

CITY COUNCIL RESOLUTION NO. 10-81

A RESOLUTION OF THE PLANNING COMMISSION OF THE
CITY OF IRVINE RECOMMENDING TO THE CITY COUNCIL
APPROVAL OF MASTER PLAN 00497860-PMP TO ESTABLISH
DESIGN CRITERIA FOR RESIDENTIAL-MIXED USE
PROJECTS WITHIN THE IRVINE BUSINESS COMPLEX

WHEREAS, the City of Irvine has an adopted General Plan and Zoning Ordinance;
and

WHEREAS, the City of Irvine has proposed 00497860-PMP to establish design
criteria for residential-mixed use projects within the Irvine Business Complex; and

WHEREAS, Master Plan 00497860-PMP (Master Plan) is considered a part of the
overall Vision Plan project for the IBC (Vision Plan Project) pursuant to the California
Environmental Quality Act (CEQA); and

WHEREAS, the City Council has considered information presented by the
applicant, the Community Development Department, and other interested parties at public
meetings and hearings held on July 11, 2006, July 25, 2006, February 27, 2007, October
23, 2007, February 26, 2008, April 27, 2010, and July 13, 2010.

NOW, THEREFORE, the City Council of the City of Irvine DOES HEREBY
RESOLVE as follows:

SECTION 1. That pursuant to Section 15205 of the State CEQA
Guidelines, the City Council reviewed and considered the Final Environmental Impact
Report (SCH# 2007011024) (FEIR) in making its recommendation on the Zone Change
and the Vision Plan Project.

SECTION 2. Most of the potentially significant environmental impacts of the Vision
Plan Project identified in the FEIR have been determined to be less than significant or
mitigated to a level that is considered less than significant or changes have been required
or incorporated into the Vision Plan Project which avoid or substantially lessen the
significant environmental effects.

SECTION 3. Certain impacts of the Vision Plan Project to Air Quality, Noise, Land
Use and Traffic have been identified in the FEIR as significant and unavoidable. The
specific impacts are summarized in Exhibit A to Resolution No. 10-79. Based upon
specific economic, social, technical or other considerations, the City Council finds these
effects acceptable and adopts the required facts and findings and Statement of
Overriding Considerations (attached as Exhibit B to Resolution No. 10-79).

SECTION 4. Although the FEIR identifies certain significant environmental effects
that would result if the Vision Plan Project is approved, most environmental effects can

feasibly be avoided or mitigated. The applicable mitigation measures, included within the FEIR as Table 1-2 and incorporated herein as Exhibit C to Resolution No. 10-79, have been incorporated into the Vision Plan Project or identified as requirements of the Vision Plan Project.

SECTION 5. In accordance with Section 8 of the City of Irvine CEQA Procedures, the Planning Commission recommends that the City Council find that the FEIR has been completed in compliance with CEQA and the State CEQA Guidelines, and the City's CEQA Procedures. The Planning Commission also recommends that the City Council, having final approval authority over the project, certify as complete and adequate the Final EIR.

SECTION 6. Pursuant to Fish and Game Code Section 7.11.4 (C), all required Fish and Game filing fees will be paid subsequent to certification of the FEIR for the Vision Plan Project.

SECTION 7. That, in accordance with Section 2-17-7 of the City of Irvine Zoning Code, the following findings for approving a master plan have been established:

1. That the proposed plan is consistent with applicable general and specific plans.

The design criteria in the Master Plan are consistent with the General Plan, and implement the neighborhood identify and mobility goals and objectives of the IBC Element.

2. The proposed master plan is consistent with the City's Zoning Ordinance.

In accordance with Section 5-8 of the Zoning Code, the design criteria in the Master Plan were established to ensure proper design flexibility be allowed for residential development projects while maintaining neighborhood character and pedestrian scale design. Therefore, the proposed Master Plan is consistent with the City's Zoning Ordinance.

3. The proposed master plan is in the best interests of the public health, safety and welfare of the community.

The proposed design criteria in the Master Plan implement goals of sustainable planning and smart growth by ensuring a strong level of neighborhood pedestrian oriented design. Therefore, the criteria are consistent with all applicable provisions of the General Plan and Zoning Code and the Master Plan is determined to be in the best interests of the health, safety and welfare of the community.

4. The proposed master plan complies with all applicable requirements set forth within division 8 pertaining to the dedication of permanent open space through a phased dedication implementation program for affected planning areas and zoning districts

The project is not subject to this provision.

5. If the proposed master plan affects land located within the coastal zone, the proposed master plan will comply with the provisions of the land use plan of the certified local coastal program.

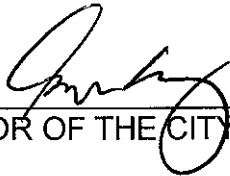
A portion of the IBC is located within the coastal zone, but the design criteria do not apply to this area as no residential development is permitted in this area

6. In Planning Area 30, the proposed master plan provides for compatibility between existing and future uses within the City of Irvine, to the extent those uses are known.

The project is not located in Planning Area 30.

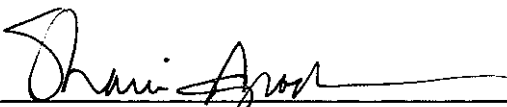
NOW, THEREFORE, based on the above findings the City Council of the City of Irvine DOES HEREBY APPROVE Master Plan 00497860-PMP (Exhibit A).

PASSED AND ADOPTED by the City Council of the City of Irvine at a regular meeting held on the 13th day of July, 2010.



MAYOR OF THE CITY OF IRVINE

ATTEST:



CITY CLERK OF THE CITY OF IRVINE

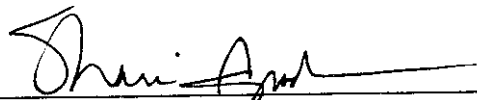
STATE OF CALIFORNIA)
COUNTY OF ORANGE)
CITY OF IRVINE)

I, SHARIE APODACA, City Clerk of the City of Irvine, HEREBY DO CERTIFY that the foregoing resolution was duly adopted at a regular meeting of the City Council of the City of Irvine, held on the 13th day of July, 2010.

AYES: 4 COUNCILMEMBERS: Agran, Choi, Krom and Kang

NOES: 0 COUNCILMEMBERS: None

ABSENT: 1 COUNCILMEMBERS: Shea


CITY CLERK OF THE CITY OF IRVINE

**Irvine Business Complex
Residential/Mixed-Use
Design Criteria
April 2010**

1.0 Introduction

1.1 Purpose and Intent

To ensure a consistent standard of residential mixed-use design quality throughout the IBC, the City of Irvine has established a set of Residential Mixed-Use Design Criteria. These Design Criteria are intended to guide the physical development of any residential or mixed use project that contains a component of residential use located within the boundaries of the Irvine Business Complex (IBC). They are intended to assist in ensuring that the design of each development remains true to the principles established in the IBC Vision process and Vision summary document. These Design Criteria have been approved by the City Council in conjunction with the General Plan Amendment and Zone Change implementing the IBC Residential/Mixed Use Vision Plan and Overlay Zoning Code. Subsequent amendments to these criteria may be approved by the Planning Commission.

This document establishes the framework through which design continuity can be achieved while accommodating varying tastes, materials and building methods. It provides standards and criteria for new construction and for remodels or additions.

These criteria are intended to complement the IBC Residential Mixed-Use Overlay Zone (Chapter 5-8 of the Zoning Code).

Recognition of and compliance with the Design Criteria is required for all residential and residential mixed-use development projects unless an alternative criteria meeting the same intent is approved by the Planning Commission as part of the discretionary project approval. In addition, exemptions to complying with certain specific criteria may be granted by the Planning Commission if it can be demonstrated that a particular criteria would be either inapplicable or inappropriate for a given project.

Therefore, while greater flexibility than is typically allowed within traditional zoning standards are permitted in the implementation of these Design Criteria, they nevertheless are deemed critical to the success of the mixed use environment within the IBC and should not be considered voluntary.

For discretionary residential projects in process with the City at the time of the adoption of these criteria, the City acknowledges the applicants have worked towards meeting the intent of these criteria as the criteria were being developed. Therefore, these criteria do not apply to residential projects in process at the time of criteria adoption, so long as the project design following adoption of the criteria is in substantial conformance with the design as proposed prior to criteria adoption.

