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4.0 FORM BASED CODE

4.1 OVERVIEW

The Specific Plan includes a blend of residential, neighborhood serving retail services, employment, open space and a transit station. To create a vibrant, thriving and special community, this Specific Plan utilizes the concept of Form Based code to set guidelines for development. Form Based code creates a predictable public realm by establishing guidelines and regulations that focus primarily on the physical form of the environment, with a lesser focus on specific land-use requirements.

Form-based codes address the relationships between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The guidelines and standards in Form Based codes are presented in diagrams and words, to describe the character of the development. This is in contrast to conventional zoning's focus on the management and segregation of land uses.

The Land Use Plan is a graphic representation of policies contained in the Specific Plan. Land use classifications - shown as color/graphic patterns on the plan - allow for a range of uses within each classification. The Specific Plan Land Uses are reflected on Exhibit 4-1 and are summarized on Table 4-1.

4.2 LAND USE PRINCIPLES

The following principles were used to guide the layout of the land use plan:

- Provide a mix of uses that supports transit ridership;
- Integrate new development with existing uses and neighborhoods;
- Limit sensitive receptors' exposure to noise and air quality emissions; and,
- Reduce total vehicle miles traveled and regional greenhouse gas emissions.

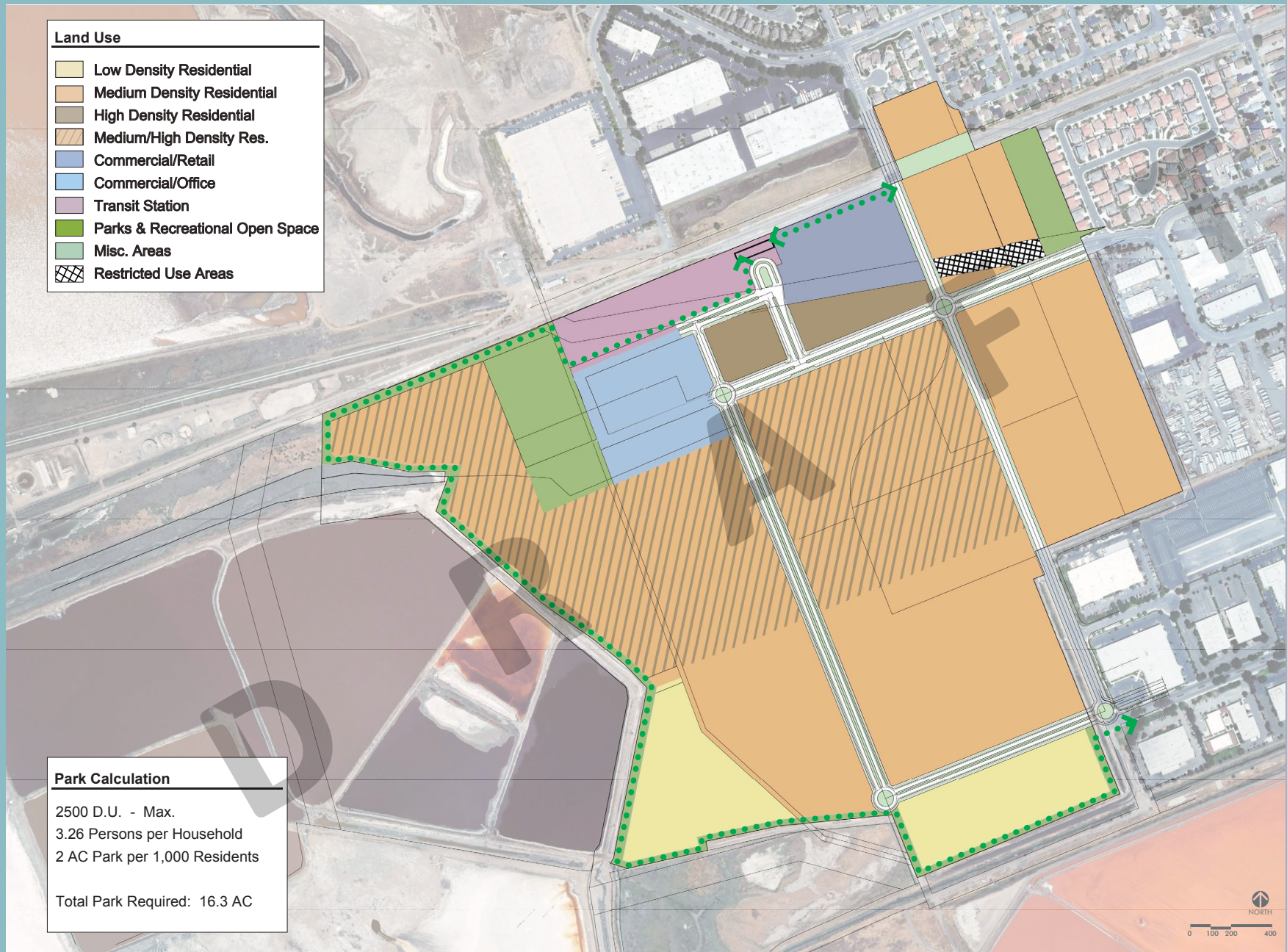


Exhibit 4.1 Land-Use Plan

Adopting a mix of uses around the proposed Transit Station will generate great benefits for the City of Newark and the overall community. Limited neighborhood serving retail uses will serve both the established and the new residents of the area while also providing sales tax revenue for the City of Newark. Residential units within walking distance to the Transit Station provides the riders necessary to support the Station. Studies have shown that residential units within walking distance of transit stations provides the greatest number of riders.

4.3 GENERAL PROVISIONS

Purpose & Intent

The Land Use and Form-Based Regulations chapter set forth in this Specific Plan provide a comprehensive set of regulations governing the use of the land. This chapter, adds to the City of Newark Zoning Code and specifies regulations for the Plan area. Should there be a conflict between this Form Based Code and the Specific Plan for the Plan area and the City of Newark Zoning Ordinance, the provisions of this Form Based Code and the Specific Plan shall govern. Any issue not directly or specifically covered by this Form Based Code or the Specific Plan shall be subject to non-conflicting regulations and procedures of the City of Newark Planning and Zoning Code.

Consistency with Adopted Plans and Codes

As required by Government Code Section 65454, the Specific Plan and Form Based Code are consistent with and implement the City of Newark General Plan as the General Plan is being amended concurrently with this Specific Plan. Chapter 9,

Implementation, discusses the consistency in detail. All land use entitlements and permits approved within the Specific Plan area shall be consistent with the General Plan.

