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**CITY OF SAN CLEMENTE
MINUTES OF THE
DESIGN REVIEW SUBCOMMITTEE MEETING
MAY 23, 2012**

Subcommittee Members Present: Michael Kaupp, Lew Avera, and Julia Darden

Staff Present: Jim Pechous, Tom Bonigut, John Ciampa, and Sean Nicholas

I. MINUTES

Minutes of the April 11, 2012 meeting.
Minutes of the April 25, 2012 meeting.

II. ARCHITECTURAL REVIEW OF THE FOLLOWING ITEMS

**A. Sign Exception Permit 12-123, Montgomery Motorcycle Company Signage
(Ciampa)**

A request for a sign to exceed the allowed square footage and width for a business located at 2110 South El Camino Real.

Associate Planner Sean Nicholas summarized the staff report.

City Planner Jim Pechous noted that a Sign Exception Permit is required for any business that proposes a sign exceeding 64 square feet.

Subcommittee Member Kaupp stated that the video shown driving by the building was beneficial in the review of the application to show the limited visibility. He stated that with the video and the analysis provided by staff it shows the project can meet the required findings for the Sign Exception Permit because of the site constraints.

Subcommittee Member Darden agreed stating that the signage is architecturally compatible with the building and inquired about the proposed design of the lighting for the signage.

The applicant, Mark Williams, stated that it is the same light fixtures that were originally used on the building and have been salvaged for the proposed sign. He stated that the light design is metal with a weathered patina finish and will direct the light towards the building.

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Subcommittee Member Avera agreed that the sign is architecturally integrated into the building and is an appropriate size. He also stated that the increased signage is warranted because of the limited visibility.

The DRSC agreed that the signage proposed is in proportion with the building and is architecturally compatible with the building design. The DRSC also stated that they believe the project can meet the required findings for a Sign Exception Permit.

B. Cultural Heritage Permit 12-137, McMullen Residence (Ciampa)

A request to construct an addition to the third story, extend the deck over the garage and construct a roof deck to a duplex located adjacent to a historic house. The project is located at 248 Avenida Victoria.

Associate Planner Sean Nicholas summarized the staff report.

The applicant, James Smathers, stated that he is not in opposition to modifying the eaves to a stucco detail to comply with the Building Code requirements. He responded to staff's recommendation to conceal the railing with a taller wall stating that he wanted to avoid creating a feeling of being in a well because the stairs are narrow.

Subcommittee Member Darden asked Mr. Smathers to explain the open space location where the stairs led to the roof deck.

Mr. Smathers stated that he and the owner were working out the design of the stairs to the roof deck and decided to keep the area as open as possible. The design that was agreed to by the owner was wrought iron stairs to keep an open feeling. He provided revised plans for the DRSC to review.

Subcommittee Members felt that the proposed project was an improvement to the property.

Subcommittee Member Darden stated that the design was an improvement but some of the details were slightly more ornamental than in Spanish Colonial Revival (SCR) architecture with an example being the proposed wrought iron railing. She stated that a simple design would be less expensive and truer to SCR architecture.

Overall the DRSC supported the project and agreed with staff's recommendation to include an architectural element to the front of the structure to give the appearance of a beam or another architectural feature that would support the

cantilevered portion of the structure. The DRSC also noted that the portion of the corbel next to the roof deck access should either be removed or provide a return so there is not an abrupt termination of the corbel.

C. Minor Architectural Permit 12-118, Mattos Addition (Nicholas)

A request for a Minor Architectural Permit and Minor Exception Permit to allow an addition to a single-family house located at 113 Avenida De La Grulla.

Associate Planner Sean Nicholas summarized the staff report.

The Design Review Subcommittee all complimented the applicant on the outstanding job they did in putting together the PowerPoint to show conformance and compatibility of their project and the surrounding neighborhood. The Design Review Subcommittee Members agreed that this should be a template for how the analysis is done in the future for these types of requests.

The Design Review Subcommittee complimented the applicant in taking into account their neighbors and trying to minimize potential impacts on the surrounding residence, and fully supported the project be approved by the Zoning Administrator.

D. Aesthetic Design Concepts for the Pico Interchange (Bonigut)

Review of the conceptual aesthetic design of the new I-5 bridge over Pico, bridge abutment walls, Avenida Pico retaining wall, and proposed retaining walls along I-5 as part of the HOV extension project.

