

Appendix D

Scenic Corridor Design Guidelines

INTRODUCTION

Fullerton recognizes that the "view from the road" is important in shaping public attitudes about the City. The Coyote Hills in the northern section of Fullerton, a number of scenic drives, and various roadside vantage points have become distinctive settings particular to the community.

The protection and enhancement of the City's "view from the road" is critical in promoting the quality image of Fullerton. Accordingly, the City has designated several roadway segments as scenic corridors, with the intent that they be designed and improved in ways which preserve their aesthetic value. The specific segments and the design criteria applicable to them are discussed in this supplemental report to the General Plan.

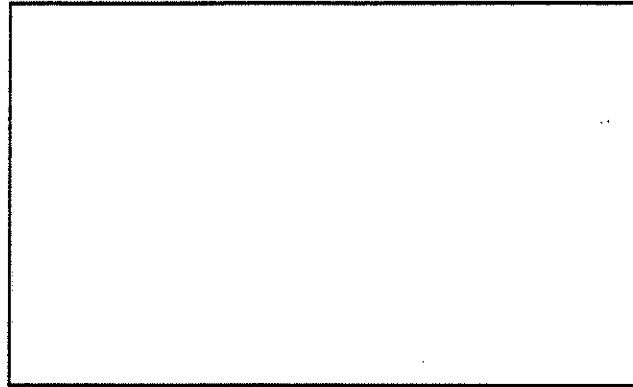


Photo of Coyote Hills

It is not the intent of the Scenic Highway Design Guidelines to preclude private development of land along scenic corridors; rather, the guidelines provide a series of special controls for land improvements fronting these street rights-of-way as they occur in order to ensure and maintain their value as scenic drives.

SCENIC CORRIDORS

A scenic corridor consists of the visible land area outside a highway right-of-way which realistically can be protected or preserved through land use control. As such, the lateral extent of a corridor will vary with the characteristics of the landscape as viewed by the motorists.

Many of Fullerton's roadways are scenic routes. Particular attention is focused on the City's northern streets because of the view of the local foothills and valleys, and "long-distance" views southward to the Pacific Ocean, northwesterly toward the Los Angeles skyline, and north/northeasterly to the Puente Hills and San Gabriel Mountains.

SCENIC CORRIDORS/RURAL STREETS MAP

The Scenic Corridors/Rural Streets Map illustrates the location of ten existing scenic corridors, one proposed scenic corridor and three areas of existing rural streets. Existing and proposed scenic corridors may be generally described as being along both sides of the following street segments:

1. Rosecrans Avenue from Euclid Street to the western boundary;
2. Gilbert Street from Rosecrans Avenue to the northern City boundary;
3. Euclid Street between Malvern Avenue and Los Palmas Drive;
4. Harbor Boulevard between Brea Boulevard and Las Palmas Drive;
5. Brea Boulevard between Harbor Boulevard and Bastanchury Drive;
6. Bastanchury Road between Harbor Boulevard and Associated Road;
7. State College Boulevard between Yorba Linda Boulevard and Rolling Hills Drive;
8. Local roads within the West Coyote Hills, as identified by the Master Specific Plan.

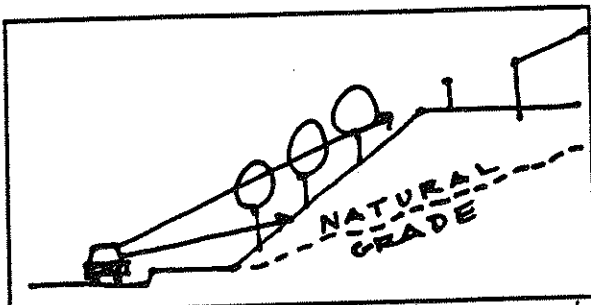
Rural streets are defined by General Specific Plan-86 (GSP-86) and are found in the following three general areas:

- Area 1: Valencia Mesa Drive and connecting drives and much of the area west of Euclid, north of West Malvern, and East of Bastanchury.
- Area 2: The area in the far north of the City to the west and east of Harbor Boulevard along or near Las Palmas Drive and Hermosa Drive.
- Area 3: Skyline Drive, Linda Lane, Rocky Road, the northern half of Almira Avenue and Moody Avenue.

