



Design Review Subcommittee (DRSC)

Meeting Date: March 25, 2015

PLANNER: Amber Gregg, Associate Planner *AG*

SUBJECT: **Preliminary Application (PRE-APP) 14-509, Pacific Coast Church Vacant Property**, preliminary review on a potential zone change from Institutional to Residential Medium to construct a 76-unit townhome development on the vacant property located on the northwest corner of Avenida Frontera and Calle Ola Verde.

BACKGROUND:

The proposal is to rezone 5.6 acres of land located within the Marblehead Inland Specific Plan from Institutional to a Residential Medium (R-M) designation. The proposed density is 13.9 dwelling units per acre. The applicant's conceptual design includes three-, four- and five-plex structures for a total of 75-76 units, eight of which are proposed at an affordability level of 120% of Area Median Income (AMI).

The project was reviewed by DRSC on February 11, 2015 with comments provided to the applicant. A copy of the February 11th staff report and minutes are provided under Attachments 3 and 4 respectively. The applicant has modified the site plan and provided a letter (Attachment 2) describing their modifications since the previous DRSC review. Architecture is not included in the review, but the applicant intends to proceed with a Cape Cod or Maritime architectural style, consistent with the Marblehead Inland Specific Plan. Should the applicant make a formal application, a General Plan Amendment, Specific Plan Amendment, Conditional Use Permit, Architectural Permit, and Site Plan Permit would be required.

The applicant requests that the DRSC review the letter and the revised plans and provide initial feedback on how they have addressed DRSC's concerns. The applicant understands all comments are preliminary, and meant to help applicants determine the feasibility of a potential application.

MODIFICATIONS

The applicant has submitted two site plans. Site Plan A has one point of access from Avenida Frontera, with 75 units. Site Plan B has two points of access, one on Calle Frontera and one on Calle Ola Verde, with 76 units. Calle Ole Verde is a private street and the applicant is not sure access will be granted, which is why they are proposing the two plans.

The initial site plan reviewed by DRSC has been provided as page one of the reduced plans.

Due to the short due-diligence timeframe of the applicant, staff has not had time to review the revisions. The applicant has stated that they will be making a presentation at the DRSC meeting to go over how they have attempted to address the concerns identified by staff and the DRSC. Staff seeks DRSC's initial comments and welcomes any additional feedback.

Attachments:

1. Location Map
2. Project Narrative Submitted by the Applicant
3. DRSC Staff Report February 11, 2015
4. DRSC Minutes February 11, 2015
5. Design Guidelines for Multi Family Developments

Reduced original plan and revised plans

Full Size Plans



LOCATION MAP

Pacific Coast Church Vacant Property
Corner of Calle Ola Verde and Calle Frontera



No scale



March 16, 2015

Mr. Jim Pechous, City Planner
City of San Clemente
910 Calle Negocio, Suite 100
San Clemente, California 92673

Subject: Design Review Subcommittee ("DRSC") Review
Pacific Coast Church Property
APN: 679-021-05

Dear Mr. Pechous:

Lennar Homes of California, Inc. ("Lennar") is in escrow with Pacific Coast Church regarding the purchase of an approximately 5.6-acre vacant property at the corner of Calle Frontera and Calle Ola Verde ("Site"). After conducting numerous feasibility studies and considering all the previous input, including from City Staff and City decision makers, Lennar's intent is to develop a 76-unit attached townhome community as shown on the attached site plans.

Since our last meeting on February 11th, we have been working diligently to incorporate many of the DRSC's questions and concerns regarding the site's design. While doing so, we came up with two site planning options. Our first choice (Option A) consists of 76 townhomes with a main access off of Calle Frontera and a secondary access off of Calle Ole Verde. This option provides increased green space and internal circulation by connecting through both Calle Frontera and Calle Ole Verde, thereby eliminating the need for an internal loop street. Because Calle Ole Verde is a private street, we do not know that our desired secondary access will be feasible, and have designed an alternate option accordingly. Our second choice (Option B) consists of 75 townhomes and has only one point of access from Calle Frontera and incorporates additional internal streets to provide adequate circulation.

Both options strive to reduce the linear perception of the community by staggering homes, turning the orientation of some of the buildings, and reducing the long rows of garages. Additionally, as one enters the community from Calle Frontera and proceeds down the main entrance drive, they are greeted with open green space straight ahead, as well as to either side, all surrounded by private balconies with no garages in sight. Further, we have addressed the concerns of freeway noise impacts by placing a private street between the freeway and most of the homes as a buffer and re-orienting the homes so they do not back on the freeway.

As part of our due diligence, we would like to solicit the DRSC's inputs on our conceptual site plans one more time, following the revisions. While recognizing that any feedback from the DRS review would be preliminary, our objective is to determine if there are substantive obstacles from the policy, planning, design and engineering perspectives that would prevent Lennar from implementing the proposed site plans, in particular the proposed yield of 76 for-sale residential units.

