AGENDA ITEM 2-B

Design Review Subcommittee (DRSC)

Meeting Date: May 27, 2015

PLANNER: Amber Gregg, Associate Planner

SUBJECT: **Preliminary Application 15-067, The Gallery,** a request to consider a four story, mixed-use development located at 1801 N. El Camino Real in the Mixed Use zoning district, North Beach Study Area and Coastal Zone Overlay.

BACKGROUND:

The project is located at 1801 N. El Camino Real at the northwest corner of El Camino Real and Avenida Pico. The 32,030 square foot site is currently vacant. Surrounding land uses include the MOU Channel to the north, commercial uses to the west and south, and carwash to the east. The applicant is proposing a four-story, mixed-use development. The building comprises of 13,077 square feet of retail and restaurant space and 12 residential units approximately 1,250 square feet each. A total of 107 parking spaces are provided proposed within a subterranean parking garage and the 1st floor of the development.

The applicant has applied for a pre-application review. Per Zoning Ordinance 17.12.030, the following are primary among the purposes of pre-application review of a development project:

- To familiarize the applicant with the application requirements and the review process for a project;
- To familiarize the applicant with City documents affecting a project, including, but not limited to, the General Plan, Design Guidelines and Zoning Ordinance;
- To ensure early consideration of General Plan goals and policies;
- To identify for the applicant some of the significant issues and community concerns that may arise as the project moves through the review process;
- To provide Planning Division staff with the opportunity, when appropriate, to bring in staff from other divisions and departments for early consultation on a project;
- To determine the appropriate reports and studies that will be necessary for the review of the project, including, but not limited to, traffic reports, biological studies and fiscal impact analyses.

The intent of the pre-application process is allow for the applicant to become more familiar with the City's review process and staff to identify obvious and significant issues relative to the project.

A number of the above issues identified as concerns were provided to the applicant through the Development Management Team (DMT) review. DRSC review is requested for comments concerning the site design, architecture, and public view corridor impacts.

ANALYSIS:

The following are the goals and policies of the General Plan and the City Design Guidelines:

General Plan, North Beach Area

The North Beach/North El Camino Real Focus Area is a unique, community and coastal visitor oriented entertainment hub and recreation area. It is an important City gateway along the historic El Camino Real/Pacific Coast Highway from beach cities to the north. The area's on-going revitalization is based on the community's desire to preserve and enhance its key assets. The Area's assets include: views of the ocean, access to the beach, a rich inventory of historic buildings, access to passive and active recreational amenities, and numerous visitor-serving shops and services.

With access to the Metrolink station, Beach Trail, bikeways, pedestrian paths, and the historic El Camino Real corridor that connects many of the City's activity areas, the NB/NECR area is a key multimodal transportation hub. There is a health-giving balance between automobile, bicycle and pedestrian orientation, and the Area is well connected to adjacent neighborhoods.

GOAL:
Re-establish and maintain a vibrant community and visitor serving, mixed-use entertainment center which capitalizes on its proximity to the beach and significant historic resources.

Design Guidelines for Pedestrian Districts

- Preserve and strengthen San Clemente's unique atmosphere and historic identity as "The Spanish Village by the Sea."
- Develop stronger relationships between Sun Clemente's neighborhoods.
- Identify and preserve significant natural features and open spaces.
- Maintain and strengthen San Clemente's tradition of high-quality public places.
- Develop and improve the Del Mar Commercial District as the "Village" in San Clemente, a unique pedestrian-oriented business district
- Commercial districts with a mix of small-scale businesses oriented primarily to the public sidewalk.

A copy of applicable sections of the Design Guidelines are provided under Attachment 4.

Site Design

The applicant was aware of the public view corridor and designed the project mass to be located at the back of the parcel. The design proposes a one-story, arcade element along El Camino Real, two stories along Avenida Pico, and four stories at the back corner of the property. Above the first floor is restaurant space with ocean views, three stories of residential units, as well as a garden and pool area. Parking for the development would be accessed from El Camino Real, at the far west end of the parcel. Please refer to the attached plan for details.

Architecture

The architectural style of the development is Spanish; not Spanish Colonial Revival. The applicant proposes white walls and tile roof with modern Spanish architectural details. Segmented arches provide openings to the arcade provided along El Camino Real and Avenida Pico. There is a decorative two-story tower element that houses the elevator at the corner of El Camino Real and Avenida Pico. The second story restaurant also has a center tower element for visual interest and sense of entry. The residential units are three levels of duplicated design elements.

Landscaping

The applicant has noted an 18,000 square foot roof garden on the second floor. Per the plans some of the area will be used for outdoor seating for the restaurant. Terra-cotta pots with landscaping are proposed along the public right-of way and four palm tress are proposed along El Camino Real.

Public View Corridor

In the General Plan, Coastal Element, and the Pier Bowl Specific Plan, the City of San Clemente has identified as an important policy objective, the preservation of key public view corridors of the ocean. Public view corridors are views of natural and manmade features (such as the pier) as seen from vantage points on public property (e.g. parks, roads).