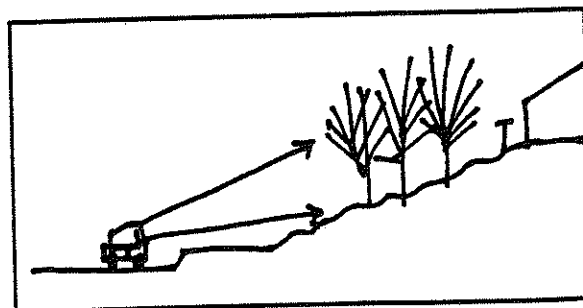
SCENIC CORRIDOR TREATMENT AND PRESERVATION

Preservation of Natural Grade and Landscape

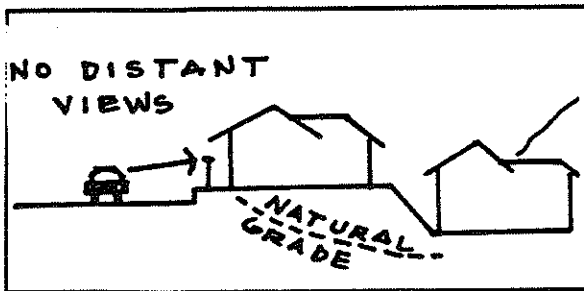
The preservation of scenic routes/corridors begins with the protection of existing natural features, such as topography, stands of trees, and other plant material of substantial scenic value. Since much of Fullerton's scenic attributes comes from the hillsides and vegetation, it is appropriate to discourage the scarring of natural land contour and the removal of vegetation, as well as preserve "long distance" viewsheds. When land and/or vegetation scarring is unavoidable, generous amounts of replacement landscaping should be used to restore the look of the natural landscape, and contour grading should be utilized to preserve long-distance views.



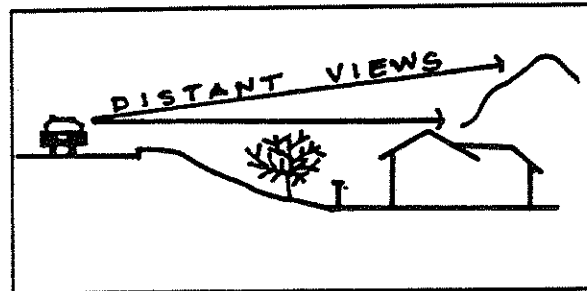
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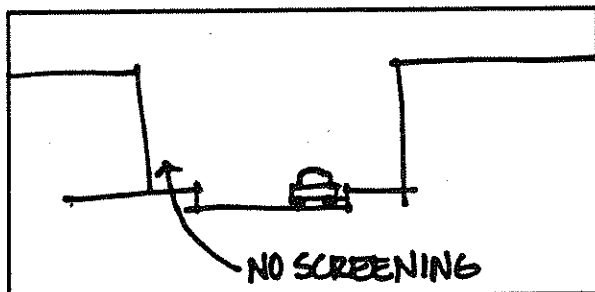
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Building Design and Land Use

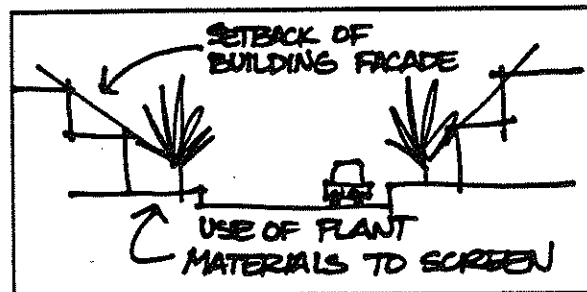
The visual quality of scenic corridors is also strongly influenced by building design and land uses. Conflicting land uses can often draw attention away from exceptional views. Screening such uses from roadside view, combined with special regulations for building heights and setbacks, are most effective.

Building design should be regulated to ensure compatibility with preservation of viewsheds, using architectural design standards such as height limits, "stepping back" of facades, use of transparent windows on upper stories, and sensitive site plan/building orientation to retain views. Screening, including the use of landscaping, grading, or attractive fencing, should also be utilized where appropriate.