25 Enterprise • Suite 300 • Aliso Viejo, CA 92656 • Main: 949-349-8000

LENNAR.COM

If appropriate, we would welcome an opportunity to attend the DRSC review meeting on March 25th, in order to facilitate open dialogue in a question and answer format. As to our timing, it is critical for us to receive the City's valuable inputs prior to the end of our feasibility period and presentation to our Corporate Investment Committee. So we respectfully request your formal response no later than March 27, 2015.

SITE LOCATION

The Site is bounded by the I-5 freeway to the west, Pacific Coast Church to the north, Calle Frontera to the east and Calle Ola Verde to the south. The property is roughly 5.6 acres and is generally flat to gently sloping. The property remains vacant and undeveloped. There is currently no vegetation on-site.

COMMUNITY DESCRIPTION

We propose to develop a 76-unit townhome community consisting of two-story homes in three to six-unit clusters. The Site's density is 13.6 units per gross acre. The townhomes would have three bedrooms on average, range between 1,586 sq.ft. to 1,883 sq.ft. and include two-car attached garage. To take maximum advantage of ocean views, we are planning expansive roof-top decks above the second floor of each townhome, on the west or rear side of the homes. The decks will in general, face the ocean and be away from the Calle Frontera and the existing homes to the east.

All of the perimeter homes along Calle Frontera and Calle Ola Verde have their entries and patios facing the streets so that the garage doors cannot be seen from the surrounding neighborhoods. There are also large patios incorporated at the ground floor entries of all the homes providing for more private open space for each home.

Due to grade differentials between Calle Frontera and the western edge of the Site, 27 of the 76 homes and all of those along Calle Frontera are proposed to be of tuck-under configurations, where the front door of the home will be four to seven feet above the garage level. This will reduce grading and retaining walls, particularly in the northeast corner of the Site. We anticipate meeting the City's parking standards at 2.5 spaces per unit plus 0.33 guest parking per unit.

A single driveway off of Calle Frontera serves as the vehicular entry to the community. The entry driveway would lead to a community open space that is intended to break up the frontage along the freeway. We anticipate constructing a glass wall for sound attenuation on the freeway frontage. Note that it is important for us, from both sales and marketing, and financial standpoints to have as many homes as possible facing the ocean views to the west. In Option B, the drive off of Calle Frontera is the only access point to the proposed community and there is internal looped circulation within the site. In Option A, there is proposed secondary access point on Calle Ole Verde, which eliminates the need for the southerly loop, and will allow for additional green space instead of paved circulation area. While Option A is preferred, Option B is needed because Calle Ole Verde is a private street which the City does not control. Both Options A and B were designed to increase the pedestrian connectivity throughout the community allowing for greater convenience and livability.

ARCHITECTURAL STYLE

Although we have not finalized our architectural design and elevations, our intent is to mirror coastal or maritime design, as described in the Marblehead design guidelines. We will work with Planning Staff to adjust our elements from the Spanish style previously presented to a style more in keeping with the surrounding neighborhood.

Building within the site are restricted in height from going over 232 feet in mean sea level elevation. We do not intend to exceed this height restriction, and all homes will be no more than two stories in height, measured from the front entrance of the homes.

INFRASTRUCTURE

There are currently three utility easements crossing the Site. There is a sewer easement along the western edge of the Site, parallel to the freeway. The new community will not have any structures within easement, although we plan to add parallel parking spaces that will encroach into the easement, and the community's sewer will tap into the existing sewer main within. The new street layout allows the added benefit of providing access to the sewer line for maintenance. There also are two storm drain easements that cross the Site which drain the property to the east. The community will realign portions of both storm drain lines and these lines/easements tie into the same connection points along the freeway. One storm drain will be re-aligned within Calle Frontera for a short distance. The water line for the community would be looped with connections in both Calle Frontera and Calle Ole Verde. We hope that the DRSC recognizes the circulation requirements on the property due to fire access, utilities, and engineering constraints and that we have done our best to accommodate these needs in conjunction with the previous design comments from Staff and DRSC.

We look forward to the City's further review of this revised site plan and to receiving any valuable feedback. Please do not hesitate to contact me at (949) 349-8149 or at jr.jones@lennar.com if you have any questions.

Sincerely,

Lennar Homes of California, Inc.



JR Jones
Land Acquisition Manager



Design Review Subcommittee (DRSC)

Meeting Date: February 11, 2015

PLANNER: Amber Gregg, Associate Planner

SUBJECT: **Preliminary Application (PRE-APP) 14-509, Pacific Coast Church Vacant Property,** preliminary review on a potential zone change from Institutional to Residential Medium to construct a 75-unit townhome development on the vacant property located on the northwest corner of Avenida Frontera and Calle Ola Verde.

BACKGROUND:

The proposal is to rezone 5.6 acres of Institutional land located within the Marblehead Inland Specific Plan to a Residential Medium (R-M) designation with a proposed density of 13.9 dwelling units per acre. The applicant's conceptual design includes three-, four- and five-plex structures for a total of 75 units, eight of which are proposed at an affordability level of 120% of Area Median Income (AMI).