Severability Clause

If any term or provision of this Specific Plan, or the application of any provision of this Specific Plan to a particular situation, shall for any reason be found to be void, invalid, illegal, or unenforceable by a court of competent jurisdiction, such term or provision shall remain in force and affect to the extent allowed by such ruling and all other terms and provisions of this Specific Plan or the application of this Specific Plan to other situation shall remain in full force or effect.

Existing Users

Any lawfully existing land use occurring at the time of the effective date of this Specific Plan may be continued, if they have been in continuous operation, notwithstanding any omission of a particular use in the Permitted Uses Section 4.6.

4.4 LAND USE DESIGNATIONS

The land use designations identified in the Plan area are defined below. They are meant to be broad enough to provide flexibility in implementation, but clear enough to provide sufficient direction to carry out the Specific Plan. Conceptual Land Use acreages (based on APN maps) are shown in Table 4.1 (estimates only). The permitted uses for each land use are set forth in Section 4.6. Also addressed in this section are regulations concerning the adjustment, transfer and conversion of land use designations.

Specific Land Uses Defined

The following are the Specific Plan Land Use designations established by the Specific Plan:

Low Density Residential (LDR)

The LDR district is intended for single-family neighborhoods and the allowable density in this district is between 0 and a maximum of 14 dwelling units per gross developable acre.

Medium Density Residential (MDR)

The MDR district is intended for areas of medium-density detached and attached housing such as duets, duplexes, triplexes, and four-plex units, townhomes and condominiums. The allowable density range is 14-25 dwelling units per gross developable acre.

Medium-High Density Residential (MHDR)

The MHDR district is intended primarily for areas of medium density residential with some pockets of high-density residential units. See description below for the definition of High-Density Residential (HDR). This allowable density range is 16-60 dwelling units per gross developable acre.

High Density Residential (HDR)

The HDR district is intended for higher density multifamily development such as apartments, townhomes, condominiums and live/work units. HDR allocated areas are located along collector roads, adjacent to neighborhood serving land uses such as retail services, and near transit stations. The allowable density range is 25-60 dwelling units per gross developable acres.

Retail (R)

The R designation provides a variety of uses including, but not limited to, grocery, personal services, neighborhood serving retail, and entertainment. Parcels may include multiple land uses as individual buildings or within each building. The allowable square footage for this area is up to 35,000 square feet.

Commercial (C)

The Commercial designation provides a variety of uses including, but not limited to, office, medical, financial, real estate, general business and personal services, food related services and recreation. Parcels may include multiple land-uses as individuals buildings or within each building. The allowable square footage for this area is up to 195,000 square feet.

Transit Station (TS)

The TS designation indicates the location for the Dumbarton Transit Station and associated parking areas.

Parks & Open Space (POS)

The Parks & Open Space designation allows for a variety of recreational uses and open space, including the perimeter trail and various water quality features and associated structures.

Miscellaneous (M)

The M designation is designed to accommodate Parcels that occur within Rights-of-Way (ROW) where uses are limited, or areas that are too small for a specific land use designation. This designation also accommodates the rail station train tracks.

Below is a summary of the proposed land uses and their corresponding acreages based on APN maps.

TABLE 4.1 - PROPOSED LAND USE TABLE	
LAND USE	ACRES*
Low Density Residential (LDR)	16.84
Medium Density Residential (MDR)	67.86
High Density Residential (HDR)	5.03
Medium/High Density Residential (MHDR)	59.34
Retail (R)	6.56
Office (O)	5.87
Transit Station (TS)	6.11
Parks & Open Space (POS)	16.26
Miscellaneous (M)	22.95
TOTALS	206.7 ACRES

*Acres are estimates only, based on APN maps. Final acreage amounts may vary once surveys are conducted. The maximum unit count shall not exceed 2,500 units.

4.5 ADJUSTMENTS/TRANSFERS REGULATIONS

In order to create the most desirable community possible, a certain amount of flexibility needs to be provided for in this Specific Plan. This flexibility allows for shifts in market demand. The parameters for this flexibility within the Specific Plan are detailed in this section. Submittals for these adjustments shall be made to the City of Newark .

Planning Area Adjustments

While a Conceptual Land Use Plan (Exhibit 4.1) is contained in this Specific Plan, precise development boundaries and acreages shall be determined through the recordation of Final Maps and with final engineering.

Planning Area Adjustment Policies

FB-1: Adjustments to the boundaries and acreages of a land use area, or areas (as set forth in the Land Use Plan - Exhibit 4.1 and proposed Land Use Table - Table 4.1), may be processed by those property owners owning land within the effected area as of right and without necessitating a Specific Plan Amendment, provided the total gross acreage of a land use planning area does not change by more than 20% from the original gross acreage approved under the Specific Plan.

FB-2: A revised Land Use Plan (Exhibit 4.1) and Proposed Land Use Table (Table 4.1) must be submitted to the City of Newark for each proposed revision or set of revisions to the development area boundaries.

Allocation of Dwelling Units

The Specific Plan shall be limited to a total of 2,500 residential units. To ensure that development within the Specific Plan occurs in a manner consistent with the policies and objectives of this Specific Plan without exceeding this unit cap, Table 4.2 (Unit Allocation Table) below summarizes the maximum number of residential units each Assessor's Parcel Number ("Parcel") listed therein is entitled to construct under this Specific Plan.

If the existing boundaries of two or more Parcels set forth in Table 4.2 are revised by lot line adjustment, the number of units assigned to each Parcel shall remain the same unless accompanied by a unit transfer as permitted by this Section 4.5. If a Parcel set forth in Table 4.2 is legally subdivided into four or fewer Parcels, as evidenced by a recorded Parcel map of final map approved by the City of Newark pursuant to the Newark Municipal Code and California Subdivision Map Act (“Map Act”) or, the Parcel already consists of two or more legal Parcels under the Map Act as evidenced by a certificate of compliance or recorded subdivision map, the dwelling units allocated to such Parcel may be reallocated among the newly created or existing legal Parcels by the property owner in any manner which is consistent with this Specific Plan and the applicable zoning requirements. Such reallocation shall be accomplished by the property owner’s submission of a revised Table 4.2 to the Community Development Director of the City of Newark in compliance with this Specific Plan.

Transfer of Dwelling Units

The transfer of dwelling units between owners of legal Parcels is permitted as of right provided that there is no net increase to the total dwelling units, 2,500, permitted in this Specific Plan and provided that such transfer complies with the applicable zoning requirements for each land use designation involved, including density requirements (i.e. units may not be transferred to a Parcel to the extent that the applicable maximum density would be exceeded).