1.2 Project Location and Description

These criteria shall be utilized for new residential and residential/mixed use developments in all areas within the Irvine Business Complex, generally defined as the area between John Wayne Airport, the San Diego Creek, Barranca Parkway and Campus Drive and located within the City of Irvine.

Consistency

These criteria are intended to define standards consistent with the Vision established for residential and mixed-use projects within the IBC. Should these criteria be found in conflict with regulatory codes, building codes and/or other statutes pertaining to construction within the IBC, those codes and statutes should supersede.

2.0 Limitations on the Location of Residential Development within the IBCRMU Overlay

- A. Required Street Frontage.** In order to provide adequate emergency and public access, all proposed development sites should have a minimum frontage of 100 feet along a public or private street. An IBC Private Service Street or IBC Walking Street as defined in this criteria does not qualify as a frontage street for purposes of this requirement.
- B. Distance from Freeways.** All outdoor public recreational areas should be located more than 500 feet from the nearest lane of traffic on the Interstate 405, unless adequate building screening can be provided.

3.0 Frontage Type Standards

3.1 Purpose

This section identifies the frontage types (architectural design definition representing the front of the building facing the street) allowed within the Overlay District area, and for each type, provides a description of the type's intent and design standards to ensure that proposed development is consistent with the City's goals for building form and character within the IBC. Design flexibility is encouraged by the use of different frontage types within a specific project.

3.2 Allowable Frontage Types by Overlay District

The Frontage Types allowed in each District are identified in Table 3-1.

Table 3-1: Frontage Requirements

BUILDING FRONTAGE TYPE	BUILDING FRONTAGE ALLOWED
Arcade	Y
Exposed Parking Garage	E
Forecourt	Y
Gallery	N
Residential Edge	Y
Stoop	Y
Storefront	Y

UN = Urban Neighborhood

MU = Multiple Use District

Y = Permitted

N = Not Permitted

E = Permitted by exception only *

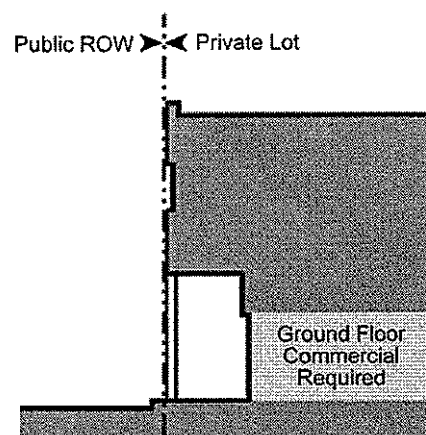
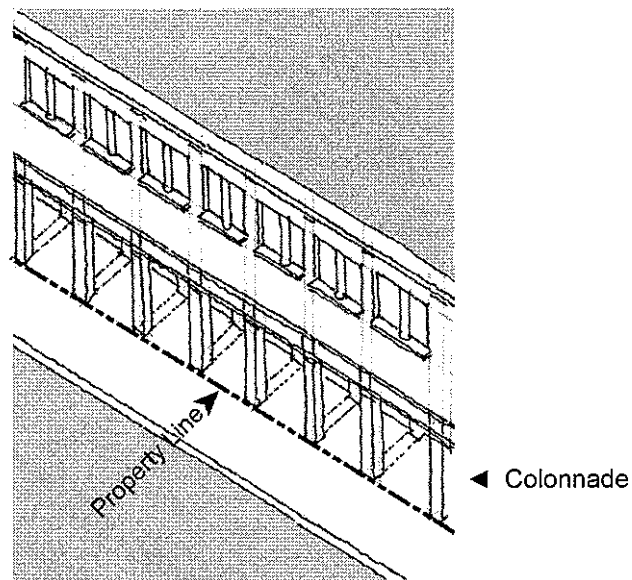
- * Exceptions include parking garages located on property boundaries not adjacent to public or private streets except on IBC service streets.

3.3 Standards

Arcade

Arcades are façades with an attached colonnade which are covered by upper stories. This type is ideal for retail use, but only when the sidewalk is fully incorporated under the roof. This frontage type cannot cover the public right-of-way as can the Gallery frontage type.

- Arcades should be no less than 10 feet wide clear in all directions.
- At least 65% of the first floor storefront wall area oriented to the street should consist of transparent glazed windows or glazed entries.

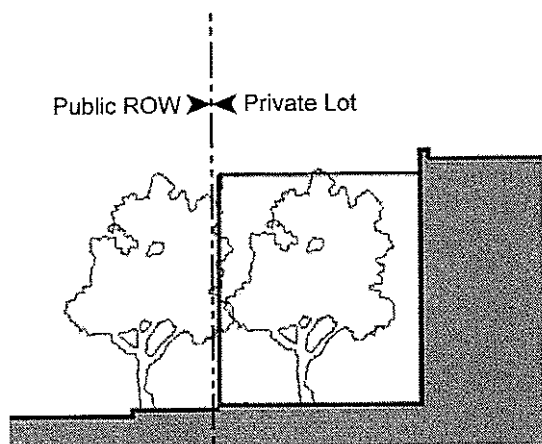
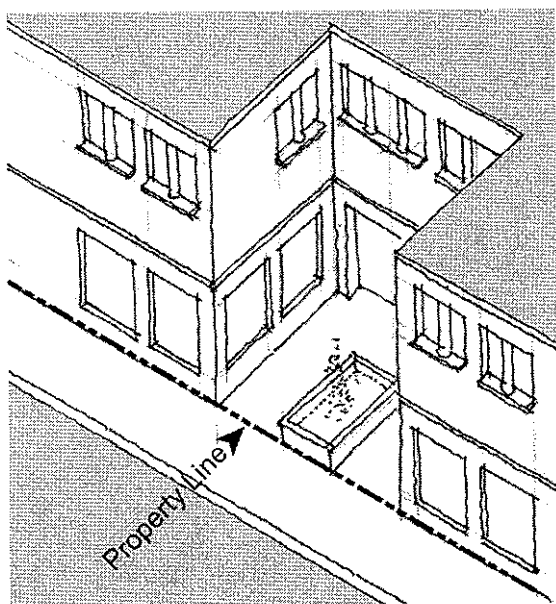


Arcade Diagrams

Forecourt

Forecourts are recessed courts within a storefront, gallery, or arcade frontage. The forecourt is suitable for gardens, vehicular drop offs, and utility off loading.

- The forecourt on a street frontage occupied by primarily commercial uses should not be deeper than 50 feet.
- A fence or wall at the property line may be used to define the private space of the yard. The fence or wall shall not exceed 42" in height. When forecourts are more than 18" above grade, completely solid privacy walls are discouraged.
- The forecourt may also be raised from the sidewalk, but should not exceed 36" above the sidewalk grade.

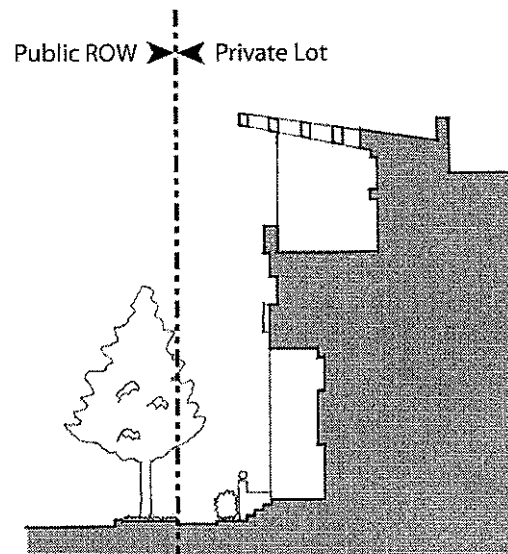
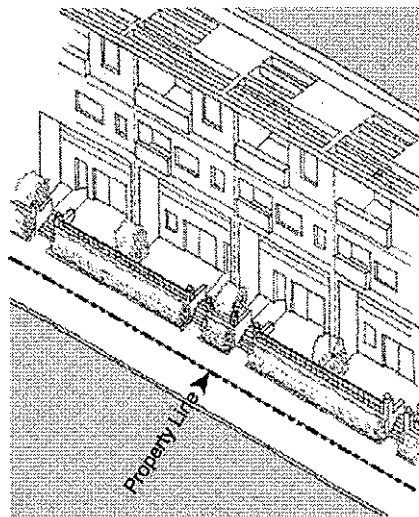


Forecourt Diagrams

Residential Edge

On multi-story buildings that have residential as a ground floor use, a pedestrian-friendly, “human scale” edge needs to be maintained along collector and local level street frontages. This is achieved by providing ground floor residential dwellings with individual entries, porches, stoops, overhangs and other devices that communicate individual home identity.