The applicant seeks Design Review Subcommittee (DRSC) review of the architecture and site design and provide initial comments. Should the applicant make a formal application, a General Plan Amendment, Specific Plan Amendment, Conditional Use Permit, Architectural Permit, and Site Plan Permit would be required.

The project site is a vacant piece of property abutting the I-5 freeway to the west, Pacific Coast Church to the north, townhomes to the south, and single-family homes to the east. On the other side of the freeway is Plaza San Clemente, a retail development within the Marblehead Coastal Specific Plan.

ANALYSIS:

Site Design

The site plan includes one entry point into the community at the center of the development off Avenida Frontera. A long drive aisle that terminates toward the west end of the property is flanked by parallel parking spaces for guest parking. At the terminus of the main entry aisle is an open space area intended for community uses.

The front of the homes are proposed to be oriented toward Calle Frontera, Calle Ola Verde, and the freeway. As a result, the garages face the interior of the development. The applicant is proposing patios at the front of each unit, however wall or fence heights have not been provided.

There are three proposed floor plans. The plans contain two of the three floor plans. Each unit offers three bedrooms and two and a half baths, and range from 1,470 to 1,736 square feet and a roof deck. The applicant has provided the required 2.5 parking spaces per unit, plus guest parking at a ratio of .333 spaces per unit. Each unit will have an attached two car garage.

Architecture

The applicant is proposing a Spanish design. The stucco walls will have a 20/30 sand finish, and the roof tiles appear to be “s” shape concrete. Rafter tails, vinyl shutters, wood decks, and Juliet balconies are also proposed. Additional features include arched windows, and doors with stone trim, however it is not clear what the material of the windows are. The paint palette is warm earth tone colors with olive and milk chocolate accent colors.

The applicant has incorporated varied roof lines and wall planes to help provide distinction between the units. The roof decks have varied guardrail details to also add unique character.

At the back of the homes garage doors line the drive aisles. To help with architectural interest and differentiation, varied garage door styles and openings are proposed. Some varied roof lines and plane breaks are also utilized.

Landscaping

At this time there is little information provided about the landscaping. There are street trees along Calle Frontera, Calle Ola Verde, and adjacent to the Church property. There are two recreation areas along with an identified dog park on the property.

To help break up the monotony of the garages, the applicant is proposing landscape pockets between each garage planted with a Monterey Cypress.

RECOMMENDATIONS:

The following are recommendations to help the development be more consistent with the Design Guidelines, General Plan and the Marblehead Inland Specific Plan.

Site Design

Staff commends the applicant on orienting the fronts of the units towards the streets as stated in the Design Guidelines. It would however, be the only development with home fronts along Calle Frontera raising a question if it is keeping with the character of the neighborhood. Staff is concerned about the proposed layout of the project as it entails a lot of hardscape and asphalt, particularly compared to the adjacent townhome development just south of the property. In addition, the internal view is mainly of garage doors with little visual relief or interest. The main drive aisle is also lined with parking

which limits the amount of landscaping that can be provided to create a sense of entry into the project.

The applicant may want to consider reorienting some of the end units to help break up the monotony of the garages. This will provide added architectural interest and variation to the units and additional landscaping opportunities. The Design Guidelines also give direction and suggest that buildings and individual units should be oriented to either streets or interior courtyards.

Per the Design Guidelines larger multi-family developments that create private circulation streets should carefully integrate street and sidewalk locations with existing neighboring properties. There may be an opportunity to better meet the goal by moving the main entrance to Calle Ola Verde. Moving the main entry may help circulation and provide opportunity for additional open space.

The Design Guidelines also suggest sidewalks on at least one side of a private drive. There are little sidewalks shown along the interior circulation of the development and should be incorporated.

The Guidelines also suggest minimizing the visual impacts of assessor structures such as, garage doors, refuse containers, and other service facilities along private drives. Staff has already discussed concerns about the visual impacts of the garage doors. Refuse containers, service facilities, and utility equipment are not shown on the plans. These will need to be shown so staff can analyze their location, aesthetics, and ensure they are not eliminating necessary landscaping. Staff encourages the applicant to review Parking and Garage (Section III.B4) of the Design Guidelines for Multi-family developments to help address the stated concerns, which are provided under Attachment 2.

The Design Guidelines discuss San Clemente's ideal climate for outdoor living. The project takes advantage of the wonderful outdoor living opportunities by incorporating roof decks and patios. They have also taken care to orient the buildings to optimize the ocean views the project site offers. The project meets the 100 square feet of private open space, as suggested by the guidelines, by doing so. The guidelines also suggest 100 square feet of common open space per unit on the grounds. That means 7,500 sf of usable common open space should be provided. In addition, at least one designated child's play area must also be provided. Townhomes tend to provide housing opportunities for the new home buyer and for young families. Because of this it is anticipated that a large number of new families will be occupying the development and a playground would be a great amenity.

