-street parking regulations may be permitted subject to the approval of a use permit application approved in compliance with the provisions of section 7-9-150.2. Any such application may be approved provided the approving authority finds:
  - (1) Applicable off-street parking requirements are excessive or inappropriate due to the nature of the specific use involved or because of special circumstances applicable to the property; and
  - (2) The proposed off-street parking facilities comply with the intent of these regulations as specified by section 7-9-145.1.
- (b) Parking for mid-size and compact-size cars may be provided in compliance with an approved parking detail plan and with the following requirements:
  - (1) A maximum of fifty (50) percent of the required spaces may be reduced from the standard size to a minimum of eight and one-half (8 ½) feet wide by seventeen (17) feet deep.
  - (2) Such spaces shall be separate from standard-size spaces in separate bays, rows or aisles which are clearly identified for mid- or compact size cars.
  - (3) The parking detail plan shall indicate how motor vehicle drivers will be directed or required to park in appropriate size spaces.

C.

STATISTICAL ANALYSIS

C.

STATISTICAL ANALYSIS

Land Use Category	Planning Area	Approx. Gross Acres	Net Usable Acres	Market Rate* Dwelling Units	Affordable* Dwelling Units
Low Density Residential	1	913		500	-0-
	2	583		600	-0-
	3	317		85	-0-
	4	288		150	-0-
	5	448		250	-0-
	6	537		75	-0-
	7	25		22	-0-
	8	<u>25</u>		<u>22</u>	-0-
SUBTOTAL		3,136		1,704	
Medium Density Residential	9	50		215	-0-
	10	<u>8</u>		<u>52</u>	224
SUBTOTAL		58		267	
Residential Recreation	11	172			
	12	<u>408</u>			
SUBTOTAL		580			
Visitor-Serving Commercial	13 A, B, D, C	73	70	-0-	-0-
	14	36	30	-0-	-0-
	15	15	14	-0-	-0-
	16	<u>3</u>	3	-0-	-0-
SUBTOTAL		127			
Crystal Cove State Park	17	2860			

STATISTICAL ANALYSIS  
(Continued)