- Ground floor dwellings should have individual entries and walkway connections connecting to the adjacent street, considering sensitivity to surrounding land uses.
- Parallel on-street parking should be provided along adjacent street edges in front of dwellings where allowed for by the Director of Public Works.
- Exposed parking structure frontage along the ground level is highly discouraged and should be screened from adjacent streets with ground floor residential units, live-work, commercial use, community facilities or other uses.
- Building entries should be articulated with stoops, porches, balconies, overhangs and other architectural devices that articulate the façade and create visual interest.
- Fences or walls defining the front yard, or patio should not exceed 42” in height. When patios are more than 18” above grade, completely solid privacy walls are discouraged.

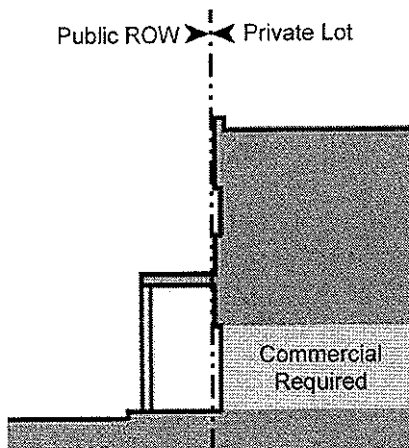
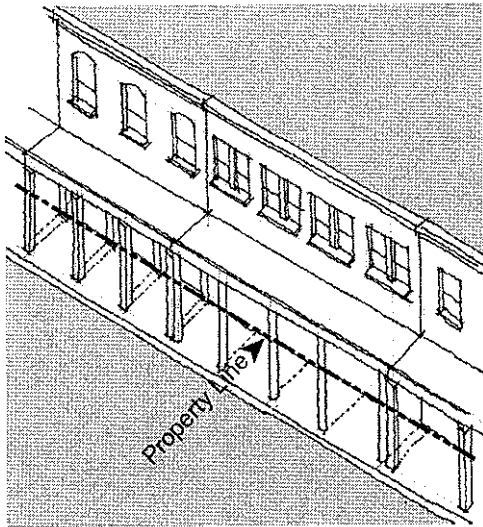


Residential Edge Diagrams

Gallery

Galleries are storefronts with an attached colonnade that projects over the sidewalk and encroaches into the public right-of-way. This frontage type is ideal for retail use but only when the sidewalk is fully incorporated under the roof.

- Galleries should be no less than 15 feet wide clear in all directions.
- At least 65% of the first floor storefront wall area should consist of transparent glazed windows or glazed entries.

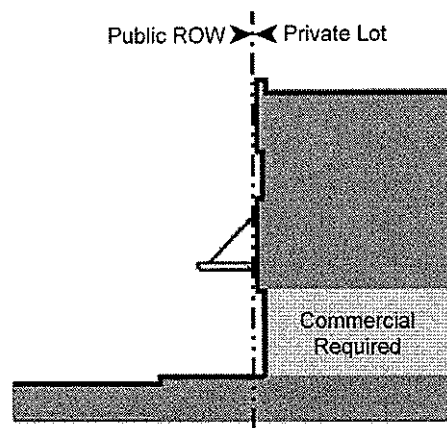
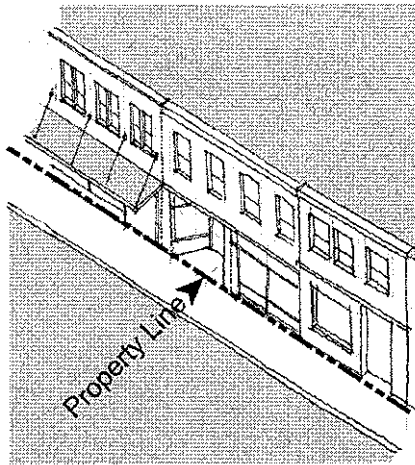


Gallery Diagrams

Storefront

Storefronts are façades placed at or close to the property line with the entrance at sidewalk grade and commonly equipped with cantilevered shed roof(s) or awning(s). Recessed storefronts are also acceptable.

- Storefronts should be between 12 and 16 feet tall, as measured from the adjacent sidewalk.
- At least 65% of the first floor wall area should consist of transparent glazed storefront or glazed entries
- A maximum 18 inch deep area, measured out from the face of the building so long as a 5 foot clear path of travel on the adjacent sidewalk is maintained, is permitted within which a commercial tenant may customize store front design.



Storefront Diagrams

4.0 Architectural Design Criteria

A. Building Massing, Height, and Architectural Detail

The intent of these criteria is to provide housing projects that have a variety in building massing, height as well as architectural detail. Large building masses should be articulated through variations in roof lines and building heights, as well as the introduction of arcades, colonnades, recessed entrances, window bays, separated wall surfaces, and variations in setbacks. Façades adjacent to public and private streets should be enhanced with architectural detail, contrasting materials and colors, cornices, window details and fenestrations.

There are four primary design criteria that all new residential projects within the IBC should comply with. Additionally, projects should also comply with 4 out of 6 additional secondary design standards.

Primary Design-Criteria

1. Maximum length of building frontage

Any single building frontage may not be longer than 220 feet without a break of at least 15 feet in depth and 15 feet in width.

2. Active ground floor

Ground floor dwellings oriented to public or private streets should be accessed individually and directly from the abutting street, with individual front stoops or porches. Ground floor units may be provided with an additional/secondary entry from interior building courts/corridors.

- Exceptions are dwellings facing arterial streets, private service streets, or within courtyards.
- Where site grades prohibit direct access, a separate walkway may be provided at the top or bottom of the finished grade.
- Towers (over 5 stories) should be designed with a base of two to five stories located at the minimum building setback, lined by residential, community facility and/or commercial uses accessed at the ground level. Building frontages exceeding 5 stories should set back an additional 20 feet from the three to five story building base. Tower elements at corners are not included.

3. Building base, middle and cap

All buildings should be composed of three parts: base, middle and cap regardless of architectural style.

- The base or ground floor treatments generally articulated by individual dwelling entries, stoops and porches (except commercial ground floors).
- A middle consisting of a multi-story façade element with varied fenestration, color and/or breaks in wall plane.

- A top floor or cornice level that is recessed, modulated, exhibits a strong cornice line or overhang, or is otherwise emphasized.

4. **Corner Articulation**

Buildings at corners of collectors and/or arterial street intersections (as defined by the General Plan Circulation Element) should receive special treatment to enhance the pedestrian experience and create visual corner focal points.

Corner treatments may include but are not limited to:

- Tower elements, variation in height should be at least 1 story up or down.
- Larger scale of windows, openings and entry ways.
- Shift of color and material.
- Enhanced or articulated massing.
- Public art, such as murals or sculptural elements.

Secondary Design Standards

Residential projects should incorporate at least 4 out the following 6 secondary design standards in their design:

1. **Building façade** - The wall plane of a building façade should not extend longer than 120 feet without a break in the plane not less than six (6) feet in depth. Balconies do not qualify.
2. **Building tops** - Tops of building façades should be visually terminated through the use of articulated rooftops; stepped parapets, hip and/or vaulted roofs, stepped terraces, domes and/or other forms of multifaceted building tops.
3. **Architectural window articulation** - **Architectural window articulation** should be designed to create visual interest and distinctive building façades. This may be done through a variation in opening size, varied and/or orderly grouping of windows, or the use of recessed windows. Large total blank wall areas in excess of 20 linear feet and more than one-story in height (without windows, detail or entrances) are prohibited.
4. **Varied building heights** - Buildings should be designed with variations in building heights to help create visual interest and a distinctive street frontage. On buildings of five or more stories, one dominant building height should not exceed 70 percent of the building footprint, and 80 percent for buildings up to four stories. Parking structures, either podium or freestanding, are not included in the calculation.
5. **Building color** - Building façades should be designed to incorporate the use of contrasting/complementary colors and materials which reflect rather than absorb the hot/harsh Southern California sun. The predominant building colors (65% or more) should be white, off-white, light ochre, beige, or other light earth tones with other darker tones/colors used to accentuate door or window openings, cornices and other architectural elements/features.