Architecture

The project is located in the Marblehead Inland Specific Plan. Marblehead Inland is built out, with the exception of the proposed project site, and is done so in the Cape Cod architectural style. The only developments not in the Cape Cod style in the surrounding area are the Bright Horizons Daycare facility and the Rio Adult Day Care facility, located just down the street on Calle Frontera, but they are located outside the Specific Plan area.

From our preliminary research, the Marblehead Inland Specific Plan does not appear to require Cape Cod architecture, but staff is continuing to investigate the history of the specific plan and its requirements. Never the less, staff is concerned that the style is not keeping with character of the surrounding community. This is one of the findings that must be made for the Architectural Permit. The applicant has stated that they have presented the proposed design to the Marblehead Inland Master HOA, as well as the Highland Light HOA and both have supported the proposed architecture and the overall project.

If a Spanish architectural style is used, staff recommends traditional high quality Spanish designs and materials be utilized including but not limited to, single barrel tile roofing with 25% random mortar packing, smooth stucco finish, wood composite shutters, and wrought iron details.

Staff also has concerns about the design of the proposed roof decks. As proposed the roofs of the 3- to 5-plex will be one soled deck separated by guardrails. With this configuration there would be visual impacts to the residents within the development, as well as the Marblehead Inland community that will view the decks.

Landscaping

Limited information is provided for landscaping and staff has concerns about the actual amount that appears to be provided on site.

The development should provide attractive streetscape and building frontages, including private streetscapes. Based on the proseed site plan staff is concerned about the limited landscaping provided within the interior of the development. The landscaping should be increased significantly and used to help minimize the impacts of the drive aisles lined with garage doors.

CONCLUSION

Staff is concerned about the site design in regard to the lack of landscaping, numerous rows of garages without relief, and interior circulation for pedestrians. This is most apparent on the side of the development that is adjacent to the church, but the same issues exist on the other side as well. Staff recommends re-examining the site to create more groupings of residences in a garden style design. This will help the project be more consistent with the Design Guidelines and may incorporate additional landscaping and break up the garages as well. Staff seeks DRSC's comments and welcomes any additional feedback.

Attachments:

1. Location Map
2. Design Guidelines for Multi Family Developments
3. General Design Guidelines
4. Project Narrative Submitted by the Applicant

**CITY OF SAN CLEMENTE
MINUTES OF THE REGULAR MEETING OF THE
DESIGN REVIEW SUBCOMMITTEE
FEBRUARY 11, 2015**

Subcommittee Members Present: Bart Crandell, Julia Darden and Jim Ruehlin

Staff Present: Jim Pechous, Cliff Jones, Amber Gregg, John Ciampa and Adam Atamian

1. MINUTES

Minutes from January 28, 2015 meeting

2. ARCHITECTURAL REVIEW OF THE FOLLOWING ITEM

A. Pre-App 14-509, Pacific Coast Church Vacant Property (Gregg)

Vacant property located on Calle Frontera between the church and the townhome development.

Associate Planner Amber Gregg summarized the staff report and highlighted staff's main concerns which include the architectural style of Spanish in the Cape Cod Marblehead and neighborhoods, the proposed site design which results in rows of garages, vast roof decks, and lack of landscaping and pedestrian walkways.

Subcommittee Member Ruehlin asked staff if the site plan had been shown to the traffic division. Ms. Gregg noted they were currently reviewing it. Subcommittee Member Ruehlin believed the main entry with a right-in-right-out access as shown may help with traffic calming on Calle Frontera.

Subcommittee Chair Crandell invited the applicant to speak and discuss any major concerns they had with staff's comments and recommendations. Representative David Stearn of Lennar Homes said he would address access from Calle Ola Verde. There is a slope and wall along the street but it's not undoable. They were concerned with traffic load added to the existing neighborhood and believed the right in-right out design would be less impactful. He also stated there are existing easements and they merged them to the center aisle. Easements are driving their circulation. Along Calle Frontera designs are different because of the grades and the garages are five feet below the first living floor in a "tuck-under" design. This helps minimize retaining walls on-site that can be unattractive. Those units are also slightly bigger than the other units because they have the best views. They appreciate the feedback on the design as they are in their due diligence period. The applicant also clarified that the roof decks will have 4

foot tall walls separating them from the other unit's deck, and the front entry patios will have three and a half foot tall walls.

Chair Crandell stated that architectural styles are easy to change so he is going to focus on the site plan. He is concerned about living space along the freeway and questioned if they would be able to meet noise requirements for outdoor living space. The applicant noted that they are reviewing a Plexiglas sound wall that will go above the second floor deck of the homes. Chair Crandell noted that there needs to be variation on the freeway side of the buildings. Right now there is just a long straight line of buildings with no movement or interest. The roof decks will probably be a concern to adjacent homeowners as well as the Planning Commission. He stated that the concern may not be with the decks themselves, but rather the things people tend to put on their decks. The applicant noted they would propose stringent CC&R's that would be submitted with the application.