Transfer of Dwelling Units Policies

FB-3: A revised Land Use Table (4.1) must be submitted to the Community Development Director for the City of Newark for a proposed transfer of dwelling units between Parcels only if the acreages for one or more land use planning areas are being revised as part of such unit transfer. Otherwise, no revised Land Use Table shall be required.

FB-4: A revised Unit Allocation Table (Table 4.2) shall be submitted to the Community Development Director for each proposed transfer of dwelling units as provided in this Section 4.5. Provided such proposed transfer complies with this Specific Plan and applicable zoning requirements, no further submittals or approvals shall be required.

Automatic Transfer of Dwelling Units

Upon the earlier of the rezoning or dedication of a Parcel to a non-residential use, including for park use or open space, a building permit for the construction of dwelling units or approval of a tentative map, vesting tentative map, Parcel map or tentative Parcel map which subdivides a Parcel into five or more Parcels or five or more condominiums as defined in the Map Act (a “Developed Parcel”), any unused dwelling units from such Parcel’s allocation in Table 4.2 shall be automatically reallocated to those Parcels in Table 4.2 which are not Developed Parcels (a “Recipient Parcel”). The number of unused dwelling units for a Developed Parcel shall be equal to the number of units allocated to such Parcel in Table 4.2 minus zero, in the case of a Parcel which is rezoned or dedicated to a non-residential use, the number of dwelling units authorized to be constructed pursuant to a

building permit to the number of Parcels or condominiums created by the subdivision (“Unused Units”). The formula for such reallocation shall be:

$$X = (Y/(Y+Z))$$

X = Number of Unused Units to be reallocated from a Developed Parcel to a Recipient Parcel

Y = Number of units allocated to Recipient Parcel to date

Z = Total number of units allocated to Parcels within Specific Plan which are not Developed Parcels.

Any applicant seeking to utilize reallocated units for a Recipient Parcel shall submit a revised Table 4.2 setting forth the revised allocation of units to the Community Development Director, which will then become a part of this Specific Plan without the need for amendment or further action by and party.

TABLE 4.2 - UNIT ALLOCATION TABLE					
PROPERTY OWNER	ASSESSOR'S PARCEL NUMBER	PARCEL AREA ZONED FOR RESIDENTIAL USE	LAND USE DESIGNATION/ ZONING	MAXIMUM NUMBER OF UNITS	PERCENTAGE OF TOTAL
Ashland Inc.	092-0115-005	10.29 ACRES	MHDR	243	9.72%
Cargill	PARCEL 1 OF PARCEL MAP 9837 ²	54.53 ACRES	LDR/MDR/MHDR	652	26.08%
Enterprise Drive, LLC	092-0140-008	2.14 ACRES	MDR	35	1.40%
FMC Corporation	092-0100-004-02	3.59 ACRES	MHDR	50	1.98%
FMC Corporation	092-0100-005	0 ACRES	TRANSIT STATION/ RETAIL	0	0%
FMC Corporation	092-0101-001	2.22 ACRES	MDR	31	1.23%
FMC Corporation	092-0115-011	1.98 ACRES	MHDR	47	1.89%
FMC Corporation	537-0852-001-02	5.8 ACRES	PARK/COMMERCIAL/ HDR	246	9.85%
FMC Corporation	537-0852-002-07	0 ACRES	PARK/COMMERCIAL	0	0%
FMC Corporation	537-0852-002-008	9.6 ACRES	MHDR/PARK	173	6.93%
Gallade Enterprises, LLC	092-0140-005	0 ACRES	PARK	0	0%
Jones Hamilton Company	092-0116-058	6.23 ACRES	MDR	86	3.44%
Jones Hamilton Company	092-0116-059	5.92 ACRES	MDR	82	3.27%
Jones Hamilton Company	092-0116-060	9.12 ACRES	MDR	126	5.04%
SHH, LLC	092-0115-012	2.0 ACRES	MHDR	48	1.91%
SHH, LLC	092-0115-013	4.11 ACRES	MHDR	98	3.92%
Torian	092-0115-008	10.0 ACRES	MDR/MHDR	138	5.53%
Torian	092-0115-010	32.22 ACRES	LDR/MDR/MHDR	445	17.81%
Total		159.76 ACRES		2,500	100%

1. Acreages listed are estimates

2. On May 25,2010, Cargill recorded Parcel Map 9837 with the Alameda County, California Recorder's Office, creating three new legal parcels. The County Assessor has not yet updated its Assessors Parcel Numbers assigned to the land which was the subject of the Parcel Map, so the allocation of units in Table 4.2 Refers to Parcel 1 of Parcel Map 9837 rather than by APN.

4.6 PERMITTED USES

Land uses within the Specific Plan will be regulated by the application of permitted and/or administratively verified permitted uses designated by the zoning district applied to each parcel. Except as otherwise provided in the Specific Plan, permitted uses, development standards, processing requirements and other regulations are as specified by the City of Newark Zoning Ordinance.

LAND USE TYPE	USES
LDR, MDR, HDR & MHDR	AS DEFINED IN THE CITY OF NEWARK ZONING ORDINANCE FOR RESIDENTIAL USES
COMMERCIAL RETAIL	USES THAT ARE PRIMARILY FOR BUYING AND SELLING OF GOODS ARE ALLOWED (I.E. RESTAURANTS, GROCERS, FLORISTS, ETC.), ALL OTHER USES REQUIRE A CONDITIONAL USE PERMIT
COMMERCIAL OFFICE	USES THAT ARE PRIMARILY SERVICE BASED (I.E. PROFESSIONAL AND ADMINISTRATIVE OFFICES). ALL OTHERS USES REQUIRE A CONDITIONAL USE PERMIT.

LAND USE TYPE	USES
TRANSIT STATION	USES THAT PROVIDE A TRANSPORTATION MODE (I.E., BUS, BRT, TRAIN, LIGHT RAIL, ETC.), OR ARE AN ANCILLARY USE (I.E., COFFEE STAND, FLORIST, DRY CLEANER, PARKING LOT, ETC.) THAT WOULD BENEFIT TRANSIT PATRONS. ALL OTHER USES REQUIRE A CONDITIONAL USE PERMIT.
PARKS & OPEN SPACE	AS DEFINED IN THE CITY OF NEWARK ZONING ORDINANCE FOR PARKS & OPEN SPACE USES

4.7 DEVELOPMENT STANDARDS & STREETScape SETBACKS

Oftentimes, the places that stand out the most from our memories all have something in common; the way the streets feel as you move through them. There is something special about gracious tree-lined streets and wrap-around porches that make neighborhoods that have these characteristics so unique. You want to spend time there. You want to revisit them. One of the ways to enhance neighborhood feel is through offering regulations and guidelines for streetscape design (setbacks and character from property line to building).