Evaluating the impacts of development on the visual quality of an existing public view shed is often seen as a highly subjective matter, open to many interpretations and personal preferences. However, while it is impossible to entirely remove subjectivity from view impact analysis, the City has established criteria and standards to encourage fair and consistent review. This preliminary analysis is based on said standards. A copy of the Public View Corridor Impact Criteria is provided under Attachment 3.

To analyze impacts we have to first identify the character defining features of the view corridor. Staff has identified the initial character design features of the Pico view corridor as the ocean view and the horizon line of the ocean.

The applicant took five photographs depicting the view from different vantage points while traveling south on Avenida Pico. The photographs were taken on a cloudy day so identifying the horizon line can be difficult. If the project were to move forward with a formal application, higher quality simulations depicting the horizon line will be required. The following are reductions of the visual simulations, larger images are included in the provided plans.

View 1

Existing: This is an existing view of the view corridor. A proposed view was not provided.

View 2

Existing: In this view the existing horizon line and ocean view is scene in a majority of the center of the photograph.

Proposed: The project does encroach into the bottom of the ocean view.

View 3

Existing: The horizon line is just above the top of the tallest palm trees and there is a large ocean view.

Proposed: The project obstructs approximately half of the ocean view, but has not encroached into the horizon line.

View 4

Existing: The horizon line can be scene across the majority of the view corridor with palm trees as the only encroachment. There are significant ocean views.

Proposed: The residential portion of the project now extends above the horizon line. It appears the development obstructs more than half of the ocean view.

View 5

Existing: The horizon line can be scene across the majority of the view corridor with palm trees as the only encroachment. There are significant ocean views.

Proposed: In addition to the residential portion of the development, the towers on the second story also project above the horizon line. The project appears to obstruct a majority of the ocean view.

Development Standards

The following table identifies the development standards for the MU3.1 zone, and the projects compliance with them. The MU3.1 zone has the same requirements as the MU3 zoning district.

Table 1
Development Standards for the MU 3.1 zone

Standard	Development Standards	Project Details	Meets Requirements
Density (Max.):	1 dwelling unit per 1,800 square feet of lot area.	12 dwelling units (1 dwelling unit per 2,669 square feet)	Yes
Building Height (Max.):	45'and 3 stories	51'and four stories	No*
Setbacks (Min.): • Front • Street Side Yard (facing Ave. Pico) • Interior Side Yard • Rear Yard	 0' 0' 0' 0'	 0' 3' 3'-0" 3'-0"	 Yes Yes Yes Yes
Maximum Floor Area Ratio (FAR) w/ Residential	2.0	.94	Yes
Commercial FAR	.35-.75	.41	Yes
Lot Coverage	100%	87%	Yes
Parking: Retail 1/400 Restaurant 1/5 seats Residential Guests	 21 spaces 41 spaces 24 4	107 spaces provided	Yes
Urban Open Area	30% of lot	56%	Yes

Standard	Development Standards	Project Details	Meets Requirements
No. of Street Trees (1 per25 feet of frontage)	18	?	?

**The applicant would have to apply for a variance for the proposed height limit and additional story.*

RECOMMENDATIONS:

Architecture and Site Design

The project proposes four-stories and 51 feet in height where three-stories and 45 feet is permitted. Staff would not support a variance that would exceed the development standards.

The one-story retail along the street frontage is a supported concept. The design of the arcade permits two points of access to the retail shops; at the center and towards the far end of El Camino Real. This design limits visibility as well as access to the shops from the sidewalk. Slightly modifying the design to have the stores access from the sidewalk would create a more pedestrian friendly feel, as well as improve the shop's visibility. Below are some examples of such design.

Exhibit 1
Photos of Pedestrian Oriented Store Fronts

The Design Guidelines require five sided architecture (walls and roof.) Staff has concerns about the large number of blank walls on the project site, particularly viewed from Avenida Pico. The two-story portion of the building has a large amount of blank space with no architectural or visual interest. These areas are prone to vandalism as well as create an unwelcoming atmosphere in a pedestrian environment. Staff recommends reexamining these areas and incorporating pedestrian elements as well as architecturally appropriate details. Staff also has concerns about the roof design. The flat roof will be viewed by trail and park users & will need to be astatically pleasing with no roof equipment.

The residential units are a duplicated design, stacked on top of each other. This is not typical of a Spanish Colonial Revival design as the materials of that time would not be able to support such a configuration. Staff recommends incorporating design elements that create appropriate height and bulk for larger buildings to create a distinct base, midsection, and top. These improvements will help provide movement and interest in the building, and give the units a unique and individual feel.

If the project moves forward to a formal application, more detailed recommendations associated with Spanish Colonial Revival architecture will be provided. Staff recommends that the applicant review the Design Guidelines and ensure the applicable policies are incorporated into the design.

Landscaping

Landscaping pockets with low trees and drought tolerant materials can provide shade to an area that gets significant sunlight, as well as visual interest to the development. Staff recommends incorporating landscape pockets along the development.

Public View Corridor

Staff is concerned with the impact the proposed project will have on the public view corridor. The General Plan states "We preserve designated public view corridors to the ocean". To preserve means to keep in its original state or good condition. Although it is hard to keep the corridor in its original state when any development will have somewhat of an impact, staff initial analysis finds that the development does not keep the corridor in good condition.