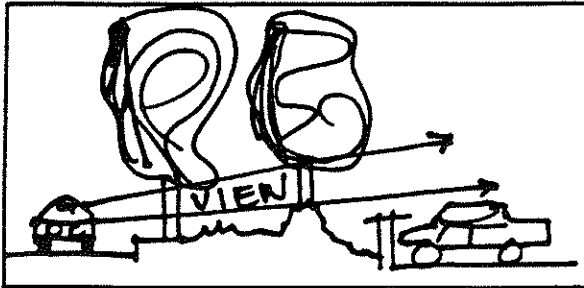
Residential, open space and recreation, and limited commercial and office/business park land uses are considered appropriate for scenic corridors. Heavy industrial, industrial park, auto related and warehouse-type commercial structures are not considered compatible uses as they typically exceed height limitations appropriate for viewshed preservation and, due to building mass and scale, do not lend themselves to "building siting" practices, such as clustering, which allow for view corridors.



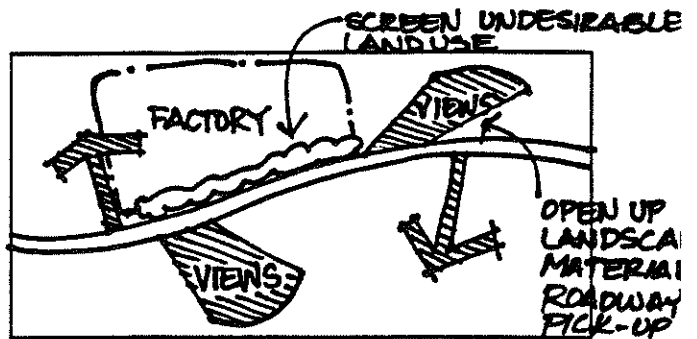
Don't construct building which eliminates the streetscape.



DO use landscape screening and regulated building heights and setbacks to reserve aesthetic scenic corridors.



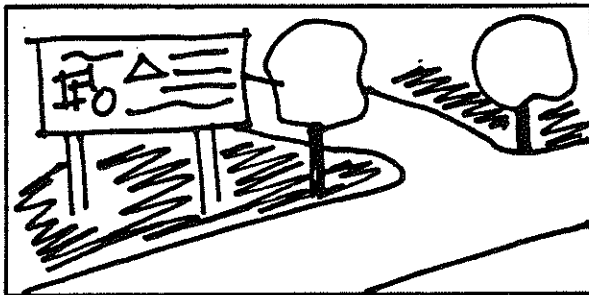
Do establish visually compatible screening techniques.



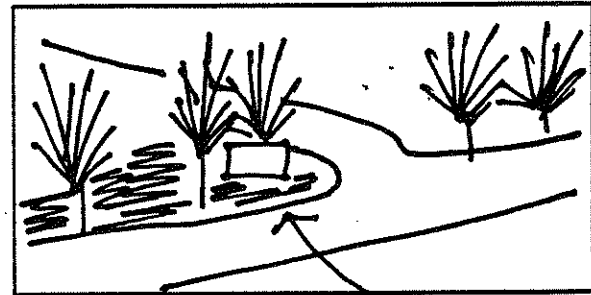
Do screen land uses which conflict with local scenic scenery.

Signage

Outdoor advertising and signage can compete for visual attention and therefore affect the visual quality of scenic corridors. Encouraging forms of signage that are harmonious with the scenic route will assure a better visual environment.



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LOW PROFILE SIGNS PROTECT VIEWS

RURAL STREET TREATMENT AND PRESERVATION

The City possesses a series of streets which are designated as "rural", as shown on the Scenic Corridor/Rural Streets Map. This classification is intended to preserve pastoral qualities along a number of picturesque rural residential street frontages. Predominant characteristics of the rural street designation are the absence of sidewalks, curbs and gutters, street lights and parkway trees.

The preservation of rural streets is inherent in the roadway design standards. Paved shoulders and asphalt berms should remain optional. As well, the installation of parking lanes, curb, gutter, and sidewalk features, parkway landscaping treatment and street lights are to be determined at the discretion of the majority of property owners. Design and construction criteria, such as roadway intersection width for left turn pockets and maintenance of pavement and drainage facilities will be in accordance with GSP-86. All other roadside maintenance remains the responsibility of the property owner to continue and promote the rural residential roadway characteristics.