The following section of the Form-Based Code chapter illustrates just how the Plan area addresses the pedestrian and vehicular relationship to the streets to create memorable neighborhoods. While the plan itself has not been formalized and is still at a predominately conceptual stage, there are also guidelines and recommendations for street cross section (Please see street cross sections in Chapter 7 - Circulation that will set the stage and climate of the Plan area).

Exhibit 4.2 on the following page highlights the streetscape (or setbacks from property line) that are regulated within the Form-Based Code. The cross sections shown in this Chapter (4.7.1-4.7.8) illustrate building placement and setbacks only. Street cross section are addressed in Chapter 7 - Circulation. It is important to note that the buildings on the plan are purely conceptual. Final designs of neighborhoods will occur at a later date and will go through the tentative map process. This Chapter will serve as a guide for those future developments.

-  Transit Center Road
-  Enterprise Drive (West)
-  Enterprise Drive (East)
-  Hickory Street
-  Central Avenue
-  Willow Street
-  Neighborhood Streets

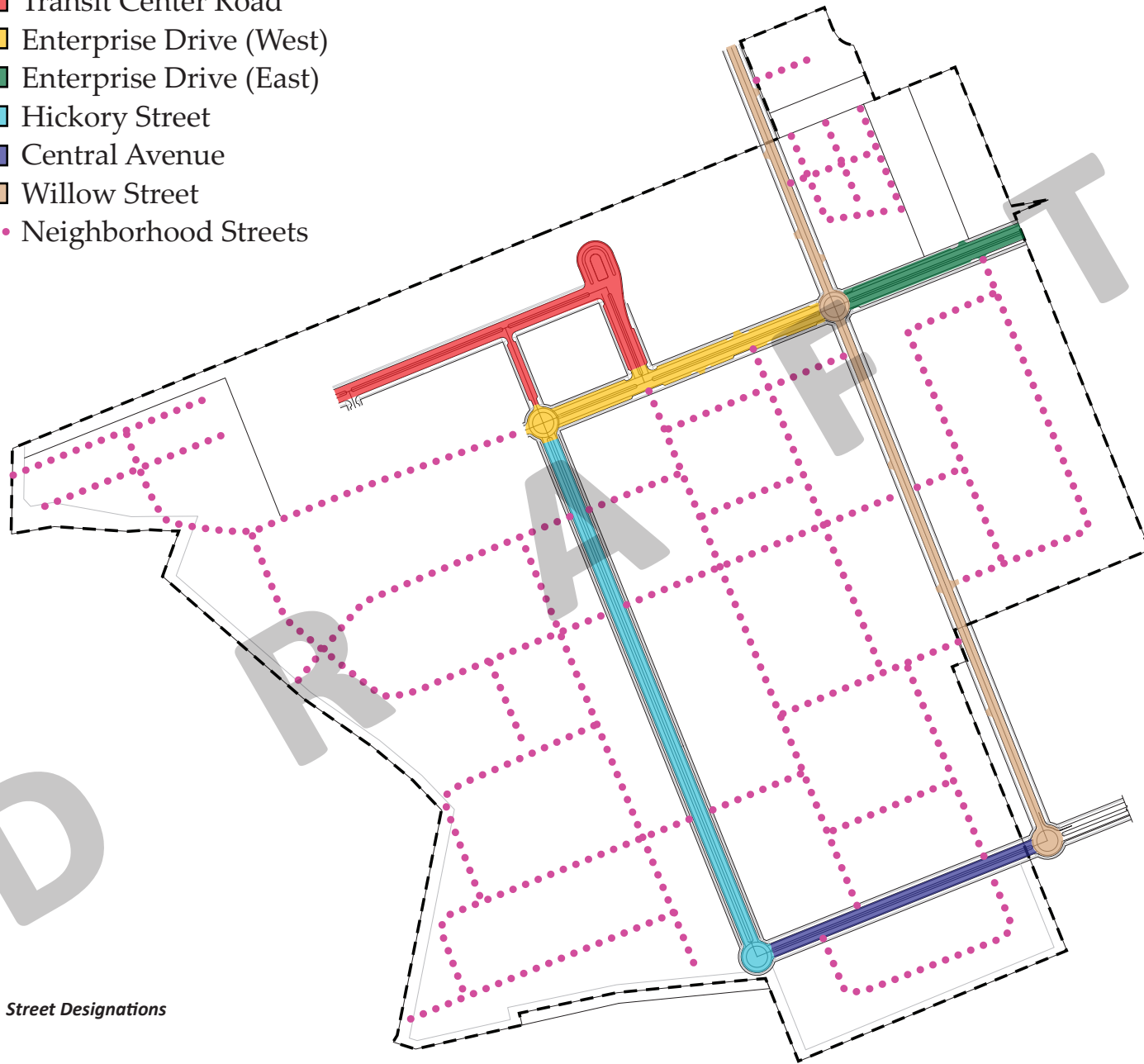
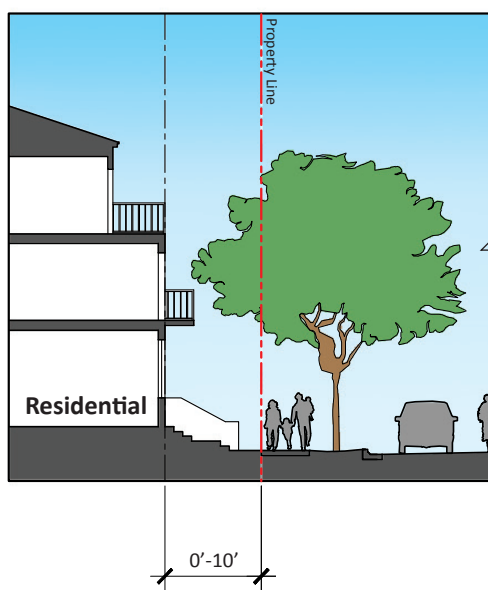
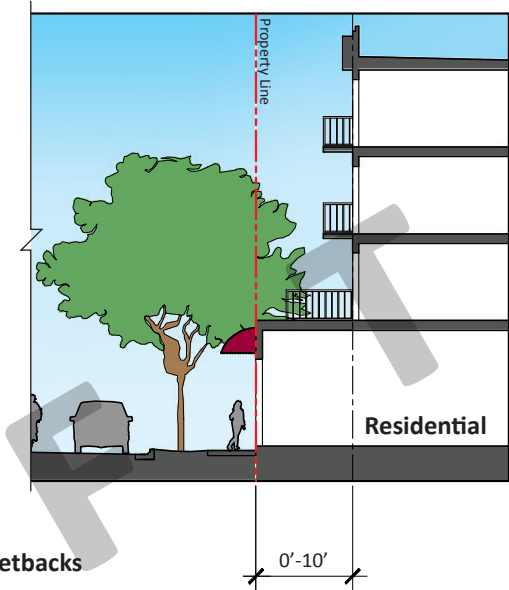


Exhibit 4.2 Street Designations



Transit Station Entrance Road - Setbacks



4.7.1 Transit Station Entrance Road

The location of the Specific Plan Transit Station, just off of Enterprise Drive West, has the opportunity to provide an enhanced statement as the entry to the Station. Intended to be a vibrant area, the setbacks and building placement will be more urban in nature with sidewalks that can provide for cafe style seating, setting the tone for this important street.