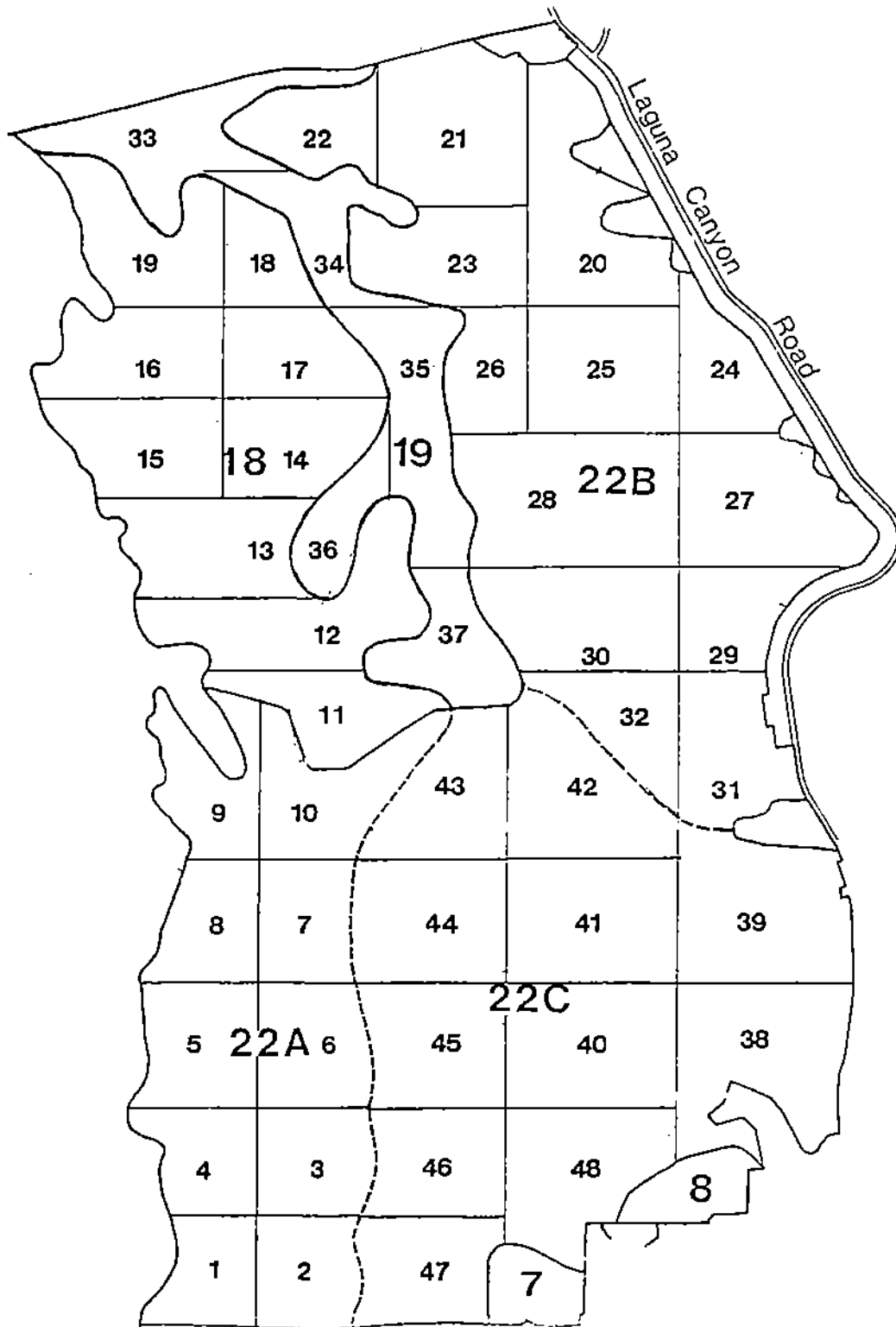
Land Use Category	Planning Area	Approx. Gross Acres	Net Usable Acres	Market Rate* Dwelling Units	Affordable* Dwelling Units
Public	18	544			
Recreation	19	133			
	20	11		-0-	150
	21	<u>10</u>			
SUBTOTAL		698			
Conservation	22 A, B, C	1,973			
GRAND TOTALS		9,432		1,945*	648*

\*\* Neighborhood commercial sites, not to exceed 10 net acres, may be located within or near the Residential Planning Areas, subject to an approved Area Plan and Site Plan approval.

\* Notwithstanding the provisions of the Statistical Analysis, the total number of market-rate dwelling units shall not exceed 1,945 and the total number of affordable dwelling units shall not exceed 648.

D.

DEDICATION SEQUENCE MAP



**RVINE COAST DEDICATION SEQUENCE MAP**  
**APPENDIX D**

- (b) Parking accessways. Parking accessways are those driveways that provide ingress or egress from a street to the parking aisles, and those driveways providing interior circulation between parking aisles.
- (1) One-way drives shall have a minimum width of fifteen (15) feet.
  - (2) Two-way drives shall have a minimum width of twenty-eight (28) feet.
- (c) Parking aisles. Parking aisles are driveways which provide direct access to parking spaces. Parking aisles shall have a minimum width of fourteen (14) feet as provided in section 7-9-145.5(b). In no case shall the parking aisles for two-way traffic be less than twenty-four (24) feet in width.
- (d) Number of required off-street parking spaces.
- (1) The minimum number of off-street parking spaces required shall be in compliance with the listed requirements set forth for each general category of laned use in section 7-9-145.6.
  - (2) If no provisions for the required number of off-street parking spaces are set forth in section 7-9-145.6 or elsewhere in this article, or the provisions are not clear for any specific use or uses, the Director, EMA, shall determine the number of off-street parking spaces required.
- (e) Parking facility design.
- (1) a. Off-street parking facilities shall be designed so that a car within a facility shall not have to enter a street to move from one location to any other location within the same parking facility.
  - b. On industrial sites, separate non-contiguous parking facilities may be provided with independent entrances for employee and visitor parking, provided the facility use is clearly identified.
  - (2) Parking and maneuvering areas shall be arranged so that any vehicle can leave the parking area and enter into an adjoining vehicular right-of-way traveling in a forward direction.
  - (3) Bumpers or tire stops shall be provided along any property line abutting a public walkway, street or alley, except where screening or landscaping is installed. Bumper or tire stops shall be positioned to insure that the motor vehicle will not extend into the public right-of-way.