In addition the Marblehead Park is currently under construction just north of the project site. There will be pubic views from the park that will need to be analyzed with visual simulations. Staff believes the proposed project will impact the public views. Based on the plans, the top of roof elevation is approximately 82 feet above sea level. The pad elevation of the park is approximately 60 feet above sea level.

In conclusion, Staff believes significant redesign is required to comply with the General Plan Policy that the development preserves the view corridor. As proposed the project does not comply with the General Plan, Zoning Ordinance, or Design Guidelines. Staff recommends the applicant redesign the project to comply with local codes and policies

and submit the revised design for preliminary review. Staff welcomes DRSC comments and additional feedback.

Attachments:

1. Location Map
2. Photos of Existing conditions
3. Public View Corridor Impact Criteria
4. Design Guidelines

ATTACHMENT 1

LOCATION MAP

Pre App 14-067
Gallery Mixed Use

ATTACHMENT 2

PHOTOGRAPHS OF AREA


Avenida Pico

Public View Corridor Impact Analysis
City of San Clemente

Introduction

In the General Plan, Coastal Element and the Pier Bowl Specific Plan, the City of San Clemente has identified as an important policy objective the preservation of key public view corridors of the ocean. Public view corridors are views of natural and manmade features (such as the pier) as seen from vantage points on public property (e.g. parks, roads). At the direction of the City Planning Commission, staff has created a process to evaluate proposed development within public view corridors with the potential to impact public views.

Evaluating the impacts of development on the visual quality of an existing public view shed is often seen as a highly subjective matter, open to many interpretations and personal preferences. However, while it is impossible to entirely remove subjectivity from view impact analysis, established criteria and a standardized process of evaluation can encourage fair and consistent review.

This program offers both the tools and the process to: 1) Assess the visual attributes of a public view corridor; 2) Identify portions of the public view corridor most important to preserve; and 3) Determine whether or not a project will have a significant impact on the public view corridor.

Pre-application Meetings

For all projects located within a public view corridor, as well as those having the potential to affect views within a public view corridor, the applicant shall schedule a pre-application meeting with Planning Division staff and the Design Review Subcommittee (DRSC) to discuss project design and site planning. This meeting will help determine the project's potential to impact a public view corridor, and, if potential impacts exist, provide early direction regarding how to design the project to minimize or avoid these potential impacts. The intent of the pre-application meeting is to reduce the need for major project redesigns at the DRSC or Planning Commission.

For all projects that require discretionary approval, staff will refer to the General Plan, Coastal Element and Pier Bowl Specific Plan as well as other applicable adopted documents to determine if the project site lies within a public view corridor (see related public view corridor policies attached). If the project is located within a public view corridor, staff can highlight the most significant issues and/or potential visual impacts for the applicant. Specifically, staff will:

- Review Public View Corridor Impact Analysis with the applicant.
- Begin to identify areas of the site that intersect with the line-of-sight of the view corridor.
- Begin to identify primary views to be preserved.
- Make suggestions regarding the placement of buildings and structural massing to avoid visual impacts (the applicant may be encouraged to provide preliminary massing studies.)

Meetings with the Coastal Commission Staff

After a pre-application meeting with the City, applicants are strongly encouraged to meet with California Coastal Commission staff to discuss Coastal Act view preservation policies. The Coastal Commission emphasizes preservation of public views and encourages projects to integrate with the existing scale and context of the surrounding buildings. In some cases, the Coastal Commission has imposed more restrictive height and setback requirements than those established by the City. For this reason, it is important to get Coastal Commission input early in the development review process.

View Preservation Analysis

The following is a list of steps and instructions that staff will follow in analyzing a project's potential view corridor impacts.

Step 1: Review of General Plan/Specific Plan Goals, Objectives and Policies

Review the goals, objectives and policies of the San Clemente General Plan, Coastal Element, and applicable Specific Plans to determine if the project site is located within a public view corridor or if any view corridor policies apply. If the site is found to be within a public view corridor, a view preservation analysis should be prepared. If the project is not within a view corridor, but view corridor policies are applicable, the project will be reviewed by the staff to insure conformance with the applicable goals, objectives and policies. In some cases, staff may determine that a view preservation analysis is necessary to help determine policy conformance. Staff may also find that an Environmental Impact Report (EIR) must be prepared for projects with potentially significant impacts to a public view corridor. Such view preservation analysis will be incorporated into the EIR.

Step 2: Determining Area of Potential Impact

To determine the location, area, or in the case of a road, the length of the view corridor potentially impacted by a proposed project, the view corridor is photographed and key vantage points are selected.

A. Photographing the view corridor

Working closely with the applicant and their design team, staff will oversee the photographing of the view corridor. Photographs should be taken from angles representing the views the public enjoys while traveling through the corridor. In the case of a vista, there may only be a single point. If the view corridor is linear, such as a road or ridgeline, photographs should be taken at intervals that will adequately show the changing views through the corridor. Staff will determine the exact length of the intervals necessary (*e.g.* every 10, 25, 50 feet).