6. **Glass building wall** - Building elevations that include a glass curtain wall should be designed to incorporate a contrast/ratio between punched openings and curtain wall elements. Curtain wall elements shall not exceed 85 percent of any one building façade.

- The use of reflective glass is prohibited.

B. Courtyard Space

In order to provide light, ventilation, and usable outdoor areas for residents, buildings oriented toward the interiors of blocks should be formed around courtyards of reasonable proportion and scale.

1. Courtyard housing, liner buildings and podium buildings should be designed to provide courtyard space of a size at least 15% of the total aggregate site size.
2. Tower blocks should be designed to provide courtyard space of a size of at least 20% of the total site size.
3. Minimum courtyard space dimensions should be 40 feet.
4. Courtyard spaces should be connected to each other and/or to the street by landscaped walkways.
5. Courtyard spaces may be located on podiums.

C. Pedestrian Access

1. Primary pedestrian entries for commercial/retail uses should be directly from a street or plaza.
2. For projects proposed adjacent to creeks, retail uses, or recreational areas, the project developer shall participate in the development of pedestrian connections to these facilities on a fair-share basis, including provision of pedestrian bridges as needed, consistent with the connectivity goals of the IBC Element of the General Plan. These connections are separate from and in addition to those outlined in the IBC Public Infrastructure Improvement Program adopted as part of the IBC Vision Plan.

D. Utility Service Areas

Utility/service areas and mechanical/electrical/backflow prevention equipment shall be located and screened to reduce their visibility from public and communal gathering areas and set back from the roadway as far as possible; methods of screening that are compatible with the project's architecture should be utilized.

5.0 Block Standards

- A. Purpose.** This section establishes the standards for residential and mixed-use block size. A maximum block size criteria has been established to create and maintain a connected network of streets that improve connectivity, walkability, emergency access, and a variety of building types.
- B. Applicability.** Each block within a project should be designed in compliance with the standards of this Chapter, and is subject to the review of the Community Development Department.
- C. Maximum Block Size.** Blocks should not be longer than 600 feet on the long dimension and 400 feet on the short dimension. If either dimension is exceeded a new street should be added to create a block size not exceeding said dimensions.
- D. Street Types.** Street types to be used to define and create allowed block sizes are as follows.
- Any existing public arterial streets;
 - Any existing public collector streets;
 - Any existing public local streets; and
 - For any new private way except IBC Private Service Street, which is intended for service and emergency access only; however, the Walking Street should be used only when vehicular connectivity to an arterial is infeasible, as determined by the Director of Public Works.
- E. Street Connectivity.** Streets should be aligned and located in a manner to create a connected street pattern.
- New streets should link, or be aligned to ultimately link, to other local, collector, and/or arterial streets.
 - In cases where new streets cannot connect to arterials due to intersection spacing constraints, or other constraints as determined by the Directors of Public Works and Community Development, the street may:
End before the arterial with adequate vehicular turnaround area, and continue as a pedestrian walkway connecting to the arterial adjacent sidewalk, or
Provide a “walking street” as depicted in Section 6.0.

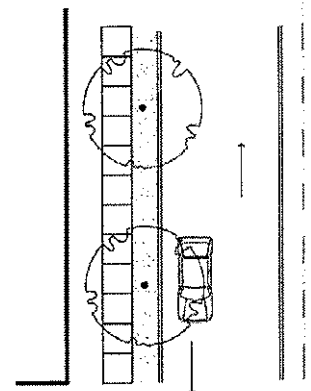
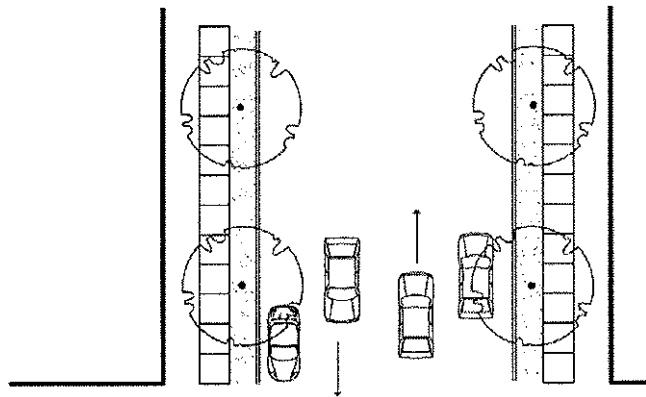
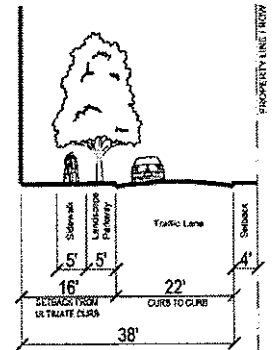
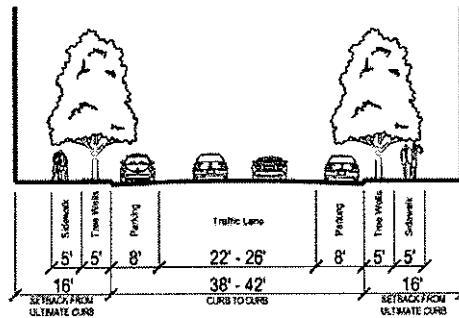
6.0 Street Standards

As provided in these criteria, new ungated streets should be provided in new residential/residential mixed-use developments to enhance the walkability and circulation and to create smaller blocks.

- A. **Conceptual Location.** New streets should be located in general conformance with the Conceptual Street Locations Plan defined in General Plan Figure N-7
- B. **Width Variations for Emergency Access.** The curb to curb dimension may vary depending on adjacent building heights in order to meet OCFA access and operational requirements.
- C. **Bus Stops.** Bus stops should be located and designed in accordance with the Orange County Transportation Authority (OCTA) Bus Stop Safety and Design Guidelines, i-Shuttle routes, and in consultation with City and OCTA staff. Applicants should be required to install bus turnouts, shelters, and related amenities, or pay an in-lieu fee to the City, as determined by the Director of Public Works.

D. IBC Private Way

Interim Section



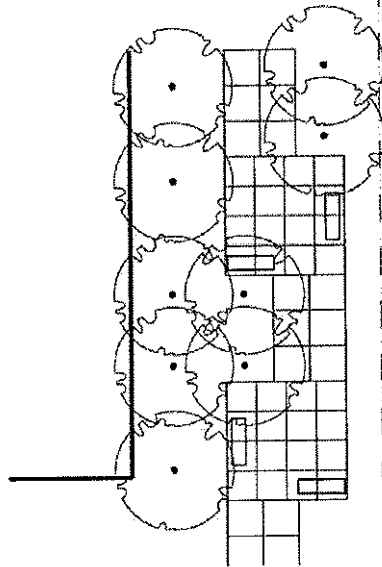
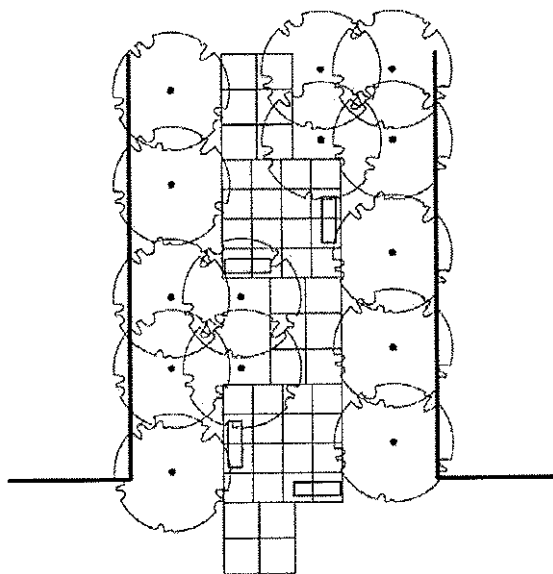
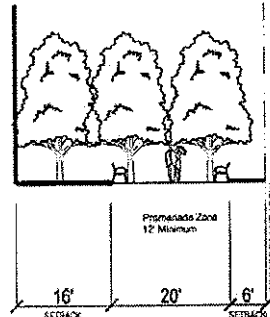
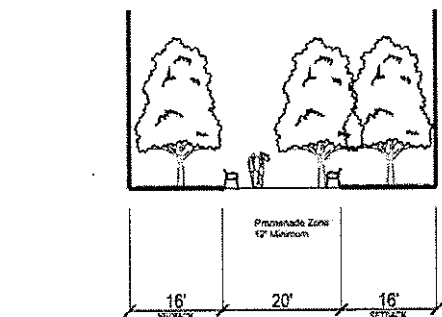
Design Speed	20 mph	Design Speed	20 mph
Curb to Curb Width	36'-42'	Curb to Curb Width	22'
Traffic Lanes	1 lane each direction	Traffic Lanes	1 lane each direction
Avg. Daily Trips	Not to exceed 850	Bike Lane	none
Bike Lane	none	Curb Type	vertical
Parking	parallel on both sides (opt.)	Curb Radius	20'
Curb Type	vertical	Sidewalk Width	5' on one side
Curb Radius	20'	Parkway Width	None
Sidewalk Width	5'	Planter Width	5'
		Planter type	Continuous landscape parkway
		Street Lighting	City standard