- (4) Parking accessways shall not have parking spaces taking direct access therefrom and shall not be intersected by a parking aisle or another parking accessway for a minimum distance of fifty (50) feet from the street right-of-way from which access is taken. (See diagram in section 7-9-145.5.)
  - (5) All parking facilities taking access from an arterial highway shall have a parking accessway between the highway and the parking aisles.
  - (6) The point of exit or entry from any off-street parking space shall not be closer than twenty (20) feet from a street right-of-way line at a street opening.
  - (7) All parking stalls shall be clearly outlined with double or hairpin lines on the surface of the parking facility. (See diagram in section 7-9-145.5.)
  - (8) Parking spaces for the physically handicapped shall be located to provide easy access to the main or designated entrance of the building to be used by the physically handicapped. Such parking spaces shall be identified by installation of a sign incorporating the international physically handicapped symbol.
- (f) Landscaping. Landscaping of parking areas shall be provided in accordance with the provisions of the applicable land use district regulations. In all cases, space within the off-street parking area not utilized for driveways, maneuvering areas, parking stalls or walkways shall be landscaped. Landscaped areas shall be separated from paved driveway, parking space and maneuvering areas by a minimum six-inch-high barrier.
- (g) Screening. Open parking spaces and parking structures shall be screened with a solid wall of not less than three (3) feet nor more than three and one-half (3 ½) feet in height whenever such parking is adjacent to a street right-of-way and when the street separates such parking from any district zoned for residential or agricultural uses. Walls shall be located adjacent to the inside edge of any required boundary landscaping and to the outside edge of the paved parking area when there is no landscaping.
- (h) Vehicular access standards. The vehicular access detail plan required for the CR, CC, CH and CN Districts shall be in substantial conformity with the following:
- (1) The first street opening from an intersection should be a minimum of one hundred ten (110) feet from the point of intersection of the ultimate right-of-way lines of the abutting streets.
  - (2) The second street opening should be a minimum of three hundred (300) feet from the point of intersection of the ultimate right-of-way lines of the abutting streets.

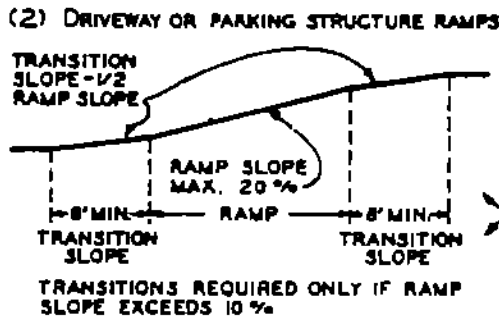
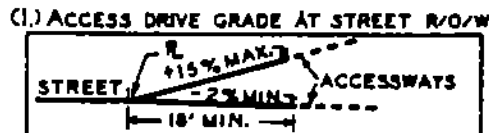
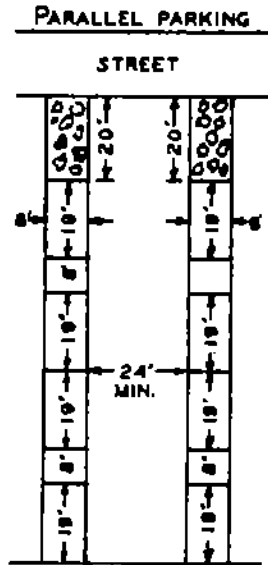
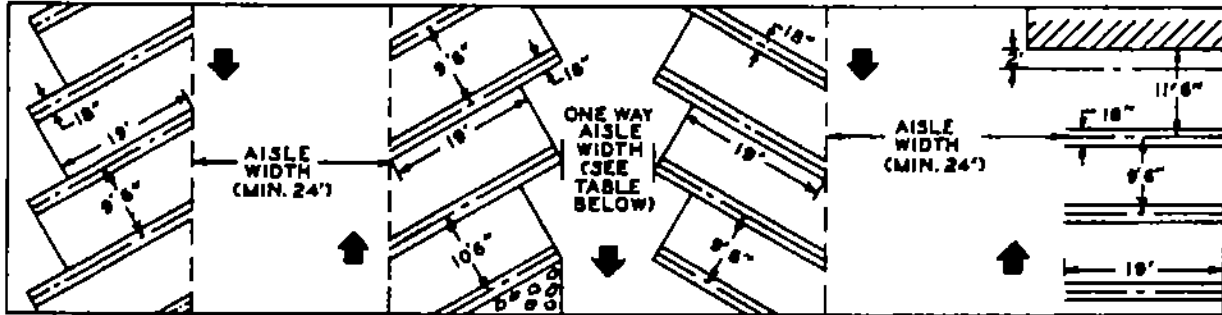
- (3) Any additional street openings should be a minimum of three hundred (300) feet, from center to center, from any other street opening except in the CN District, where the distance between street openings should be a minimum of one hundred fifty (150) feet from center to center.
- (4) There should be a minimum distance of twenty-two (22) feet measured at the ultimate property line, between a street opening in this district and any existing street opening in any other district.