Assistant City Engineer provided a presentation to illustrate several aesthetic design concepts for the project. The Design Review Subcommittee provided the following feedback:

I-5/Avenida Pico Bridge Overcrossing

1. For the arches on the bridge span, stay with the "multiple arch" concept which has six arches, each about 30 feet long, across the bridge span. Likely stay with smooth concrete, unless a subtle pattern/texture is used.
2. For the main columns on each side of the bridge span, as noted previously the height of these should extend above the height of the guardrail on top of the bridge span/deck. Provide further details as to the potential finial or forms atop the columns as represented by the placeholder boxes in Conceptual Elevation "E" dated May 10, 2012. The

- pattern on these main columns should be different than the board form used on the abutment walls.
3. With regard to the "board form" aesthetic treatment on the abutment walls, such pattern should have a vertical orientation with uniform pattern width as generally depicted on the abutment walls in Conceptual Elevation "C." As noted previously, the board form should have a more pronounced form with greater "relief" in the pattern to help minimize the effect of the MSE panel joints.
 4. For the vertical walls underneath the bridge on both sides of Avenida Pico, this should have a similar vertical board form treatment as the abutment walls.
 5. For the abutment walls, there is interest in the potential to "break up" the vertical board form pattern with occasional smooth vertical sections as generally depicted in Conceptual Elevation "K." However, this elevation suggests that the MSE wall panel seams can be hidden. If this is not the case then the subcommittee prefers just continuing the board form pattern.
 6. For color, subcommittee is inclined to consider only the potential for use of a subtle concrete color additive that would give the bridge an "aged" look. The Caltrans design team should provide more information on the range of allowable concrete color options. Also, the proposed landscaping palette may influence concrete color choices or whether colored concrete is used at all.

Avenida Pico Retaining Wall

The subcommittee previously concurred with the previous initial concept for this wall which consisted of a series of arch forms and columns. However, the wall may not have a sweeping arch top as previously provided. The Caltrans design team will provide further detailed sketches. The subcommittee noted its preference for earth tone colors that would help blend the wall into the surroundings and hide it.

IV. ADJOURNMENT

Adjourn to the Design Review Subcommittee meeting of June 13, 2012 at 10:00 a.m. in Conference Room A, Community Development Department, 910 Calle Negocio, Suite 100, San Clemente, CA 92673.


Respectfully submitted,

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Design Review Subcommittee Meeting of May 23, 2012


Michael Kaupp, Chair

Attest:


Jim Pechous, City Planner

**CITY OF SAN CLEMENTE
MINUTES OF THE
DESIGN REVIEW SUBCOMMITTEE MEETING
JUNE 13, 2012**

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Subcommittee Members Present: Michael Kaupp, Lew Avera and Julia Darden

Staff Present: Tom Bonigut and Jeff Hook

I. **MINUTES**

No minutes.

II. **ARCHITECTURAL REVIEW OF THE FOLLOWING ITEMS**

A. **Interstate 5/Pico Bridge and Abutment Walls** (Bonigut)

Mr. Bonigut presented several schematics to further illustrate aesthetic design concepts for various bridge abutment walls. The DRSC collectively offered the following comments:

Avenida Pico Retaining Wall

Of the three concepts, prefer the "middle" wall sketch, but add a bit more space between the top of the arches and the top of the wall. Also, for the ends of the wall where the wall height diminishes, omit the last arch features if the wall height does not allow a vertical element to the arch (i.e. if the wall height becomes so low that you are only left with a curved arch form without a little of the vertical column effect, then just drop that arch). Finally, to address the safety rail required at the top of the wall, look into how that might be omitted or provide a detail showing the rail design and materials.

I-5 Bridge Over Pico & Abutment Walls

The DRSC continues to prefer the multiple arch form as has been previously discussed. Regarding the "shear key" element next to the main vertical pillars that is required as part of the bridge, the DRSC though this element actually complemented the main pillars and so need not be "hidden." This element should have the matching smooth texture and color as the adjacent pillar. The DRSC also confirmed that the vertical board form pattern should be used along both the main bridge abutment walls and on the walls that extend away from the bridge. The pattern should be uniform as previously discussed. With regard to color, the DRSC affirmed that any color variation should be subtle and there should not be too many variations. The DRSC asked staff to check with Caltrans on whether a graffiti coating would be applied to the structure and whether landscaping could be provided to visually soften and modulate the scape of the

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landscaping could be provided to visually soften and modulate the scape of the bridge walls and discourage graffiti. Committee members supported the idea of including lighting in the capitals of the bridge's entry pilasters but wanted to see additional details of the design. Committee members also asked if there was a desire to omit the small arch insets in the bridge guardrail, what impact would that have on the design (i.e. could that change be easily accomplished)?

Mr. Hook suggested that the wall footing designs be evaluated for how landscaping adjacent to the wall might be accommodated. He felt that Cal Trans District 5 (San Luis Obispo, Monterey and Santa Barbara Counties) had used similar treatments and may be able to offer design suggestions.

IV. ADJOURNMENT

Adjourn to the Design Review Subcommittee meeting of June 27, 2012 at 10:00 a.m. in Conference Room A, Community Development Department, 910 Calle Negocio, Suite 100, San Clemente, CA 92673.

Respectfully submitted,


Michael Kaupp, Chair

Attest:


Jeff Hook, Principal Planner