Building Placement

Setbacks (from Property Line)

Front	0' - 10'
Side Street	0' - 10'

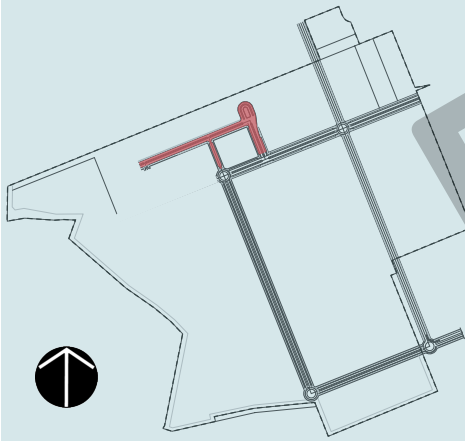
Building Form

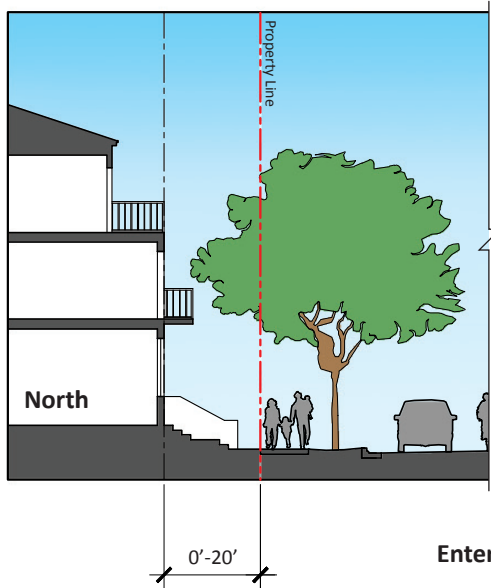
Primary Street Facade built to Setback Lines	50% min.
Side Street Facade built to Setback Lines	30% min.

Height

Building Max. 6 stories or 75' max

* Building height measured from finished grade at entry to the top of the ridge/parapet.





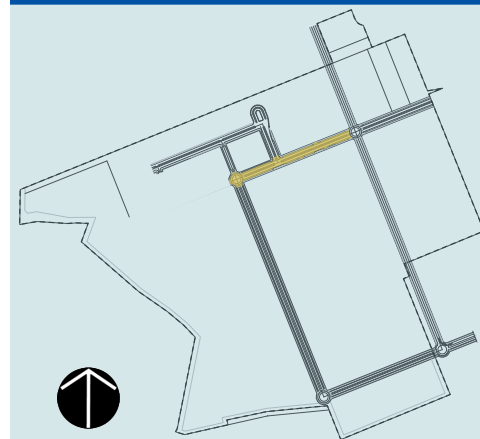
Enterprise Drive West - Setbacks (North Side)
(Willow to Hickory - North Side Only)

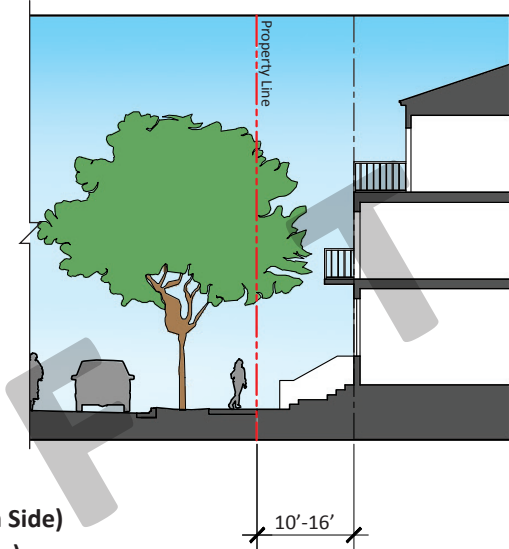
4.7.2 Enterprise Drive West (North Side)

Enterprise Drive West will be a main street many of the residents and visitors will use to enter the Plan area. Not only does this street need to feel special, it needs to accommodate the need for various types of residential building forms as well as commercial/retail/office uses.

Building Placement	
Setbacks (from Property Line)	
Front	0' - 20'
Side Street	5' - 10'
Building Form	
Primary Street Facade built to Setback Lines	50% min.
Side Street Facade built to Setback Lines	30% min.

Height	
Building Max.	6 stories or 75' max
* Building height measured from finished grade at entry to the top of the ridge/parapet.	





Enterprise Drive West - Setbacks (South Side)
(Willow to Hickory - South Side Only)

4.7.3 Enterprise Drive West (South Side)

Enterprise Drive West will be a main street many of the residents and visitors will use to enter the Plan area. Not only does this street need to feel special, it needs to accommodate the need for various types of residential building forms as well as commercial/retail/office uses.

Building Placement

Setbacks (from Property Line)

Front	10' - 16'
Side Street	5' min.

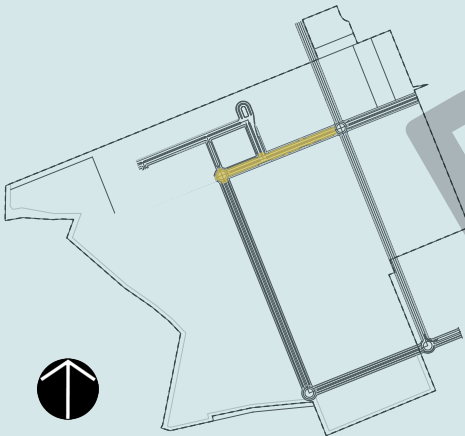
Block Form

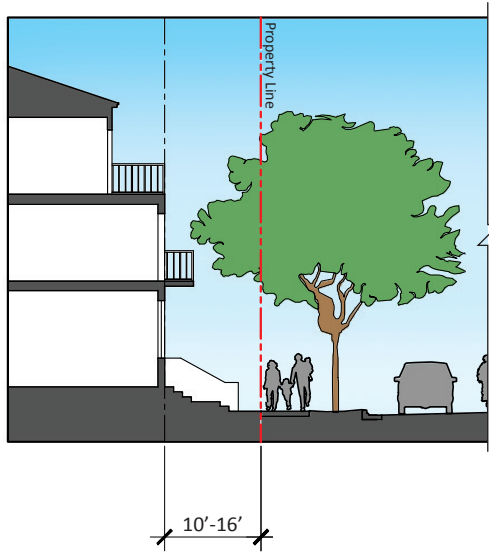
Max. Block Length	600'
Min. Block Width	450'
Max % of Buildings at Min. Setback Lines	80% min.