The vehicular access detail plan as required in the districts listed above, shall be submitted to the Director for his approval prior to the issuance of a building permit or grading permit. The Director shall weigh each application on its merits and may grant a modification of any of the above guidelines if he finds that the efficiency of the arterial highway system will be maintained and that conditions or terrain indicate it is impractical or inadvisable to comply with the requirements, or if these requirements will create or result in undue hardship to the abutting property.

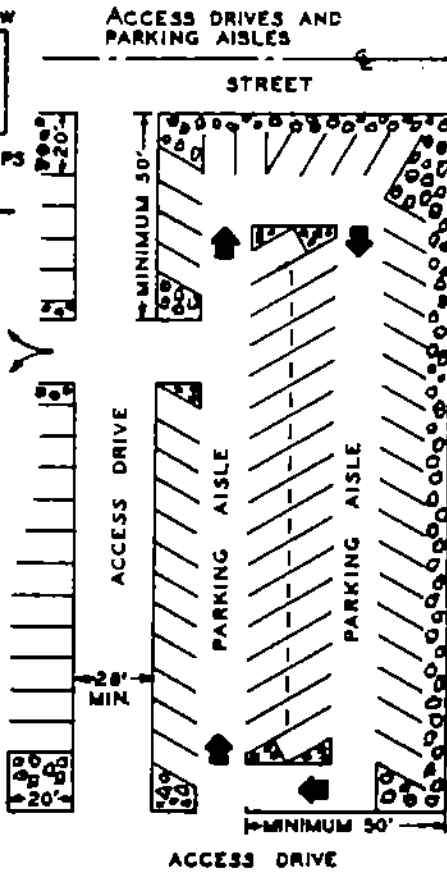
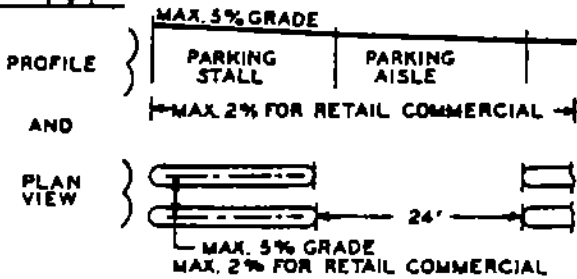
- (i) Joint use of parking facilities. Joint parking facilities that contain less than the sum of the parking spaces for two (2) or more individual uses may be permitted in compliance with the following requirements:
  - (1) Detail plan required. A detail plan shall be approved by the Director and shall be signed by every owner of an individual use that would use the joint parking facility.
  - (2) Parking demand data. Information shall be provided on the estimated parking demand for all uses at various times throughout the day.
  - (3) Adequate parking required. The permit shall not be approved unless the Director finds that adequate parking will be available for all uses at all times throughout the day.
  - (4) Location of parking. Parking facilities shall be within three hundred (300) feet of the uses they serve.
  - (5) Recorded agreements. The permit approval shall be conditional upon the recording with the County Recorder of an agreement executed by all parties concerned assuring the continued availability of the required number of parking spaces at all times.

Sec. 7-9-145.5. Design requirements.

(a) Off-street parking stall and access standards.