Chair Crandell noted that the applicant has used a "cookie cutter" type townhouse and that an "L" or other shape may help reduce paving on-site and add variation. He understood the roof deck may provide the only ocean view due to the Marblehead Coastal developments, but noted that not all units would have views from the deck and maybe those units are designed without roof decks. The applicant confirmed that some decks do not have views, but the decks provide a nice private outdoor space. Chair Crandell agreed but noted that roof decks can be noisy and courtyards could be created and may be a better option.

The applicant noted that the back of the site, adjacent to the freeway, will be 20 feet higher than it currently is to level out the parcel.

Chair Crandell again reiterated that the architectural style can be resolved and the applicant should concentrate on the site design.

Subcommittee Member Darden asked if the views were only available from the roof decks. The applicant stated on the front line no, but behind them, yes. Subcommittee Member Darden stated that staff and Chair Crandell are right about focusing on site design. In regard to their question on if they can meet their required density, she noted that only they could answer that question. For the City, our focus is quality of life for existing and new residents. To assess the quality of life she drove the adjacent townhome development just south of them that was a 100% affordable project when it was constructed. She believed the existing development offered more of a quality of life and a feeling of a neighborhood and she believes the applicant's proposal has sacrificed that for feeling for the roof decks. Rearranging the units may help achieve the neighborhood feeling.

Subcommittee Member Darden continued stating quality of life and contributing to the existing residences will be a focus of the Planning Commission, and will be a concern of the City Council most likely as well since their approval is required for the General Plan and Zoning Amendments that are required. She noted that staff will probably find that the Cape Cod style is required for the parcel, and even if they don't most likely it will need to be Cape Cod for the Commission to make the finding that it's compatible with the surrounding neighborhood.

The applicant asked for clarification on the Cape Cod architecture and wanted to verify if the DRSC would be looking for true Cape Cod style or a similar style to the existing Marblehead Inland developments. The DRSC concurred they would be looking for something compatible with the existing developments.

Subcommittee Member Darden thanked the applicant for taking advantage of the pre-application process. The purpose of it is to help applicants navigate the process and that is the spirit of their comments.

Subcommittee Member Ruehlin noted that the other members covered a lot of ground with their comments and he shared their sentiments. He noted he was also concerned about the lack of common open space and pathways for pedestrians or bikeways. He noticed that there are no bike parking stalls on-site either. In regard to the garages he stated that he knew the architecture would be of high quality but as designed they are still just a row of garages and has major concerns with that. He believed that if the applicant incorporated modifications based on his cohorts' comments that it could help the design.

Subcommittee Member Darden was glad Subcommittee Member Ruehlin noted the pedestrian paths and thanked staff for noting them in the report as well. She believes the pathways will add a lot to the neighborhood feel of the projects.

Chair Crandell concluded the item by thanking the applicant and noting the project has potential but needs a sensitive touch.

B. Pre-App 14-409, Chick-fil-A (Atamian)

A request to review the preliminary plans for a new fast food restaurant with a drive-through located at 620 E. Avenida Pico within the Regional Commercial (RC1) zone.

Associate Planner Adam Atamian summarized the staff report.

Ed Hale, project manager, discussed the project and the goals of the Chick-fil-A team in presenting this concept. He noted that in terms of the location and adjacent uses, this parcel is appropriate for a vehicle-dependent use. He responded to the issues raised in the staff report regarding the site circulation, the wrap-around drive-through layout and potential opportunities to obscure the view of the drive-through aisle from Avenida Pico. He also noted that parking is fully provided on-site, while much effort has been made to reduce traffic impacts from cars queuing in the drive-through by locating the drive-through entrance at the rear of the property.

Russell Hatfield, project architect, discussed some of the architectural aspects of the project. He noted that parapet walls of the roof are seen in other examples of Spanish Colonial Revival architecture. He disagreed with the staff report, stating that the roof is very articulated, and that he would prefer to leave the tower simpler, and focus more detail around the building entrance, if necessary. He also stated that the columns and arches are proportioned accurately for the style.

Subcommittee Chair Crandell asked staff if this site would be considered a City Gateway. Mr. Atamian stated that it would, consistent with other previous project findings. Mr. Atamian went on to explain the importance of the Gateway designation, in that projects located in these areas are held to a higher standard of design quality that reflects the City's Spanish Colonial Revival heritage.

Subcommittee Member Darden stated that the area may not be very appropriate for a vehicle-dependent use due to the already impacted traffic congestion, and neighboring drive-through uses that currently exist. She stated that a drive-through in this area may not be conducive to the City's quality of life standards. She noted that the drive-through circulation plan was circuitous and confusing. While generally agreeing with staff recommendations, she noted the importance of recommendation number one in the staff report regarding the need to further develop a clear circulation plan for automobiles, pedestrians, and service vehicles. Similarly with the building's architecture, she noted that her major concerns were reflected in staff recommendations numbers seven and nine. The comments discussed with the building's very basic relationship to Spanish Colonial Revival style, and the lack of roof articulation to make the building more scaled to the human size. Subcommittee Member Darden thanked the applicant for working diligently with their neighbors and the City's engineering division prior to submitting the pre-application review. She appreciated the quality of the application materials submitted for review.