B. Defining view points

For a vista, there may be only one significant vantage point. For a linear view corridor, analysis will determine the point where the site first appears and the point from which the site can no longer be seen. This will make it possible to map the section of the corridor of where potential impacts may occur.

Step 3: Selection of Vantage Points

As nearly all view corridors meander, the perspective of individual sites in relation to the public view will change as a pedestrian or car travels through the corridor. Thus, when viewing sequential photographs of the corridor, changes in perspective over the corridor should be identified. Key vantage points along the corridor representing each perspective should be noted and selected.

In addition to the selection of key vantage points along the corridor, an additional view may need to be selected to illustrate the project in relation to the surrounding built environment. This view will assist staff in evaluating how the proposed development fits with the existing scale and character of the surrounding area.

Once these vantage points have been selected, the applicant should submit them to the City for review by staff, the DRSC, Coastal Commission staff and other concerned parties, to confirm that the selected views represent all key vantage points necessary to evaluate the potential visual impacts of the proposed project.

Step 4: Selection of Visual Analysis Tools

Identify the tools needed to adequately analyze the proposed project's visual impacts. Analytical tools required for view corridor impact assessment can include:

- Visual Simulations – Computerized simulations of views from selected vantage points illustrating post-development conditions as indicated on the site development plan.

- Story poles – Placement of poles on the site representing the positions and heights of proposed buildings, and, thereby, allowing assessment of potential view impacts from all angles.

- Video or "Virtual Tour" – A video taken along the view corridor providing analysis of the project from many angles and perspectives

- Architectural Model – A physical model constructed to scale providing a three dimensional understanding of a proposed project's appearance.

Once selected, the visual tools should be reviewed with the DRSC, Coastal Commission staff, the applicant, and other concern parties to confirm their adequacy in evaluating the potential visual impacts of the proposed project. For projects that have potential view corridor impacts, story poles and visual simulations will be the minimal requirement.

Step 5: Identification of the Character Defining Features (of the existing public views for key vantage points)

Following determination of vantage points and assessment tools, the next step is to identify the character defining features of the view corridor, in order to determine the characteristics important to preserve and, moreover, to provide a baseline for comparison upon which to evaluate the project's potential impacts on the view corridor. Character defining features are those distinctive, tangible elements and visible physical features indispensable to maintaining the character of the view corridor. An evaluation matrix has been developed by the City to assist in this assessment. The matrix is divided into five components that provide the basis for quantifying the value of the different elements contributing to the character of the view corridor. These elements include: natural features, landscape, architecture, streetscape and exposure. Each of these elements is described below.

- Natural Features: Views of the ocean, the horizon, mountains, beach, coastal bluffs and canyons, Catalina Island, "Seal Rock" and other features that contribute to the overall beauty of the corridor.

- Landscape: Native plants, skyline or mature trees, shrubs and all other introduced plantings.

- Architecture: All of the existing buildings in the corridor, including historic buildings, Spanish Colonial Revival buildings and all other styles of buildings and related structures.

- Streetscape: All the hardscape, street furniture, and street trees in the existing corridor.

- View Exposure: The extent to which individuals have visual access within a public view corridor. For example, a view of the ocean from a road in a gated community will have less exposure than a view along a public road or a bluff-top public park.

Photographs of the existing conditions and the view assessment matrix are used to determine the important character defining features from each vantage point selected in Step 3. Evaluators will place high, medium or low ratings on each of the five components described above, based on the specified criteria and the examples described in the matrix. The ranking for each criteria should include a written justification explaining the evaluators' rational for the ranking.

Please refer to the attached view assessment matrix information.

Step 6: Assessment of the Project-Related Visual Impacts

Once the important character defining features are identified for the existing (*i.e.* pre-development) conditions at each vantage point, the final step is to evaluate the project's potential impact on public views within the view corridor. Essentially, this evaluation is identical to that conducted in Step 5 for the existing view, only using the visual simulation prepared from each vantage point to account for the potential impacts of proposed development. The visual simulation or post-development view is compared with the existing view and a value based on the proposed project's view impact is assigned for each of the five criteria in the matrix. As was done in Step 5, evaluators will place high, medium or low ratings on each of the five components based on the criteria and the examples described in the matrix, along with written justification for the rankings. If the project reduces the ranking of any of the five criteria to a lower value than the pre-development condition, the project is deemed to have impacts on the public view corridor. If an impact is found this does not necessarily mean that the project will be denied or any particular conditions imposed. This information is to be used for staff to evaluate the projects consistency with the General Plan and other polices described in Step 7 below.

Step 7: Evaluate Consistency with the General Plan, Coastal Element and Pier Bowl Specific Plan (*i.e.* view policies using results of the matrix analysis)

The results of the view corridor impact analysis will be used to evaluate whether the project is consistent with the goals, objectives and polices in the San Clemente General Plan, Coastal Element and applicable Specific Plans identified in the first step. The view analysis and policy discussion will then be added to the environmental review document and included in the project staff report for the consideration of the Planning Commission and City Council.