(3.) MAXIMUM PARKING STALL AND PARKING AISLE GRADES



(b) Minimum parking aisle width for one-way traffic.

Parking Angle Degree	Aisle Width (feet)	Parking Angle Degree	Aisle Width (feet)
0 - 44	14.0	65 - 69	18.0
45 - 49	14.5	70 - 74	19.5
50 - 54	15.0	75 - 79	21.0
55 - 59	16.0	80 - 90	24.0
60 - 64	17.0		

(c) Minimum parking aisle width for two-way traffic. For two-way traffic, aisle widths and maneuvering areas shall be a minimum of twenty-four (24) feet wide.

Sec. 7-9-145.6. Off-Street Parking Requirements.

- (a) All land uses shall provide off-street parking in compliance with the following requirements, unless otherwise modified by the provisions contained in sections 7-9-125 and 7-9-150.

The off-street parking requirements listed under this section are the minimum requirements for each specific use; however, it shall be the responsibility of the developer, owner or operator of any specific use to provide adequate off-street parking, even though such parking is in excess of the minimum requirements set forth in this section.

Use	Minimum Parking Stalls Required
(1) Auditoriums, theaters, sports arenas, stadiums	1 for each 3 seats or 1 for each 35 square feet of gross floor area where there are no fixed seats
(2) Automobile washing and cleaning establishments, except self-service	16 minimum
(3) Automobile washing and cleaning establishments, self-service	5 for 2 stalls
(4) Banks, commercial	1 for each 200 square feet of gross floor area

Use	Minimum Parking Stalls Required
c. Professional, other than medical or dental	1 for each 250 square feet of gross floor area
d. Veterinary hospitals and clinics	1 for each 150 square feet of gross floor area
(25) Public utility facilities including but not limited to, electric, gas, water, telephone and telegraph facilities not having business offices on the premises	1 for each 2 employees in the largest shift, plus 1 for each vehicle used in connection with the use. A minimum of 2 spaces shall be provided for each such use regardless of building space or number of employees
(26) Restaurants, except drive-ins, cafes, nightclubs, taverns, lounges or other establishments for the sale and consumption on the premises of food and beverages	10 minimum or 1 for each 100 square feet of gross floor area up to 4,000 square feet, plus 1 for each 80 square feet of gross floor area over 4,000 square feet
(27) Restaurants, drive-in	10 plus 1 for each 100 square feet of gross floor area
(28) Retail stores	
a. General, except as otherwise specified herein	1 for each 200 square feet of gross floor area
b. Discount department stores	8 for each 1,000 square feet of gross floor area
c. Furniture and appliances	1 for each 500 square feet of gross floor area
d. Shopping centers, all districts except CR District	5.5 for each 1,000 square feet of gross floor area
e. Shopping centers, CR District only	8 for each 1,000 square feet of gross floor area
(29) Savings and loan offices, other financial institutions	1 for each 250 square feet of floor area
(30) Schools	
a. Elementary and junior high schools	2 for each classroom

Use	Minimum Parking Stalls Required
b. College, universities and institutions of higher learning, parochial and private	1 for each 3 students, plus 1 for each 2 members of the faculty and employees
c. Senior high schools, public, parochial and private	1 for each member of the faculty and each employee, plus 1 for each 6 students regularly enrolled
d. Trade schools, business colleges and commercial schools	1 for each 3 student capacity of each classroom plus 1 for each faculty member or employee
(31) Skating rinks, ice or roller	1 for each 100 square feet of gross floor area, plus the spaces required for additional uses on the site
(32) Stables, commercial	Sufficient area, treated to prevent dust, to provide for the needs of customers and employees, but not less than 1 accessible space for each 5 horses kept on the premises
(33) Storage yards in connection with contractors' business; salvage yard; junkyard; automobile wrecking yard; storage yard	6 which shall be separated from the enclosed storage area
(34) Swimming pools, commercial	1 for each 500 square feet of gross enclosed area, plus the spaces required for additional uses on the site
(35) Tennis clubs, commercial	3 for each court, plus the spaces required for additional uses on the site
(36) Warehouses, storage buildings or structures used exclusively for storage purposes	1 for each 1,000 square feet of gross floor area