Height

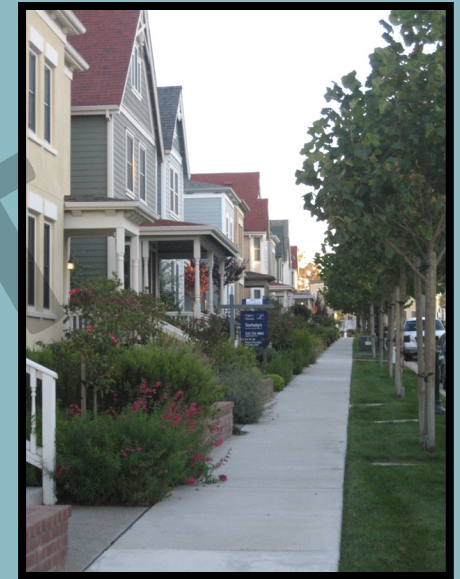
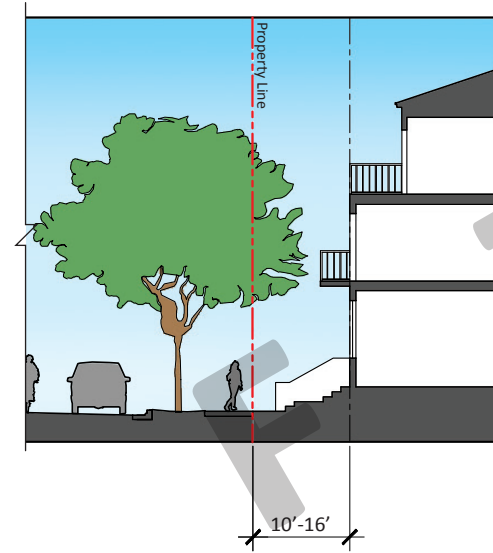
Building Max. 6 stories or 75' max

* Building height measured from finished grade at entry to the top of the ridge/parapet.





Hickory Street - Setbacks



4.7.4 Hickory Street

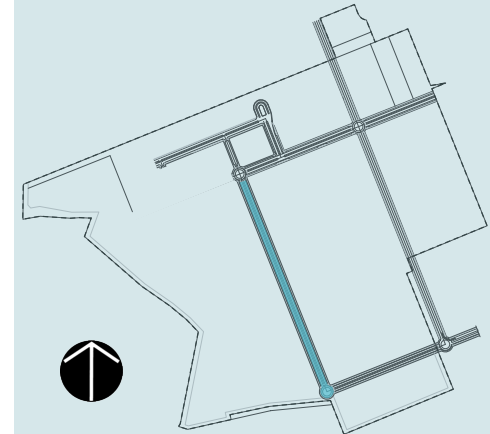
Hickory Street is designed to create a very pleasant residential/pedestrian environment, as Hickory Street & Central Avenue are the main Collector Roads through the Plan area.

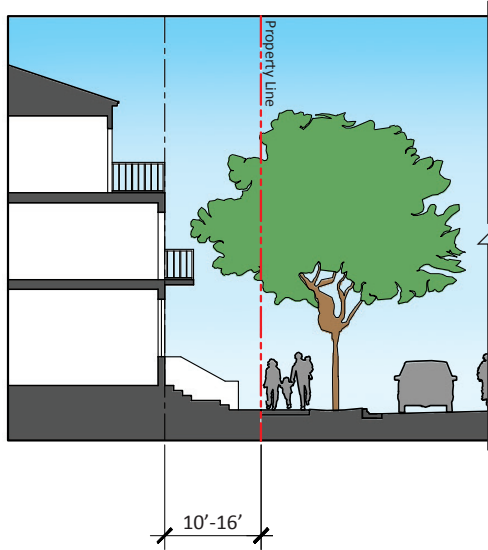
Building Placement

Setbacks (from Property Line)	
Front	10' - 16'
Side Street	5' min.
Block Form	
Max. Block Length	600'
Min. Block Width	450'
Max % of Buildings at Min. Setback Lines	80% min.

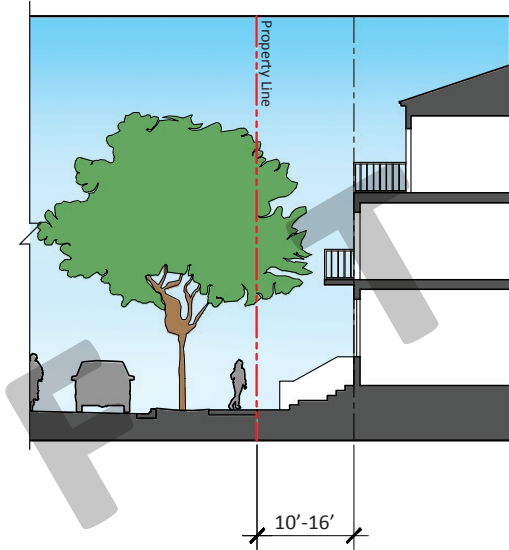
Height

Building Max.	4 stories or 50' max
Ancillary Building Max.	2 stories or 25' max
* Building height measured from finished grade at entry to the top of the ridge/parapet.	