NOTES:

1. 42 feet pavement width required when adjacent building height is greater than 65 feet (for Orange County Fire Authority requirements).
2. On-street parking is required where residential fronts the street, except for the interim section.
3. Where the sidewalk is set back from the curb with a landscaped parkway, and curbside parking is allowed, the landscaping within the parkway shall include hard, flat, traversable surfaces for motorist and passengers to get to the sidewalk.

E. IBC Walking Street

Interim Section



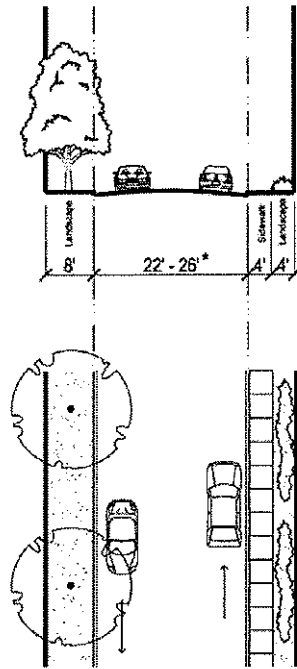
Right-of-way
Planter Type
Street Lighting

52"
tree wells (5' wide)
Special Type

Right-of-way
Planter Type
Street Lighting

42'
tree wells (5' wide)
Special Type

F. IBC Private Service Street Court



Design Speed	20 mph
Curb to Curb Width*	22'-26'
Right-of-way width	N/A
Traffic Lanes	1 lane each direction
Avg. Daily Trips	Not to exceed 120
Median	none
Bike Lane	none
Parking	none
Curb Type	vertical
Curb Radius	20'
Sidewalk Width	4' on one side
Parkway Width	none
Planted Area	4' one side/8' other side
Planter Type	none
Street Lighting	City standard
Maximum length	300 feet from curb face of abutting private court, way or street

*NOTE: Shall be 26 feet wide when adjacent building height is greater than 65 feet (for Orange County Fire Authority requirements).

7.0 Setbacks

Every building or structure built under the provisions of these criteria ~~this zone~~ should provide setbacks as follows:

A. Setbacks Abutting Public Rights-of-Way and Private Streets.

1. **Minimum Setback.** All properties should have a minimum setback for the full width of the property as indicated in Table 7-2 Setbacks.
 - a. Setbacks shall be measured from the ultimate curb face location.

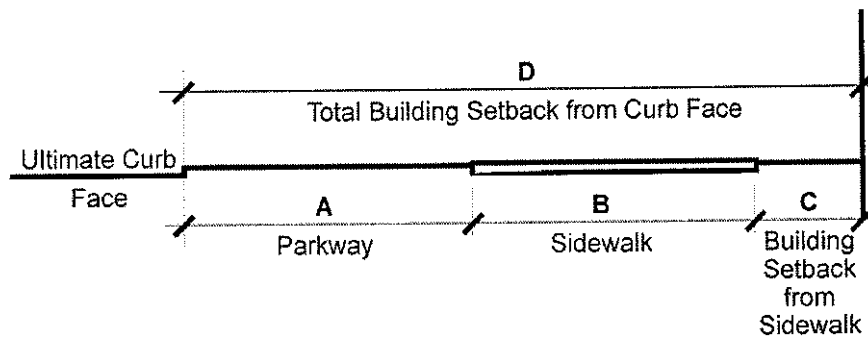


Table 7-2: Setbacks

Street	A Parkway Width (feet)	B Sidewalk Width (feet)	C Building Setback from Sidewalk (feet)	D Total Building Setback from Curb (feet)
NEW STREETS				
IBC Private Court	0	8	0	8
IBC Private Way	5	5	6	16
IBC Service Street	0	8	0	8
EXISTING STREETS				
Alton Parkway*	8	8	14	30
Armstrong Avenue	6	6	8	20
Barranca Parkway*	8	10	22	30
Bardeen Avenue	6	6	8	20
Beckman Avenue	6	6	8	20
Business Center Drive	6	6	8	20

Street	A Parkway Width (feet)	B Sidewalk Width (feet)	C Building Setback from Sidewalk (feet)	D Total Building Setback from Curb (feet)
Campus Drive*	8	8	14	30
Cartwright Road	6	6	8	20
Corporate Park	6	6	8	20
Derian Avenue	6	6	8	20
Douglas Drive	6	6	8	20
DuBridge Avenue	6	6	8	20
Gates Avenue	6	6	8	20
Gillette Avenue	6	6	8	20
Hale Avenue	6	6	8	20
Kelvin Avenue	6	6	8	20
Jamboree Road (north of Main Street)*	8	8	14	30
Jamboree Road (between Main Street and Michelson Drive)*	8	8	8	24
Jamboree Road (south of Michelson Drive)*	8	8	12	30
Macarthur Boulevard*	8	8	14	30
Main Street*	8	8	8	24
McCabe Way	6	6	8	20
McGaw Avenue	6	6	8	20
Martin Street	6	6	8	20
Michelson Drive*	8	8	8	24
Millikan Avenue	6	6	8	20
Murphy	6	6	8	20
Morse Avenue	6	6	8	20
Noyes Avenue	6	6	8	20
Quartz	6	6	8	20
Richter Avenue	6	6	8	20
Teller Avenue	6	6	8	20
Union	6	6	8	20

Street	A Parkway Width (feet)	B Sidewalk Width (feet)	C Building Setback from Sidewalk (feet)	D Total Building Setback from Curb (feet)
Von Karman Avenue (Main Street to Barranca Parkway)*	8	8	14	30
Von Karman Avenue (Michelson Dr. to Campus)*	8	8	8	24
Wade Street	6	6	8	20
White Road	6	6	8	20

***Existing Arterial Streets**

NOTES:

1. Additional sidewalk width may be required around schools or other locations where pedestrians congregate (such as theaters, restaurants and churches).
2. Seating and fountains, statuary, or street art should not be situated such that pedestrians viewing them are unaware of, or inadvertently get too close to, traffic along the adjacent traveled way.
3. Should Building Code requirements specify lesser setbacks, the Building Code requirements shall prevail.

2. Required Improvement within Setbacks. Setbacks abutting public rights-of-way, private streets, private service streets, and private ways should be improved and maintained as noted below:

- a. For projects adjacent to streets identified in Table 7-2, as well as newly constructed public and private streets, the portion of the setback adjacent to the right-of-way should be improved with a parkway and sidewalk consistent with dimensions identified in this Section. On public streets, a private property easement for the sidewalk should be provided to the City.
- b. Setback areas should be fully landscaped with turf or groundcover, trees, shrubs or other plants, and/or decorated paving and walking surfaces.
- c. Setback areas should be permanently maintained in a neat and orderly manner by the property owner, homeowners association, or maintenance district.