Use	Minimum Parking Stalls Required
(37) Wholesale establishments and warehouses not used exclusively for storage	1 for each 1,000 square feet of gross floor area, less that area devoted to office or sales, plus 1 for each 250 square feet of office or sales area

- (b) Parking area shall be computed by adding the areas used for parking accessways, drives, aisles, stalls, maneuvering and landscaping within that portion of the premises that is devoted to vehicular parking.
- (c) Common parking facilities for multiple uses. Uses on contiguous building sites may share common parking facilities within one or more parking areas located within such contiguous building sites, provided:
  - (1) The total amount of all such parking facilities is at least equal to the sum of the requirements for the individual uses that share the common parking facilities.
  - (2) Adequate assurance is provided to guarantee that required parking will continue to be maintained in compliance with applicable provisions of section 7-9-145.
  - (3) A detail parking plan, showing all common parking facilities, shall be approved by the Director, EMA.
  - (4) The assurance required by (2) and the parking plan required by (3) shall be recorded in the office of the Orange County Recorder.
- (d) Whenever any nonresidential use is located on a building site that is also used for residential purposes, parking facilities shall be provided for the residential use as required, in addition to the parking required for the nonresidential use or uses.
- (e) Requirements not specified. If no provisions for the required number of off-street parking spaces are set forth in these regulations, or the provisions are not clear for any specific use or uses, the Director, EMA, shall determine the number of off-street parking spaces required.

Sec. 7-9-145.7. Alternatives to Off-Street Parking Regulations.

- (a) Alternative provisions to any of the off-street parking regulations may be permitted subject to the approval of a use permit application approved in compliance with the provisions of section 7-9-150.2. Any such application may be approved provided the approving authority finds:
  - (1) Applicable off-street parking requirements are excessive or inappropriate due to the nature of the specific use involved or because of special circumstances applicable to the property; and
  - (2) The proposed off-street parking facilities comply with the intent of these regulations as specified by section 7-9-145.1.
- (b) Parking for mid-size and compact-size cars may be provided in compliance with an approved parking detail plan and with the following requirements:
  - (1) A maximum of fifty (50) percent of the required spaces may be reduced from the standard size to a minimum of eight and one-half (8 ½) feet wide by seventeen (17) feet deep.
  - (2) Such spaces shall be separate from standard-size spaces in separate bays, rows or aisles which are clearly identified for mid- or compact size cars.
  - (3) The parking detail plan shall indicate how motor vehicle drivers will be directed or required to park in appropriate size spaces.



C.

STATISTICAL ANALYSIS

## C.

STATISTICAL ANALYSIS

Land Use Category	Planning Area	Approx. Gross Acres	Net Usable Acres	Market Rate* Dwelling Units	Affordable* Dwelling Units
Low Density Residential	1	913		500	-0-
	2	583		600	-0-
	3	317		85	-0-
	4	288		150	-0-
	5	448		250	-0-
	6	537		75	-0-
	7	25		22	-0-
	8	<u>25</u>		<u>22</u>	-0-
SUBTOTAL		3,136		1,704	
Medium Density Residential	9	50		215	-0-
	10	<u>8</u>		<u>52</u>	224
SUBTOTAL		58		267	
Residential Recreation	11	172			
	12	<u>408</u>			
SUBTOTAL		580			
Visitor-Serving Commercial	13 A,B,D,C	73	70	-0-	-0-
	14	36	30	-0-	-0-
	15	15	14	-0-	-0-
	16	<u>3</u>	3	-0-	-0-
SUBTOTAL		127			
Crystal Cove State Park	17	2860			

STATISTICAL ANALYSIS  
(Continued)