Willow Street - Setbacks

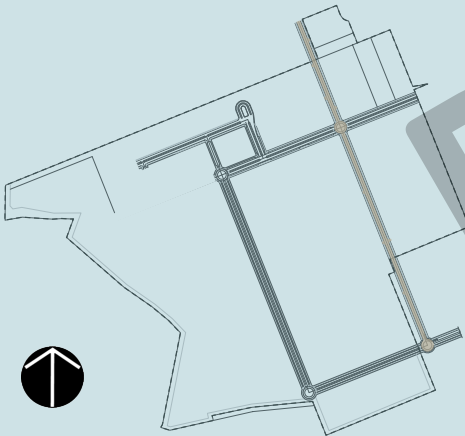


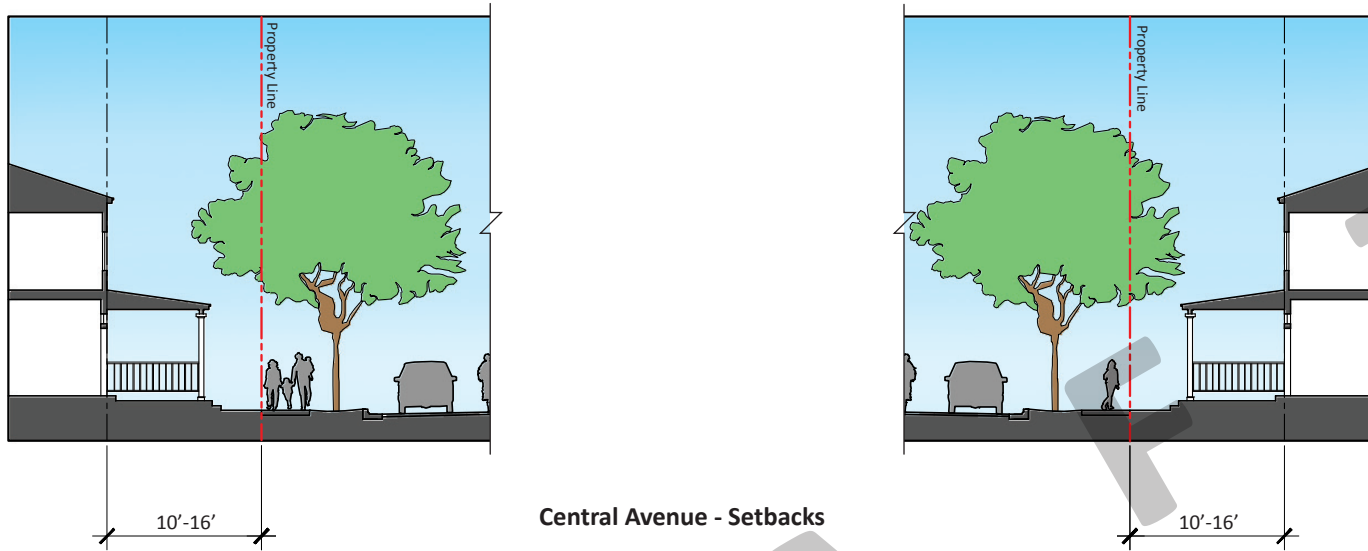
4.7.5 Willow Street

Willow Street is designed to create a very pleasant residential/pedestrian environment, as Hickory Street & Willow Street are the main north-south connectors through the Plan area.

Building Placement	
Setbacks (from Property Line)	
Front	10' - 16'
Side Street	8'3" min.
Block Form	
Max. Block Length	450'
Min. Block Width	450'
Max % of Buildings at Min. Setback Lines	80% min.

Height	
Building Max.	4 stories or 50' max
Ancillary Building Max.	2 stories or 25' max
* Building height measured from finished grade at entry to the top of the ridge/parapet.	



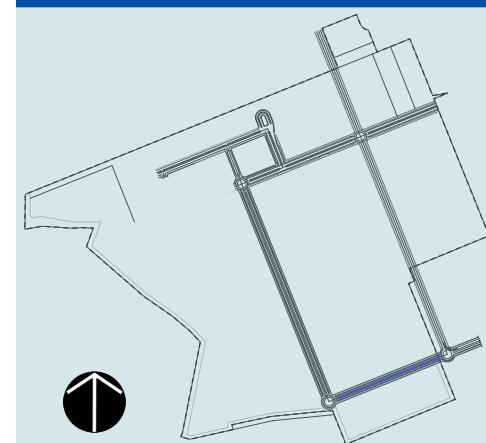


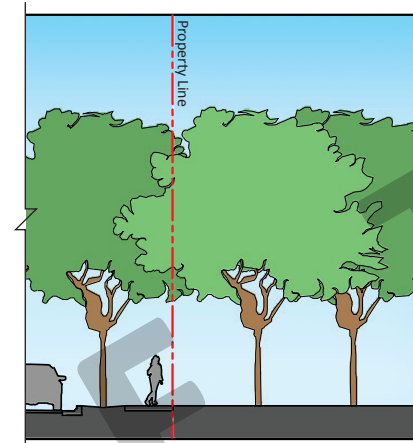
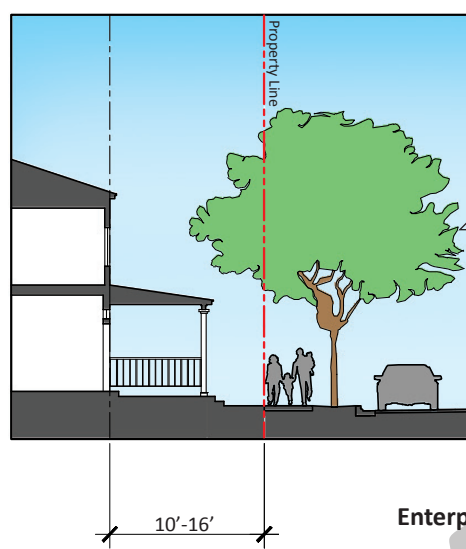
4.7.6 Central Avenue

Central Avenue is designed to create a very pleasant residential/pedestrian environment. Similar in scale to Hickory Street, both Hickory and Central will serve as collector roads through the Plan area.

Building Placement	
Setbacks (from Property Line)	
Front	10' - 16'
Side Street	5' min.
Block Form	
Max. Block Length	600'
Min. Block Width	450'
Max % of Buildings at Min. Setback Lines	80% min.

Height	
Building Max.	4 stories or 50' max
Ancillary Building Max.	2 stories or 25' max
* Building height measured from finished grade at entry to the top of the ridge/parapet.	





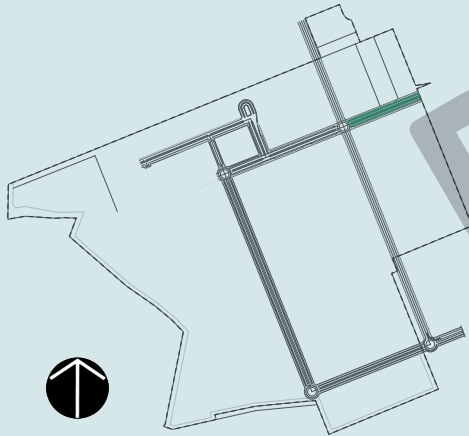
Enterprise Drive East - Setbacks

4.7.7 Enterprise Drive East

The Eastern portion of Enterprise Drive should be similar in character to Enterprise Drive - West. While similar in character, the Eastern portion would be reduced in scale and modified to reflect the traffic patterns and land use categories for this location.