Subcommittee Member Ruehlin agreed with the Subcommittee Member Darden's appreciation for the due diligence shown by the applicants. He went on to discuss his concerns regarding the project's impacts to bicycle

traffic, and suggested that the applicant's work on incorporating bicycle parking facilities early in the design phase. He went on to reiterate the importance of the Gateway location, stressing that the area should exemplify the character of the City. He stated that the architecture should include additional detail and look for way to reduce the amount of right angles present on the renderings. He stated that the applicant should look at other towers in the city for inspiration on how to appropriately detail that feature. He noted that the location of the drive-through creates a "parking lot in front" feel to the lot, and that the City is trying to move away from that type of street presence. He agrees with staff that the sign facing the high school should be omitted. He said that the direction of the drive-through at the rear of the lot may create problems for people driving west on Avenida Pico due to an additional set of headlights facing east.

Subcommittee Chair Crandell stated that he sees many traffic concerns with the site design, especially over the next few years when Avenida La Pata is connected to San Juan Capistrano. He stated that the exit of the drive-through, being so close to Avenida Pico, creates a situation where the drive-through queuing will be blocked when there is only one car waiting on the lot to turn onto the street. He said that the long drive-way aisle reduces the opportunity for landscaping on the site, and that he suggested the applicant review options to shorten the drive-through aisle to allow more space for landscaping. He discussed the difficulty of trying to locate a functional drive-through on the subject lot, noting that ultimately, this project will need to demonstrate that the lot is suitable for this type of feature.

C. Cultural Heritage Permit 14-336, Donoso Residence Addition (Ciampa)

A request for an addition and remodel to a single family residence located adjacent to a historic house. The project site is located at 434 Calle Gomez.

Associate Planner John Ciampa summarized the staff report.

The property owner, Mr Donoso, was supportive of staff's recommendations.

Member of the Historical Society, Larry Culbertson, stated that he was in support of the project and that it would improve the appearance of the neighborhood.

Subcommittee Darden stated that the design has a little too much embellishment for a traditional Spanish Colonial Revival design, but based on the scope and design of the project, it should not have a negative impact on the adjacent historic structure.

The property owner asked the DRSC for advice on additional design modifications to improve the Spanish Colonial Revival design of the project. The DRSC responded stating that Spanish Colonial Revival architecture has a simplified design. They gave an example that columns are slightly thicker to give the appearance that they are constructed of adobe and not modern materials.

The DRSC was supportive of staff's comments on the project and recommended the project move forward to the Planning Commission.

D. Cultural Heritage Permit 14-107, McIlvian Addition (Ciampa)

A request to consider an addition, remodel and deck extension for a historic house located at 209 Avenida La Cuesta.

Associate Planner John Ciampa summarized the staff report.

The applicant, Kirk Bassett, stated the owner's desire for the addition at the front of the house is to gain volume and taking advantage of the ocean view. He stated that a lot of the design modifications to improve the compatibility of the project also have design and cost impacts to the inside of the space.

The applicant was provided a design option for the addition at the front of the house with a raised square roof design. He reviewed the design option and stated that it was viable solution to address the owner's and the DRSC's concerns with the project. The applicant stated that the alternative design places the walls and roof in a good geometric and structural location. The alternative would also improve the design and the ocean view.

The applicant also provided the DRSC with a modified design that dropped the roof of the addition to the same plate heights as the adjacent roofs.

Historical Society member, Larry Culbertson, stated that he liked the alternative design option with the squared roof element. He stated he was not pleased with the amount of additions made to the historic house but was in favor of the proposed design and how it corrected the incompatible 1972 addition.

Subcommittee Chair Crandell stated that the alternative design option clearly separates the old from the new. He stated that the owner's request for a large window is not necessary because the window would be located at eye level.

Subcommittee Member Darden stated that the raised square roof for the alternative design creates a separation from the existing structures and complies with Secretary of the Interior's Standard #9 by improving the

compatibility of the project. She also mentioned that it is a more honest design that addresses the concerns of the DRSC.

Subcommittee Member Ruehlin agreed with Subcommittee Darden's comment and stated that the adjustment to the plate lines and the square roof design is an improvement to the previous design.

The applicant stated that the new pitched roof for the 1972 addition at the back of the house and the project's proposed materials would improve the project's compatibility with the historic house.

The DRSC expressed their support for the alternative design with the square roof element at the front of the house. They were also supportive of the design for the bedroom addition to the back of the house.

The DRSC requested the revised plans be provided to them for an informal review prior to the project being scheduled for the Planning Commission so they can ensure the revised plans reflect the direction given to the applicant.