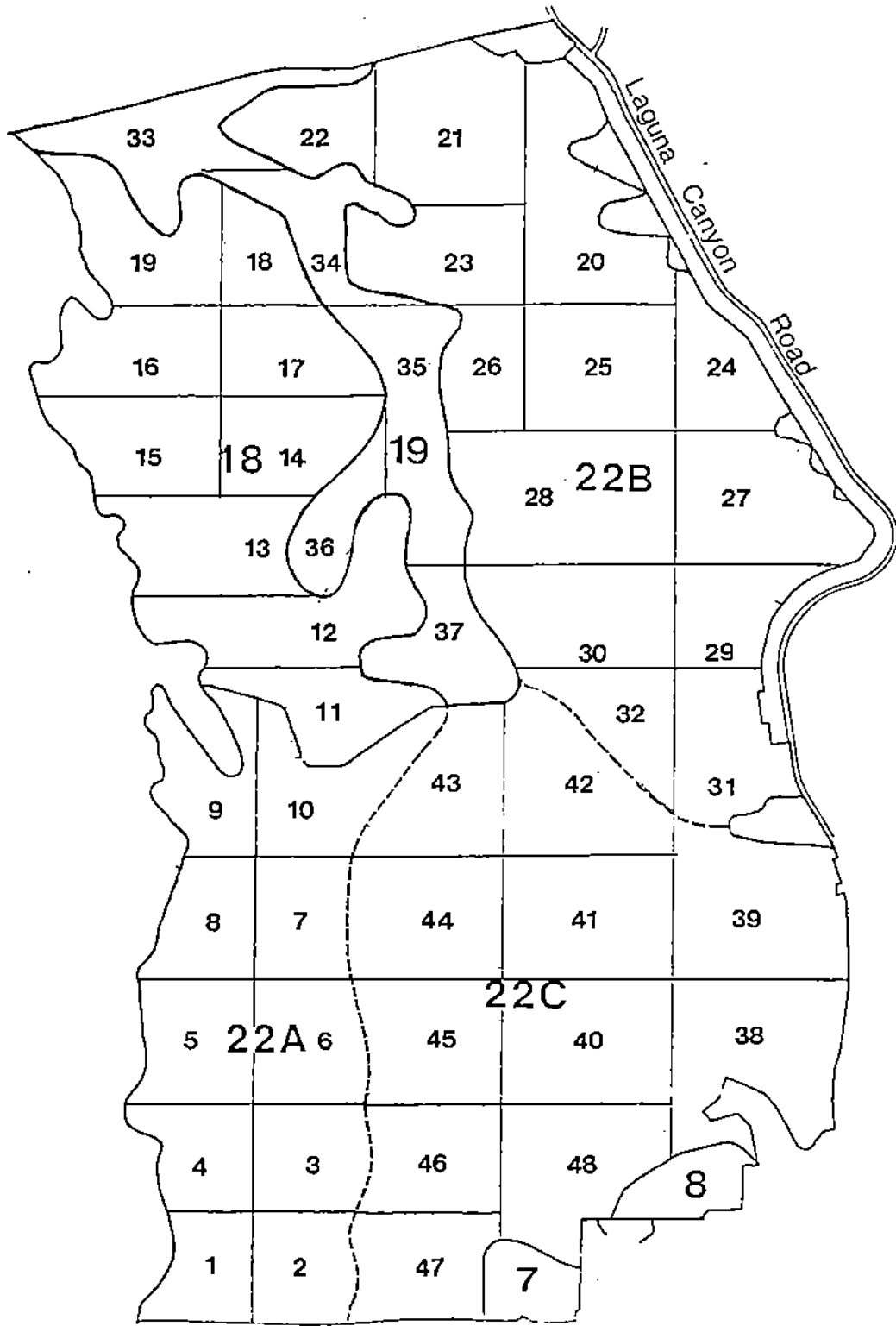
Land Use Category	Planning Area	Approx. Gross Acres	Net Usable Acres	Market Rate* Dwelling Units	Affordable* Dwelling Units
Public	18	544			
Recreation	19	133			
	20	11		-0-	150
	21	<u>10</u>			
SUBTOTAL		698			
Conservation	22 A,B,C	1,973			
GRAND TOTALS		9,432		1,945*	648*

\*\* Neighborhood commercial sites, not to exceed 10 net acres, may be located within or near the Residential Planning Areas, subject to an approved Area Plan and Site Plan approval.

\* Notwithstanding the provisions of the Statistical Analysis, the total number of market-rate dwelling units shall not exceed 1,945 and the total number of affordable dwelling units shall not exceed 648.

D.

DEDICATION SEQUENCE MAP



**RVINE COAST DEDICATION SEQUENCE MAP**  
**APPENDIX D**