Building Placement	
Setbacks (from Property Line)	
Front	10' - 16'
Side Street	5' min.
Block Form	
Max. Block Length	600'
Min. Block Width	450'
Max % of Buildings at Min. Setback Lines	80% min.

Height	
Building Max.	2.5 stories or 30' max
Ancillary Building Max.	2 stories or 25' max
* Building height measured from finished grade at entry to the top of the ridge/parapet.	





4.7.8 Neighborhood Streets

While Neighborhood streets shall have consistent quality throughout, the streetscape, building placement, and landscaping will vary depending on the specific product type and location.

Building Placement

Setbacks (from Property Line)

Front	10' - 16'
Side Street	5' min.

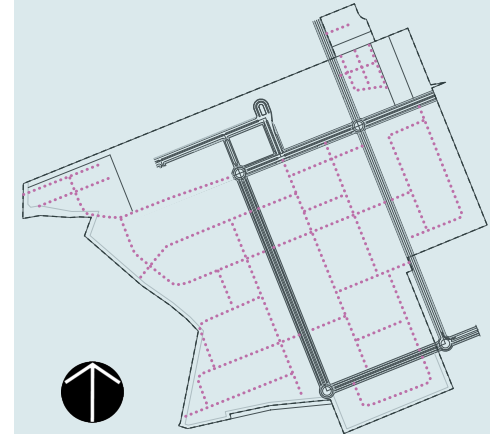
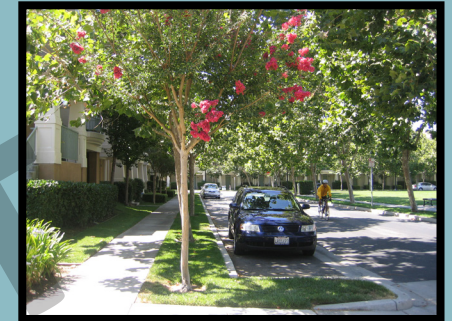
Block Form

Max. Block Length	600'
Min. Block Width	450'
Max % of Buildings at Min. Setback Lines	80% min.

Height

Building Max.	4 stories or 50' max
Ancillary Building Max.	2 stories or 25' max

* Building height measured from finished grade at entry to the top of the ridge/parapet.



4.8 General Development Setbacks

Table 4.3 dictates the general development standards for residential product types, as well as mixed-use development and multi-family development in Table 4.3.

TABLE 4.3 GENERAL DEVELOPMENT SETBACKS			
	Single Family Detached (front loaded)	Single Family Detached (alley loaded)	Single Family Attached (front loaded)
Lot Size			
Width (min)	40'	35'	15'
Width (max)	60'	60'	35'
Depth (min)	70'	50'	50'
Depth (max)	150'	150'	90'
Setbacks			
Front			
Porch/Stoops (min)	6'	6'	6'
Building Face (min)	10'	10'	10'
Building Face (max)	16'	16'	16'
Rear			
Main Building	15'	14'	14'
Ancillary Building	5'	14' or 28'	5' or 28'
Side			
Main Building (min)	3'3"	3'3"	3'3"
Main Building @ corners (min)	8'3"	8'3"	8'3"
Porch/Stoops @ corners (min)	6'	6'	6'
Ancillary Building/Garage (min)	3'3"	3'3"	3'3"
Ancillary Building/Garage @ corners (min)	8'3"	8'3"	8'3"
Max Site Coverage			
	50%	50%	75%
Notes			
Setbacks are minimum unless noted otherwise.			
Lot Depth for alley loaded homes measured from back of walk/centerline of paseo to the centerline of the alley.			
Minimum width may be reduced to 35' for homes with garages at the rear of the lot or for homes with single car/ tandem car garages.			
Building height measured from the finished grade at the front entry to the top of the ridge line.			
Front setback measured from back of sidewalk or centerline of paseo.			

TABLE 4.4 SETBACKS		
	Commercial & Office	Multifamily
Building Size		
Maximum Building Width	300'	300'
Maximum Building Depth	300'	300'
Setbacks		
From Public R.O.W.		
Porches/Stoops/Balconies	n/a	9'
Building Face	n/a	15'
Ground Floor	0'-10'	n/a
Upper Floors		
when ground floor @ 0'-5'	10'	n/a
when ground floor @ 5'-10'	5'	n/a
From other buildings on Site		
Residential Units	20'	25'
Community or Service Buildings	n/a	25'
Non-Residential Buildings	20'	n/a
Carports	15'	15'
From non-street Property Line		
of single family attached or multifamily lot	20'	25'
of single family detached lot	25'	30'
Non-Residential Buildings	25'	n/a
From on-site parking, drive aisle or lane	15'	15'
Building Height Max.		
	75'	75'
Notes		
Setbacks are minimum unless noted otherwise.		
0' setback only permissible for ground floor commercial use.		
Building height measured from the finished grade at the front entry to the top of the ridge line.		





4.7.10 Garages

An important element affecting the streetscape and character of residential communities is the location and design of garages, parking, and driveways. To create a pleasant pedestrian-oriented community, the Specific Plan recommends the following guidelines:

Garage Guidelines and Recommendations

- Non street-loaded garages are encouraged.
 - Site and building design shall be utilized to minimize the impact of parking aprons and garages on the streetscape.
 - For street facing garages, the maximum garage width shall be that which accommodates two conventional cars and an area for guest parking.
- A street loaded garage may not occupy fifty percent (50%) or more of a lot’s maximum allowable building frontage.

- Garages layout and design should minimize the visual impact of the garage door and parking apron on the streetscape.
- A garage should not occur directly at the end of a parking court as viewed from the street.
- To discourage obstruction of the driveway, garage aprons shall be either seven (7) feet deep or eighteen (18) feet deep as measured from property line. The deeper parking aprons

should be limited to the rear units, however they can be visible from the street.

- Dwelling unit driveways that serve as parking areas shall be a maximum of twenty (20) feet wide. If such parking areas are included, a pedestrian walkway connecting parking to the units is recommended.

TABLE 4.5 MINIMUM PARKING SPACE/ INTERIOR GARAGE DIMENSIONS	
Type	Space/Garage Dimensions
Parallel Striped Parking	
	9' x 20'
One-Car Garage	
Without Appliances	12' x 20'
With Appliance at Side	15' x 20'
With Appliances at Front/Rear	12' x 24'
Two-Car Garage (side by side)	
Without Appliances	22' x 20'
With Appliance at Side	25' x 20'
With Appliances at Front/Rear	22' x 24'
Two-Car Garage (tandem)	
Without Appliances	12' x 40'
With Appliance at Side	15' x 40'
With Appliances at Front/Rear	12' x 44'