3. **Acceleration and Right Turn Lanes.** Required setbacks from the curb should be maintained where right turn lanes, acceleration lanes or deceleration lanes and bus turn outs are required, except in the following condition:
- a. A full or partial height building mass may be extended out to the ~~normal~~ setback line consistent with the ultimate curb face of the nearby through lane if located on the corner or if deceleration lane is required on a non-corner property, and not exceeding 30% of the length of the increased setback. The extended building mass must represent a corner architectural elevation and form unique to the block and designed to accentuate the arterial corner location., unless the building is not located on the corner of two public streets.
4. **Permitted Encroachments within Setbacks:** Setbacks abutting public rights-of-way, private streets, private service streets, and private ways may include the following encroachments, in addition to those outlined in Section 3-27 of the City of Irvine Zoning Code:
- a. Encroachments as permitted in Chapter 3-27 of the Zoning Ordinance.
 - b. Stoops and balconies may encroach not more than five (5) feet into the required setback.
 - c. Patios and courtyards may encroach not more than five (5) feet into the required setback.
 - d. Ramps for disabled access.
 - e. Outdoor seating and dining areas in conjunction with full-service restaurants and food retailers i.e. coffee shops, ice cream shops, sandwich shops, outdoor vending, and pushcarts provided that such areas shall be designed to not adversely affect safe and efficient pedestrian circulation, subject to review and approval by the Director of Community Development.
 - f. Public art displays, fountains, ponds, planters, outdoor seating areas, benches, decorative trash receptacles, way finding signs, planters, public plazas, or other similar amenities and attractive street furnishings that create public gathering places, as permitted by existing regulations.
 - g. News racks that are designed to be aesthetically harmonious with the character of the area and not cause obstruction or adversely affect the safe and efficient circulation of pedestrian and vehicular traffic.
 - h. Awnings, canopies, galleries, and arcades.
 - h. Signs as permitted in section 8 of these Design Criteria.
5. **Permitted Encroachments within Public Rights of Ways:** All Right of Way encroachments need to maintain a five (5) foot clear path of travel.
- a. Encroachments as permitted in Chapter 3-32 of the Zoning Ordinance
 - b. Ramps for disabled access.
 - b. Improvements for bus transit and shuttle stops.

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- d. Outdoor seating and dining areas in conjunction with full-service restaurants and food retailers i.e. coffee shops, ice cream shops, sandwich shops, outdoor vending, and pushcarts provided that such areas shall be designed to not adversely affect the safe and efficient circulation of pedestrian and vehicular traffic, subject to review and approval by the Director of Community Development and Director of Public Works.
 - e. News racks that are designed to be aesthetically harmonious with the character of the area and not cause obstruction or adversely affect the safe and efficient circulation of pedestrian and vehicular traffic.
 - f. Galleries as defined in Frontage Type Standards (Section 3 of these Design Criteria)
 - g. Signs as permitted in Section 8 of these Design Criteria

8.0 Signs

- A. Applicability of Other Regulations.** The signage provisions in Division 7 of the Irvine Municipal Code shall apply to projects within the IBCRMU Overlay, except that the following signage elements are permitted when a coordinated sign program is provided as described in Subsection Below.
- B.** A sign program for residential and mixed use projects should be submitted for review pursuant to the procedures outlined in Sections 2-21-2, 2-31-3 and Division 7 of the Zoning Code. The approval body for the sign program shall be as specified in Section 2-21-4 of the Zoning Code, with the exception of neon signs, which are permitted pursuant to this section as part of the required sign program, subject to review and approval by the Planning Commission.
 - 1. Awning signs and projecting signs are permitted for buildings with ground floor commercial uses, pursuant to the sign regulations in the Zoning Code.
 - 2. Thematic elements or three-dimensional object or non-habitable structure such as a gateway, tower, sculpture, spire, and similar architectural features to entertain pedestrians are permitted.

9.0 Parking Structure, Parking Demand, Loading, and Vehicle Access

A. Townhomes, Live/Work and Courtyard Homes

Townhomes, live/work, and courtyard homes should provide vehicular access from the rear of the unit, with access to garages by private service drives located at the rear or side of the building. Garages access is prohibited on primary street (as defined in the General Plan Circulation Element) frontages except where necessary to provide access to podium or subterranean parking.

B. Freestanding Parking Structure Treatments

Portions of any parking structure facing a street should be “lined” with residential units or community/commercial facilities so that at least 70% of the ground floor length of the parking structure is visually screened from the street.

1. Parking structures that are located along property lines, not directly adjacent to streets and/or parks or within an industrial buffer zone should utilize architectural detailing, façade treatment, artwork, or other architectural features to enhance the façade.
2. The landscape area should be a minimum of 8 feet in depth at the ground level where the landscaping is the only means of visual screening.
3. Upper levels of any structures should be of similar color and material to adjacent buildings, and include enhanced architectural treatment to provide façade variation. View of cars should be screened by a 42-inch high parapet.
4. Parking structures should incorporate a squeal-free floor treatment.

C. Podium Parking Structure Treatments

Podium parking garages should be depressed so that no more than 3.5 feet of the podium above grade is exposed to view from public or private streets. Exposed portions should be architecturally treated with stoops, porches, courtyards, vents and screened with landscape plantings. Exceptions are the following:

1. Along an arterial street or greater (as defined by the General Plan Circulation Element) up to 5 feet of enclosed or naturally ventilated parking structure may be exposed. Such exposed areas should be screened with berming, landscape material, or other devices.
2. Where it can be demonstrated to the satisfaction of the Chief Building Official that water table conditions preclude the prescribed maximum 3.5 foot podium height without incurring extraordinary costs, up to 5 feet may be exposed. In addition to stoops and porches, such exposed areas should be screened with berming, landscape material, or other devices.
3. Where existing site slope conditions preclude maintaining the maximum 3.5 foot podium height, up to 50% of a podium side may extend up to 5 feet above grade.

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4. Where a podium parking structure extends higher than 3.5 feet above grade (or 5 feet on an arterial street), except in the cases noted above, it should be treated as a freestanding parking structure with at least 70% of the ground-level exposed parking structure lined with residential, community or commercial uses, and enhanced architectural treatment to provide façade variation for upper levels. In such a case the same exceptions shall also be granted as listed for free standing parking structures.

D. Parking Demand Study. The integration of multiple uses to capitalize on shared parking dynamics leading to reduced parking requirements and intensification of use is highly encouraged. Refer to zoning code Sec. 4-6-3.A for shared parking requirements. Further requirements are below.

1. A shared parking demand analysis may be requested of the applicant for including the design of the parking areas, including ingress and egress. Reductions in standard parking requirements, should be determined as part of the discretionary case application based upon information contained in a parking demand study prepared by a licensed traffic engineer.
2. The parking demand study shall be prepared at the property owner/developer's expense and be provided at the time of discretionary application for the use, and subject to the provisions of Section 4-6-3 of the Zoning Code..

E. Number of Spaces for Residential Uses. Parking requirements for residential uses shall be as provided in Chapter 4 of the Zoning Code; except however, in such an instance when the parking demand study supports a different parking ratio as approved by the Planning Commission as part of the discretionary action.

1. **Valet Parking.** Valet parking may be permitted pursuant to Section 4-8-1 provided that valet services are provided for and managed by an on-site management company or homeowner's association.

Where tandem parking is provided for non-residential uses, a valet attendant is required.

The portions of the parking lot or structure where the valet attendant parks vehicles, if it is within the drive aisles, shall be physically separated from the areas of self-parking, such that the vehicular circulation is not impeded, and dead-ends are not created, for those who wish to self-park (if allowed).

2. **Drop-off and Pick-up Locations.** Drop-off and pick-up locations should be incorporated into the design of parking areas, as determined by an access study or part of a larger traffic analysis to be submitted at the time of the discretionary case application.

The drop off and pick up locations should not impede the vehicular circulation for those who wish to access the self-parking areas (if provided), nor should they obstruct emergency vehicle access to the buildings.

- F. **Vehicle Access.** All vehicle access should be designed and improved in accordance with the City of Irvine Standards and Transportation Design Procedures..

- G. **Credit for On-Street Parking.** Residential visitor parking required by the Zoning Ordinance may be located on new streets created by the residential or mixed-use development pursuant to this overlay Zone.

- H. **Shared Visitor Parking.** For mixed-use residential projects containing greater than two percent of the project square footage of neighborhood-serving uses (as defined by the accessory retail provisions of the Zoning Code, shared parking may be requested through the Administrative Relief Process outlined in the Zoning Code, based on City review and approval of a shared parking demand analysis for the project submitted by the project applicant. Existing local streets that are deemed by Director of Public Works for on-street parking may also be credited for visitor parking. Required parking for recreational areas will not be eligible for use as shared visitor parking.

- I. **Parking Location.** The location of spaces for residential uses shall be provided per in Chapter 4.3, except that the location of visitor parking may not exceed 500 feet from the primary entrance to the residence.