Prologue

The City of Sun Clemente Design Guidelines are used to evaluate proposed development projects subject to Discretionary Design Review. They are recommended as desirable design principles for other projects in the city not subject to Design Review. All property owners, developers, and design professionals are encouraged to carefully review ***The Design Guidelines*** before commencing planning and design studies, and to consult with the City's Community Development staff should questions or the need for interpretation occur.

The City of San Clemente Design Guidelines are based on the following Goals for the city's future physical character:

1. ***Preserve and strengthen San Clemente's unique atmosphere and historic identity as "The Spanish Village by the Sea."***

2. ***Develop stronger relationships between Sun Clemente's neighborhoods.***

3. ***Identify and preserve significant natural features and open spaces.***

4. ***Maintain and strengthen San Clemente's tradition of high-quality public places.***

5. ***Develop and improve the Del Mar Commercial District as the "Village" in San Clemente, a unique pedestrian-oriented business district.***

I. Introduction

A. The Purpose of Design Review

Discretionary Design Review is one of several procedures used by the City to protect the public welfare and environment. The process is a comprehensive evaluation of those characteristics of a development which have an impact on neighboring properties and the community as a whole. Discretionary Design Review makes a careful examination of a project's quality of site planning, architecture, landscape design, and important details such as signage and lighting. The purpose is to insure that every new development will carefully consider the community context in which it takes place and make a conscientious effort to develop a compatible relationship to the natural setting, neighboring properties, and City Urban Design Goals.

B. Application

This booklet outlines Design Guidelines to be used for the following projects which are subject to Discretionary Design Review in the city:

- All projects located on a historically significant site.
- Applicable projects within 300 feet of a historically significant site.
- All commercial and industrial projects.
- All public institutions and public improvements.
- All new residential projects which include five or more units.
- All projects within the A-D, Architectural Design Overlay District (Pier Bowl Planning Area).

The Design Guidelines of this booklet apply to the previous categories of projects throughout the City, ***except*** Specific plan areas, which have their own Design Guidelines in the adopted Specific Plans.

Other development projects in the city that are technically exempt from these Guidelines, and are not within a Specific Plan area, are encouraged to follow the design principles contained in this booklet.

C. Use of the Design Guidelines

The Design Guidelines of this document are listed in a "tiered" organization and should be used in the following manner for projects subject to Discretionary Design Review:

1. First, consult Section II "General Design Guidelines" for all developments subject to Discretionary Design Review, regardless of use or location in the city.

2. Second, follow the Guidelines in Section III "Additional Guidelines for Development Types" that most closely correspond to the use of the project.

   In commercial or mixed-use projects, follow the guidelines for the type of commercial district the project is located in (Pedestrian, Mixed Pedestrian-Automobile, or Automobile-Oriented). Should a question regarding the use classification occur, consult with Department of Community Development staff.

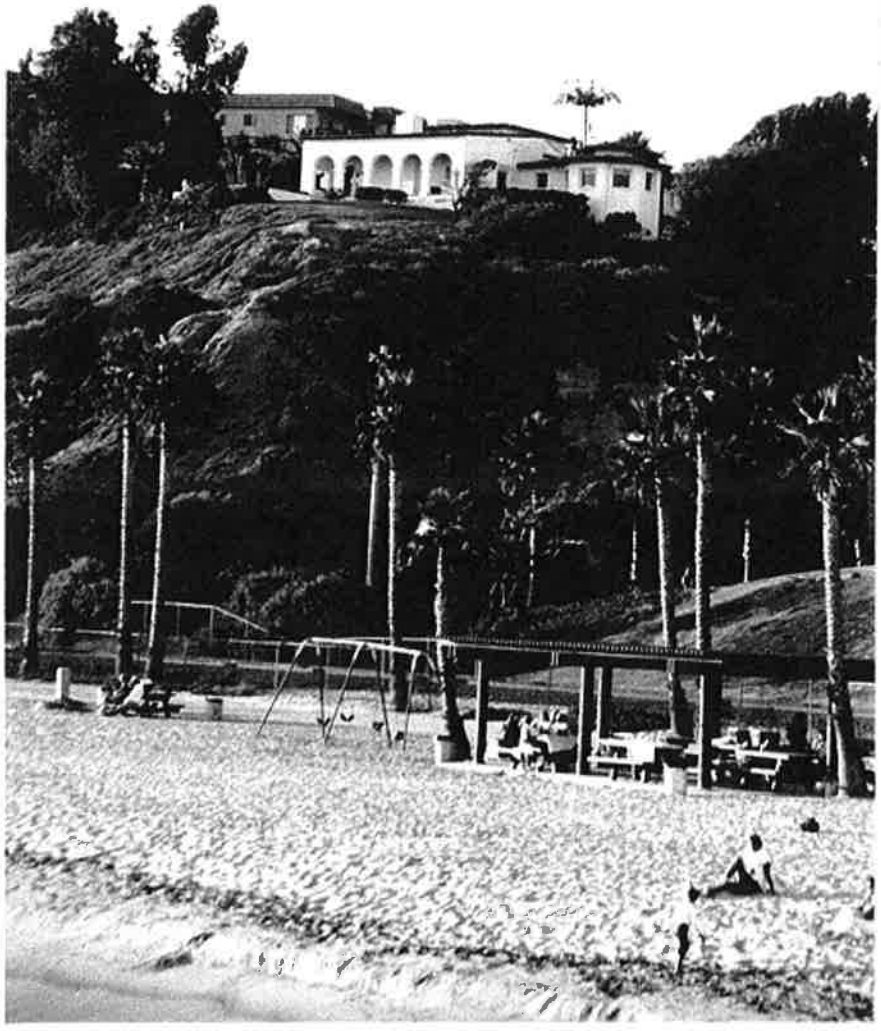
3. If the project is located on a historically significant site, is within 300 feet of a historically significant site, and subject to Discretionary Design Review per Section 5.21 of the City Zoning Ordinance, or is located in one of the following special districts, Section IV "Additional Guidelines for Special Districts and Sites" should be followed:

   - The Del Mar Commercial District
   - El Camino Real
   - North Beach
   - The 'Pier Bowl"
   - "Spanish Colonial Revival" Districts

See Section IV for the boundaries of each of the above districts.

II. General Design Guidelines

This section of the Design Guidelines applies to all developments subject to Discretionary Design Review. The design elements of each project - site design, architecture, landscape architecture, signage, and parking design - should be complimentary and will be reviewed by the City on a comprehensive basis.



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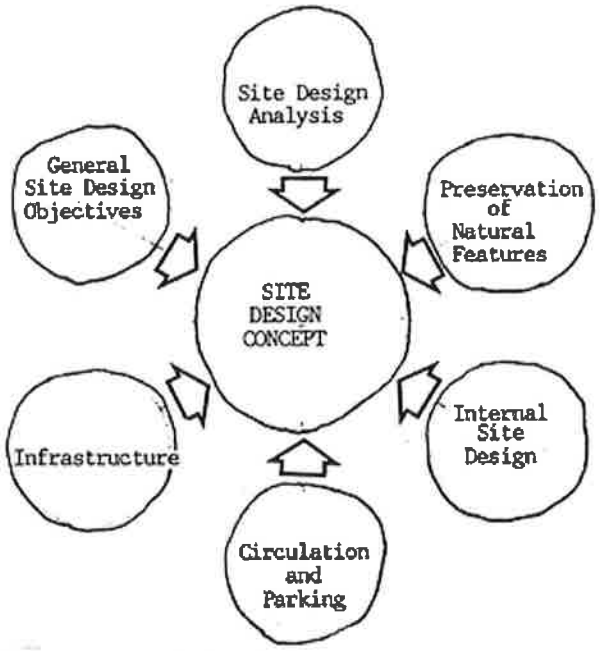


The quality of site design is an important part of a project's impact on the community. Projects should demonstrate sensitivity to the surrounding context and neighboring buildings.

1. Site Analysis

Every development proposal should include a thorough analysis of existing conditions on and adjacent to the site. A proper analysis includes a careful examination of a site's physical properties, amenities, special problems, and the neighboring environment. The analysis will assist the City in evaluating the proposed development's relationship to existing conditions, neighboring properties, and the community at large.

Although the steps in an analysis will vary with the unique situation of each site and project, the following information is normally needed and is further described in application forms:

- Basic Site Data: boundaries and dimensions; location of adjacent streets, sidewalks, and rights-of-way; location of setback lines and easements; existing structures and other built improvements.

- Existing Natural Features: location, size, and species of mature trees; topography, patterns of surface drainage; and other important features that are either amenities or potential hazards in development.

- Neighboring Environment: visual analysis of the site and project impacts; land use and site organization of neighboring properties; form and character of neighboring buildings; important site details on neighboring properties which can be seen from the street.

2. General Site Design Objectives

- Develop compatible relationships between the topography, building placement, and existing open spaces of neighboring properties.

- Respect the privacy, sun, and light exposure of neighboring properties.

- Provide a transition from existing to new development by careful placement and massing of buildings, well-designed planting patterns, and other appropriate means.

- Maintain public view corridors.

3. Preservation of Natural Features

• Development proposals should demonstrate an effort to retain significant existing natural features. Existing topography, drainage courses, vegetation, and public views should be included in the Analysis of Existing Conditions and incorporated, to the maximum extent feasible, into the future development of the site.

• Mature trees should be retained. This will require careful judgment weighing the value and hierarchy of all natural features, the size, and species of the tree, and the development program for the site.

• Preserve sensitive habitat areas.

4. Infrastructure

• Provide acceptable public facilities and services, including drainage, sewer, traffic, water, and public safety features.

• Minimize impacts of development on adjacent properties.

• Minimize potential surface drainage problems on neighboring properties, and provide adequate drainage on-site.

5. Circulation and Parking

• Provide a clear circulation plan for automobiles, pedestrians, and service vehicles.

• Minimize the number of driveway openings to public streets. (Building and Fire Codes need to be met.)

• On major arterials, provide access from side streets for comer properties and avoid driveway openings on the major street.

• Locate off-street parking and service areas to minimize visibility from the street.

• Use shared or joint use driveways between separate properties to minimize the number of curb cuts on public sweets. (This does not

• apply to single-family residential development.)