E. North Beach Curb Extensions – CIP (Rosales)

Pedestrian improvements at the intersections of Avenida Pico at Boca De La Playa and Avenida Pico at Calle Deshecha consisting of curb extensions (bulbouts). Plans will be presented for discussion.

Senior Civil Engineer Jennifer Rosales presented plans for discussion and review.

F. Conditional Use Permit 14-137/Site Plan Permit 14-138/Architectural Permit 14-139, Silver Hinge Mixed Use (Jones)

A request to consider a three-story mixed use building on the vacant lot of the 100 block of Avenida Victoria (APN 058-083-44). The project is located within the Mixed Use zoning district, and within the Architectural and Coastal Overlays, MU3.1-A (CZ).

Associate Planner Cliff Jones summarized the staff report.

Jeff Smith, Architect, indicated that they have revised the three-story project so that it fits within a two-story building envelope and significantly reduced the amount of square footage on the second and third levels. The building now sits 3'-7" below grade and is 28.4 feet tall. The second floor enclosed area was reduced by 5% in size and the third floor enclosed area was reduced by 28%. Balcony space was reduced as well by 56% on the second floor and 47% on the third floor. The enclosed living area was reduced by 750 square feet, which Mr. Smith indicated was a significant

“hair cut” to the proforma of the project. Mr. Smith indicated they significantly relieved the building mass by varying deep setbacks and courtyards.

Subcommittee Chair Crandell warned that the request to share the commercial and guest parking may be of concern to the Planning Commission and City Council. Subcommittee Member Darden agreed and indicated that parking is very difficult along Avenida Victoria.

Subcommittee Chair Crandell indicated that the project massing is much improved and is going in the right direction. Subcommittee Member Darden and Subcommittee Member Ruehlin agreed.

Subcommittee Member Darden added that the revisions are a huge improvement and the side elevations are very considerate of the neighboring properties.

The Subcommittee agreed with staff's recommendation that a massing study should be provided to show how the project compares to the other three-story buildings on Avenida Victoria and the Fire Station. Subcommittee Member Darden added that the Bartlett Building has been identified as a building with appropriate height and mass and that the massing study should include that building as well.

The Subcommittee also agreed with staff's recommendation to have visual simulations that show the project in relationship to the neighboring properties along Avenida Victoria as well as a simulation from Granada that shows the projects impact upon the buildings that front Avenida Granada including historic resources.

Larry Culbertson, Historical Society Member, indicated that the project would have negative impacts upon four historic properties within 300 feet and indicated that the staff report needs to evaluate impacts upon those historic resources. He indicated that all of the abutting properties are one-story and the massing of this building is going to dwarf the buildings along Avenida Granada. Mr. Culbertson indicated that the minimum .15 commercial floor area, as prescribed within the code, is not enough commercial. He did not feel it was enough to accommodate the pedestrian ambiance we are trying to accomplish. He indicated he was very concerned about parking and everyone on the street complains about parking and this project will make it worse. He does not like the concept of shared parking either and he doesn't think that will fly. He indicated the project needs to be less dense. He suggested that this project can now be all residential and wondered if the applicant knew this. He indicated that story poles and visual simulations are very necessary.

Subcommittee Member Darden asked the applicant how tall the building was in relationship to the historic home and other buildings along Avenida Granada. Mr. Smith indicated that the building is about 24' tall from the Avenida Granada grade so it is like the relationship between a single story home and a two story home.

Subcommittee Member Darden thanked the applicant for stepping back and reimagining the project rather than making small tweaks to the design.

The Subcommittee suggested the project applicant work on the architectural details and return back to the DRSC for detailed design recommendations.

3. NEW BUSINESS

None

4. OLD BUSINESS

None

5. ADJOURNMENT

Adjourn to the Regular Meeting of the Design Review Subcommittee to be held February 25, 2015 at 3:00 p.m. in Conference Room A, Community Development Department, 910 Calle Negocio, Suite 100, San Clemente, CA 92673.