1. Parking entrances to subterranean garages and/or driveways shall be located to the side or rear of each lot, except for towers, which may allow for such access from the front of the lot via a circular or plaza-type driveway entrance from the street.

- J. **Loading Areas.** Off-street loading spaces should be provided as follows:

1. **Non-residential.** Non-residential off-street loading requirements should be located as far as feasible from residential units to minimize noise and odor impacts.

Proposed Amendments to IBC Residential Mixed Use Design Criteria (00497860-PMP)

10.0 Parks and Recreation Criteria

C. Park Dedication Distribution. Parks should be provided as required in Section 5-5-1004 of the Municipal Code Park Dedication at five acres per 1,000 residents. Community Parks Dedication in the IBCRMU should only be provided through payment of in-lieu fees for the two acres per 1,000 residents. Within the IBCRMU Overlay, publicly available neighborhood open spaces are encouraged.

2. Residential.

- a. Residential uses should have one off-street loading space or moving plaza for every 150 units.

Loading spaces shall be conveniently located near an entrance to the building and in close proximity to the freight elevator. The path of travel of those loading and unloading should not obstruct access to the parking structure.

- c. Loading spaces or moving plazas should be incorporated into the design of vehicular access areas.
- d. Decorative paving, removable bollards, and potted plants are permitted and encouraged to enhance loading spaces or moving plazas .plazas.
- e. Loading spaces or moving plazas may be located on a local street, or private way subject to the approval of the Director of Public Works. The adjacent parkway and setback landscape treatment should be designed to allow for loading and unloading. The applicant must demonstrate that the loading space can not be accommodated within the property or along a private street. The property management must monitor and provide signage to reserve the loading space for exclusive use by moving vans and delivery vehicles.

10.0 Park and Recreation Criteria

- A. **Purpose.** This section identifies the range of park types and alternative park design standards for parks to be developed in the IBCRMU Overlay District. Private Neighborhood Parks may be accommodated entirely on the subject property or combined with an adjacent property being developed through dedication or through payment of in-lieu fees to comply with the requirements of this section.
- B. **Approvals - Park Credit Exceptions.** Parks shall be designed in compliance with the standards of this section, and Section 2-22 of the Zoning Ordinance and Section 5-5-1004 of the Irvine Municipal Code. Areas not eligible for park credits are: required setbacks, fire lanes, sidewalks that provide access to individual units, trails, leasing offices, property management offices, business centers, conference rooms, and other non-recreational spaces.
- C. **~~Park Dedication Distribution.~~** ~~Parks should be provided as required in Section 5-5-1004 of the Municipal Code Park Dedication at five acres per 1,000 residents. Community Parks Dedication in the IBCRMU should only be provided through payment of in-lieu fees for the two acres per 1,000 residents Community Park requirement. However within the IBCRMU Overlay, the public/private distribution of neighborhood park land should be allocated as follows:~~

Public	Two acres per 1,000 residents
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Revised Section 10. C, adopted by Planning Commission Resolution 15-3447, Oct. 1, 2015:

C. Park Dedication Distribution. Parks should be provided as required in Section 5-5-1004 of the Municipal Code Park Dedication at five acres per 1,000 residents.

Community Parks Dedication in the IBCRMU should only be provided through payment of in-lieu fees for the two acres per 1,000 residents. Within the IBCRMU Overlay, publicly available neighborhood open spaces are encouraged.

~~Public and/or Private~~ — One acre per 1,000 residents

- D. When 750 units are provided within a project the public neighborhood park requirement should be met on-site and must be accessible for the general public. This park should be at least one acre in size.
- E. For projects over 375 units but less than 750 units, the property owner has the option to provide a 0.5 acre public park that is privately maintained. This park will count towards the public park requirement if public access is retained in perpetuity.
- F. **Locations of Public Parks.** Public parks should not be located along streets designated as arterials, freeway onramps or off-ramps, bridges, or similar areas, and should be subject to the City noise attenuation requirements for exterior residential areas. Parks should be located in such a way as to minimize pedestrian hazards and maximize pedestrian access.
- G. **Playgrounds in IBC Residential Projects.** Projects with fewer than 500 units will be exempt from this requirement if located within ¼ mile walking distance from a public playground. For residential projects less than 275 units, tot-lots will not be required on site. For projects with 275 or more units, tot-lots will be required at a rate of 1.2 sq. ft. per person, and will be located on site. The minimum total tot-lot size shall be 400 sq. ft. and may include use of space efficient play features such as climbing rocks, sculptures designed for children, and interactive water features.
- H. **Allowable Types and Requirements.** The following urban open space types are summarized in Table 10-1, Types and Requirements of Neighborhood Parks. In addition, each type is further described and its specific design and programmatic standards are identified.

Table 10-1: Types and Requirements of Neighborhood Parks

Public Park Types	Requirements and Characteristics		
	Minimum Size (ac)	Parking Required	Public Park Credit
Urban Plaza/Square	0.25 ac	No	Yes
Neighborhood Park	0.5 ac	Yes*	Yes**
Community Building	750 sq. ft.	Yes	Yes

* No, if street parking is available on adjacent street.

** If HOA maintained with public access in perpetuity or publicly maintained.

Private Park Types	Requirements and Characteristics			
	Minimum Size (ac)	Parking Required	Private Park Credit	
Community Building	750 sq. ft	No	Yes	(amenity credit)
Courtyard, ungated	6,000 sq. ft	No	Yes	
Recreational Area	0.137 ac	No	Yes	
Roof Garden	0.137 ac	No	Yes	(amenity credit)
Neighborhood Park (private)	0.5 ac	No	Yes	
Urban Plaza/Square	0.25 ac	No	Yes	

1. **Community Building.** A building, where the community can meet and have social interaction with other residents. Typically community buildings act as a focal point within the development, located adjacent to important streets.

- a. **Spatial Configuration.**

- (1) Size: Minimum 750 square feet.
 - (2) Minimum Public Streets Adjacent to Building:
Public buildings: one.
Private buildings: zero.
 - (3) Access: Can be restricted for private facilities.

- b. **Typical Program and Use.**

- (1) Including but not limited to meeting rooms, open play area, fitness center, arts and crafts rooms, restrooms.
 - (2) Parking: Per City Code.

- c. **Location.** Community buildings can be located in public or private space.

2. **Courtyard.** The smallest of park types, the ungated courtyard is intended to satisfy passive park needs between streetscapes at the corners of development, within projects or between developments, to create areas of urban recreational space within the neighborhood.

- a. **Spatial Configuration.**

- (1) Minimum size: 6,000 square feet (.137 acres).
 - (2) Minimum dimension: Height of the tallest adjacent building or 40 feet, whichever is greater.
 - (3) Public Streets Siding Park: Not required.
 - (4) Pedestrian access: Ungated with at least two pedestrian access points required.

- b. **Typical Program and Use.**
 - (1) Including but not limited to seating area, landscaping, picnic tables, tot lot, water feature, garden, and/or structure (i.e. gazebo) - 1,000 square feet maximum.
 - (2) Parking: none.
 - c. **Design and Style**
 - (1) Landscape coverage: 10% minimum.
 - (2) Tree size: Minimum 24-inch box
- 3. **Private Recreational Area.** A recreational area with recreational facilities to meet the needs of the residents within the site.
 - a. **Spatial Configuration.**
 - (1) Size: 6,000 square feet. (0.137 acres) (2) Minimum number of public streets siding park: Not required
 - (3) Access: Restricted (considered private neighborhood park).
 - b. **Typical Program and Use.**
 - (1) Including but not limited to: athletic courts, swimming pool, playground, walking/fitness trail, dog park, putting green, restrooms, private community building or structures: 1,500 square feet maximum.
 - (2). Parking: Per the Zoning Ordinance.
- 4. **Roof Garden.** A private garden or urban space on top of the roof or upper floors of a building or a parking structure, which provides usable outdoor space in an urban setting. The size of the structure restricts the size and form of the space.
 - a. **Spatial Configuration.**
 - (1) Size: 6,000 square feet (0.137 acres).
 - (2) Minimum Public Streets Siding Park: not applicable.
 - (3) Access: Restricted (considered private neighborhood park).
 - (4) Pedestrian Circulation.
 - b. **Typical Program and Use.**
 - (1) Including but not limited to swimming pool, spa, sun terrace, running track, athletic courts, gardens, structure.
 - (2) Parking: none.
 - c. **Design and Style.**
 - (1) Landscape Coverage: 5% minimum.
 - (2) Tree size: Minimum 24-inch box.
- 5. **Neighborhood Park.** A public or private park situated between or at the center of neighborhoods that accommodates various recreational needs, such as a neighborhood gathering space, open turf, tennis or basketball courts, picnic area, dog parks, play equipment, but excludes large muscle sport facilities.

a. Spatial Configuration.