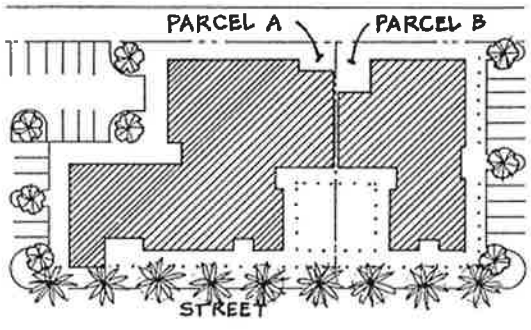
6. Internal Site Design

• Landscape design should consider climatic conditions to provide shade from summer sun, natural ventilation, and other measures to maximize energy efficiency and human comfort.

• Provide pedestrian circulation, pedestrian amenities, and bicycle facilities in all site plan proposals.

• Organize buildings and open spaces to take advantage of the spaces between buildings as opportunities for outdoor activities, as transitions between indoors and outdoors, and as potential points of "focus" on the site.

• Use planting to define outdoor spaces, soften the impact of buildings, and parking areas, screen parking and service areas from public view and create visual linkages to neighboring development.



Neighboring Properties Linked by an Open Space.

II. B. Relationship to Neighboring Development

All development proposals should demonstrate sensitivity to the contextual influences of adjacent properties and the neighborhood. A diligent effort should be made to orchestrate careful relationships between old and new.

1. General Principles

The degree to which neighboring sites and buildings should be considered in the design of a new project will depend upon the value, architectural quality, and estimated tenure of improvements on the neighboring property, as well as the particular requirements of the new project. While a firm rule for design is not possible, every proposal should demonstrate that it has considered the contextual influences of neighboring properties and has made a diligent effort to orchestrate careful relationships between old and new.

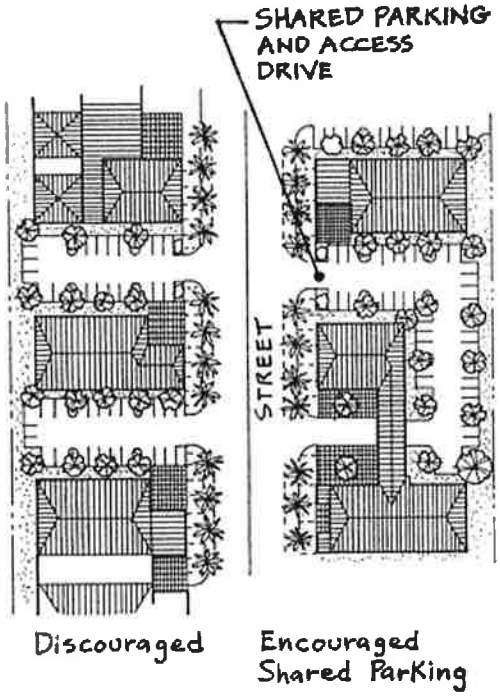
Drawings, models and other graphic communications presented to the City should show neighboring buildings and important features of adjacent sites. Existing features should be shown in suf6cient detail to enable evaluation of the relationships of the proposed development to its context. Perspective views of the proposed project and its immediate neighbors, as seen from the street, sidewalk, or other public place, should also be provided.

2. Site Planning

• Respect the arrangement of buildings, open spaces, and landscape elements of adjacent sites. When possible, buildings and open spaces should be located for mutual advantage of sunlight, circulation, and preservation of public views.

• Whenever possible, link new commercial projects to adjacent projects to encourage internal circulation by pedestrians, bicycles and automobiles. This will reduce traffic loads on adjacent streets by reducing ingress and egress traffic. The method of linkage will depend on specific conditions of each site and project. The linkage could be as simple as a connecting sidewalk, or as extensive as shared driveways, access drives, and parking. When no development exists on the adjacent property, give consideration to its future disposition and how the two sites may develop future linkages.

• Property line walls should be considered during the design review process. Design plans should show a detail of the property line wall and how it corresponds with existing, adjacent building walls. All roof parapets, overhangs, etc., should be shown in project drawings.



3. Scale, Mass, and Form

Design buildings to be compatible in scale, mass and form with adjacent structures and the pattern of the neighborhood.

Efforts to coordinate the actual and apparent height of adjacent structures are encouraged. This is especially applicable where buildings are located very close to each other. It is often possible to adjust the height of a wall, cornice, or parapet line to match that of an adjacent building. Similar design linkages can be achieved to adjust apparent height by placing window lines, belt courses and other horizontal elements in a pattern that reflects the same elements on neighboring buildings.