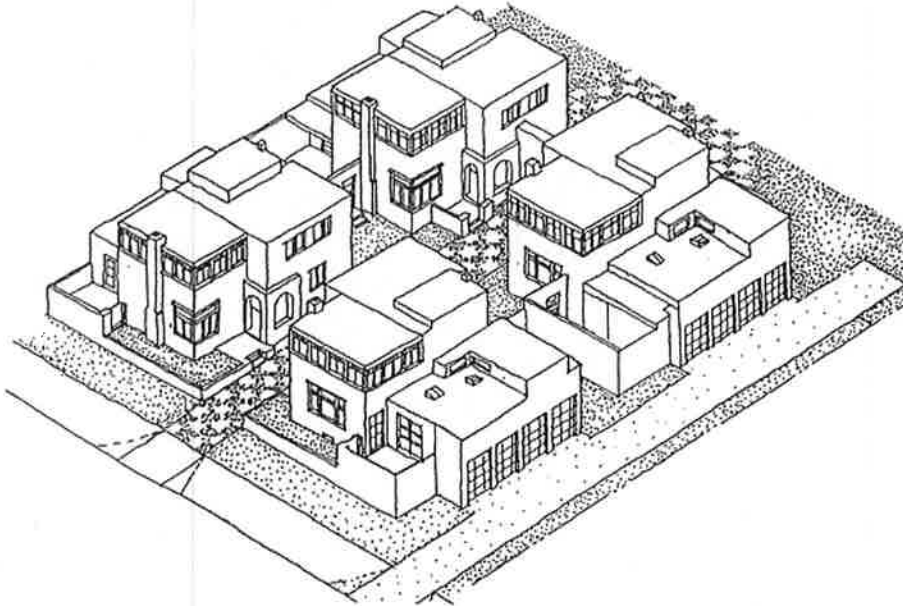
Respectfully submitted,

Bart Crandell, Chair

Attest:

Cliff Jones, Associate Planner

III. B. Multi-Family Residential Development



Multi-family buildings should contribute to the sense of community in their neighborhoods by carefully relating to the open spaces, scale and form of adjacent properties, and by designing street frontages that create architectural and landscape interest for the pedestrian and neighboring residents.

- **Orient dwelling unit entrances to both the street and outdoor courtyards or gardens.**
- **Minimize the adverse visual impacts of parking areas and garage openings on the residential character of the street.**

Introduction

Southern California has a well-established tradition of smaller apartment buildings focused on beautiful intimate courtyards and gardens. These buildings provide reasonable density while giving their residents open space and a sense of identity in an attractive residential setting.

The courtyard buildings have simplicity of design and a friendly scale.

Although other building types are possible, small courtyard groupings and larger developments divided into clustered dwelling groups are encouraged in San Clemente.

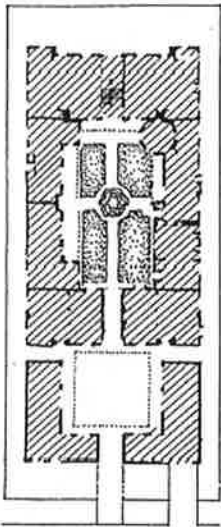
The building types described suggest a pattern that is consistent with San Clemente's "Spanish Colonial Revival" architecture. Protected courtyards, arcades, verandas, porches and overhangs all had purpose and gave buildings character and meaning. The potential remains to work with these basic elements to create developments expressive of the city's special character.

B1. Site Planning Principles

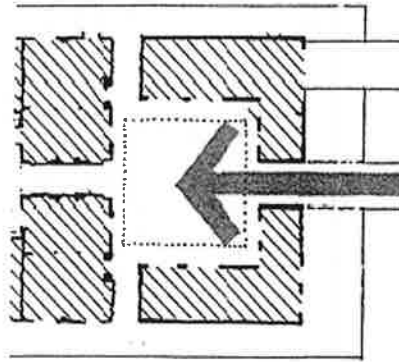
1. Clear Site Organization and Sense of Address

The site's organization should provide direct relationships between buildings, streets, and sidewalks.

- Orient buildings and individual dwelling units to either the street or to interior courtyard or garden spaces on the site. If most of the dwellings are oriented to open spaces within the site, it is preferable that some units be oriented directly to the public street and sidewalk.



- When an outdoor courtyard or garden is used as an entrance to dwellings, the courtyard or courtyard entry should open directly to the street and sidewalk at the front of the site. If a courtyard door or gate is used at the entry, it should be attractively designed as an important architectural feature of the building.



- Minimize blank walls, garage doors, parking facilities and driveway openings along street frontages.

- Each dwelling should have a "sense of address," either toward the street or directly to an interior open space on the site. Hidden units to the rear of buildings, or units opening to parking lots, are discouraged.

- Buildings that use interior corridors as primary entrances to dwelling units are discouraged. Use verandas, open passages and other outdoor entry means, unless no other feasible alternative exists.

2. Site Planning of Larger Developments

- Larger multi-family developments that create private circulation streets should carefully integrate street and sidewalk location with existing neighboring properties. The intent is to create a clearly-organized circulation system that links new development to the existing neighborhood fabric. Avoid creating new projects as an enclave or "complex" apart from the neighborhood.

--Align new streets and sidewalks with existing streets and sidewalks, when feasible.



- Design larger multi-family developments with private drives to include public street frontages with architectural and landscape interest. The inclusion of private streets does not lessen the degree of design emphasis on public street frontages.

- All streets of larger developments should provide attractive streetscape and building frontages. Private drives serve as important entry sequences to dwellings and should be treated with the same design concern as frontages along public streets.

-- Provide a sidewalk on at least one side of a private drive.

-- Create landscaped yard spaces between the buildings and the private drive.

-- Orient buildings and some building entrances toward the private drive.

-- Minimize the visual impact of garage doors; refuse containers and other service facilities along private drives.

- Refer to Paragraph B4. "Parking" of this Section for guidelines relating to parking lot location and garages.