- (1) Size: Minimum 0.5 acre with a minimum dimension of 100 feet.
- (2) Minimum Public Streets Siding Park: one; two are preferred.
- (3) Access: Can be public or private ownership. Pool area, courts, or buildings may have restricted access in private parks. If public park credit is requested, the park must be publicly maintained, or be privately maintained with public access retained in perpetuity.

b. Typical Program and Use.

- (1) Including but not limited to athletic courts, fitness trail, walking trail, restrooms, dog park, playground, pool complex, community building, multi-use turf area structures: 1,500 square feet maximum.
- (2) Parking: Per the Zoning Ordinance.

c. Location. Public neighborhood parks receiving park credits cannot be located on major arterials, unless it meets the General Plan Noise Standards for parks.

6. Urban Plaza/Square. A public urban space, typically located adjacent to streets, or as focal points. Buildings should define edges.

a. Spatial Configuration.

- (1) Size: 0.25 to 0.75 acre.
- (2) Minimum Public Streets Siding Park: one; two are preferred
- (3) Access: Unrestricted.

b. Typical Program and Use.

- (1). Urban/civic space, including but not limited to benches, amphitheater, shade trees, water feature, artwork, pavilion - 1,500 square feet maximum.
- (2) Parking: none.

c. Design and Style.

- (1) Landscape coverage: 10% minimum.
- (2) Tree size: Minimum 24-inch box

Definitions

A. Purpose. This Section provides definitions of terms and phrases used in these Design Criteria that are technical or specialized, or that may not reflect common usage. If any of the definitions in this Section conflict with definitions in the Zoning Ordinance or other provisions of the Municipal Code, these definitions shall control for the purposes of this Code. If a word is not defined in this Section, or in other provisions of the Municipal Code, the Director of Community Development shall determine the correct definition.

B. Definitions of Specialized Terms and Phrases.

As used in this Code, each of the following terms and phrases shall have the meaning ascribed to them in this Section, unless the context in which they are used clearly requires otherwise.

Arcade: A series of arches linked together, usually as an element of a building.

Architectural (Building) Type: A structure defined by the combination of configuration, placement and function.

Avigation Easement: As defined by the John Wayne Airport Land Use Commission.

Block: The aggregate of private/public lots, passages, common drives and, lanes, circumscribed by thoroughfares.

Buffer: Physical separation between uses.

Civic: The term defining not-for-profit organizations dedicated to the arts, culture, education, government, transit, and municipal parking facilities.

Civic, Governmental and Culture: This land use type applies to community facilities, municipal offices, district headquarters, education, theaters, museums, galleries and other similar gathering places for the purpose of public meetings or events.

Civic Space: An open area dedicated for public use, typically for community gatherings.

Colonnade: A series of columns similar to an arcade but spanned by straight lintels rather than arches, linked together, usually as an element of a building.

Context: The particular combination of elements that create a specific environment. A Context Zone (e.g., UN) is administratively similar to the land use zones in conventional zoning ordinances, except that in addition to specifying the building use, density, height and setback, all the relevant elements and characteristics of the intended environment are integrated. The integration includes the characteristics of the private lot and building as well as those of the enfronting public streetscape. Their combination and the ratio of natural-urban intensity is determined by their location on the Transect.

Cornice: Any molded projection which finishes or crowns the part to which it is attached.

Curb: The upright edge at the back edge of the gutter of the vehicular pavement detailed as a raised curb or a swale. The curb usually incorporates the drainage system.

Design Speed: The velocity at which a thoroughfare can be comfortably driven without the constraints of signage or enforcement. There are 4 ranges of speed: Very Low: below 20mph, Low: 20-25mph, Moderate: 25-35mph and High: above 35mph. This factor determines the character and context for a particular segment of the Thoroughfare system.

Elevation (Building): The exterior walls of a building not along a frontage. Also referred to as 'Facade' when the elevation is along a frontage line.

Entrance (Principal): The principal point of access for pedestrians to a building. In the support of pedestrian activity, the Principal Entrance should address the frontage rather than to the parking.

Facade: The exterior wall of a building that is set along a frontage line. Facades support the public realm and are subject to frontage requirements additional to those required of elevations.

Fenestration: The arrangement of windows in a building to provide interior light; also used as decorative elements in a facade.

Flats: A single floor residence.

Flex space: An integrated residence and working space.

Forecourt: A semi-public exterior space partially surrounded by a building and also opening to a thoroughfare. These spaces usually lead to a Court, which is a private

exterior space. It is often used as a vehicular entrance or drop-off, and its landscape may be improved with paving.

Frontage Type: The architectural element of a building between the public right-of-way and the private property associated with the building. Frontage Types combined with the public realm create the perceptible streetscape.

IBC Service Street: An IBC Service Street is a street providing access to service and parking within a project, not a through street typically connected to the general street system.

IBC Private Way: An IBC Private Way is a new street created to reduce the block size within the IBC conceptually located as per the Vision Plan.

IBC Vision Plan: Element N of the City of Irvine General Plan

IBC Walking Street: A pedestrian connection used to create smaller blocks in the IBC (See Section 5-8-13 G.).

Liner: A building that conceals a larger building, such as a public garage, that is designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors also configured for those uses or for residences.

Lintel: A horizontal beam of wood or stone over an opening of a door or window to support the weight above it.

Live/Work: An integrated residence and working space, occupied and utilized by a single household in a structure, either single-family or multi-family, that has been designed or structurally modified to accommodate joint residential occupancy and work activity.

Loft: A two-story volume residence with a mezzanine. Second stories of lofts on the top level of a building shall be counted as a separate story for purposes of the Zoning Ordinance. Exceptions to this definition are permitted as allowed by the Building Code for purposes of building plan check.

Lot Width: The length of the Principal Frontage Line.

Mixed-Use Main Street: A Mixed Use Main street is a street characterized by continuous active ground floor retail storefronts and convenient parking to encourage pedestrian activity.

Moving Plaza: Temporary loading area for deliveries to a residential complex.

Net Developable Area: The area defined by blocks which is not to remain for public uses such as Plazas, Squares, Streets or Streetscapes.

Planter: The layer of the streetscape which accommodates street trees. Planters may be continuous or individual according to the Thoroughfare and location within the neighborhood.

Podium: A building type with a partially or fully submerged parking garage that uses the deck of the garage as the base of the building.

Porch: An open air room added to the mass of a building with floor and roof, with no walls on at least two sides. Different from a balcony or deck as surrounds main entry; provides transition from the public space of the street to the private space of the dwelling unit.

Rear-loaded: A Rear Loaded residential building is one that has vehicular access from the back of the building accessible through a service way.

Service Rooms: Residential rooms such as laundry rooms or closet which do not serve as sleeping, dining, cooking or gathering rooms.

Sidewalk: The paved layer of the public frontage dedicated exclusively to pedestrian activity.

Stoop: A small porch or platform at the entrance of a residence. This element is typically raised 1.5 to 3 feet from grade to correspond to the adjacent first floor. The building types that use this element do so to maintain the occupant's sense of privacy because of their typically short distance from the frontage line. A stoop provides a transition from the public space of the street to the private space of the dwelling unit.

Thoroughfare: A vehicular way incorporating moving lanes and parking lanes (except private service streets/lanes) within a right-of-way.

Townhomes: Attached residential units that are two to three stories high.

Tuck-under parking: Individual parking garages that are located under the living unit of residential buildings but still accessed by surface driveways.

Type: A form physically defined by its function, its disposition on the lot and its configuration, including frontage and height.

Urban Open Space: Public (or private, but open to the public) open spaces or recreational areas within the IBC, meeting the criteria defined within these Design Criteria, as distinguished from open space and recreation areas as defined for other areas of the City in the General Plan, and Zoning and Subdivision Codes.