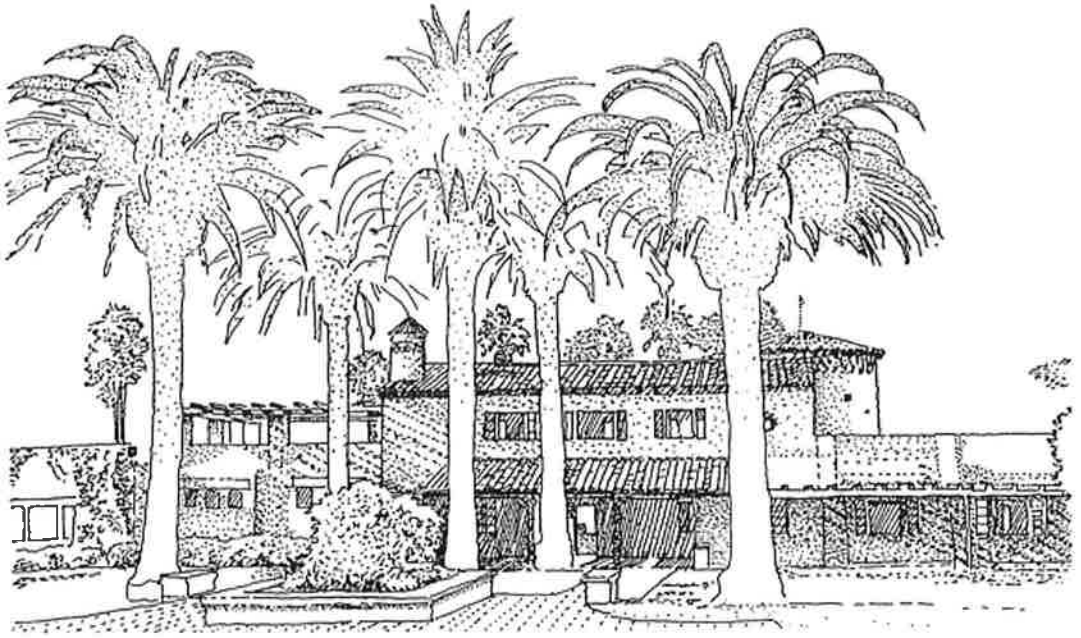
Carefully design rear and side facades to be compatible with the principal facades of the building. All building elevations will be evaluated in City reviews.

Compatibility of Adjacent Buildings

4. Sites Adjacent to Historic Properties

Applicable projects within 300 feet of a historically significant site should refer to compatibility criteria listed in Section IV.F.

II.C. Architectural Character



All new development in San Clemente should build on the tradition of the City's "Spanish Colonial Revival" Architecture and emphasize the careful integration of buildings and landscape.

The Design Guidelines for Architectural Character are described in three parts:

- First, the Application of the Guidelines is discussed.
- Second, the Basic Principles of the City's "Spanish Colonial Revival" architecture are defined.
- Third, general guidelines are given which are to be used for all architecture in the city, excluding industrial development.

Special Design Guidelines for "Spanish Colonial Revival" architecture are listed in Section IV.G. These additional Guidelines are to be used in the Del Mar Business District, North Beach, and "Pier Bowl" areas. See Section IV for the boundaries of each district.

1. Application

The Design Guidelines for Architectural Character recognize the importance of San Clemente's "Spanish Colonial Revival" tradition of architecture and landscape design.

The Guidelines also recognize that contemporary interpretation of the city's "Spanish Colonial Revival" architecture may be acceptable if the interpretation incorporates the basic principles of the "Spanish Colonial Revival" design vocabulary.

While this architectural vocabulary is valued and encouraged throughout the city, it is recognized that the vocabulary may not be appropriate to all locations.

There is opportunity for creativity and variety within the "Spanish Colonial Revival" tradition, achieved by the way basic elements are interpreted and the degree of contemporary or traditional values used.

2. Basic Principles of the 'Spanish Colonial Revival" Architecture.

The original architecture of San Clemente is expressive of the founder's vision of a "Spanish Village by the Sea" The historic image and identity of the community is reinforced through the design of buildings and gardens that reflect the traditions of California's Spanish Colonial revival.

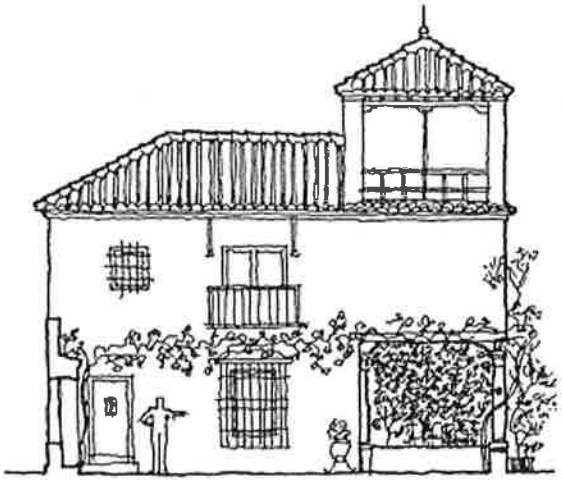
The principles underlying this tradition are:

- The original buildings of San Clemente were carefully suited to their sites. Buildings were arranged to take advantage of topography, climate, and view, with exterior patios, arcades, courtyards, and balconies used for outdoor living.

- Palm trees, hedges, and other plantings work with the building walls to define exterior living spaces. The landscape character of outdoor spaces is an integral part of the architecture. A common pattern is the sequence of street, landscaped entry court, then building.

- The buildings' forms are one, two, and three stories with low pitched red tile hip, gable and shed roofs. The building forms often step to fit the topography.

- The building components are divided into parts scaled to human size.



Building Parts Scaled to Human Size

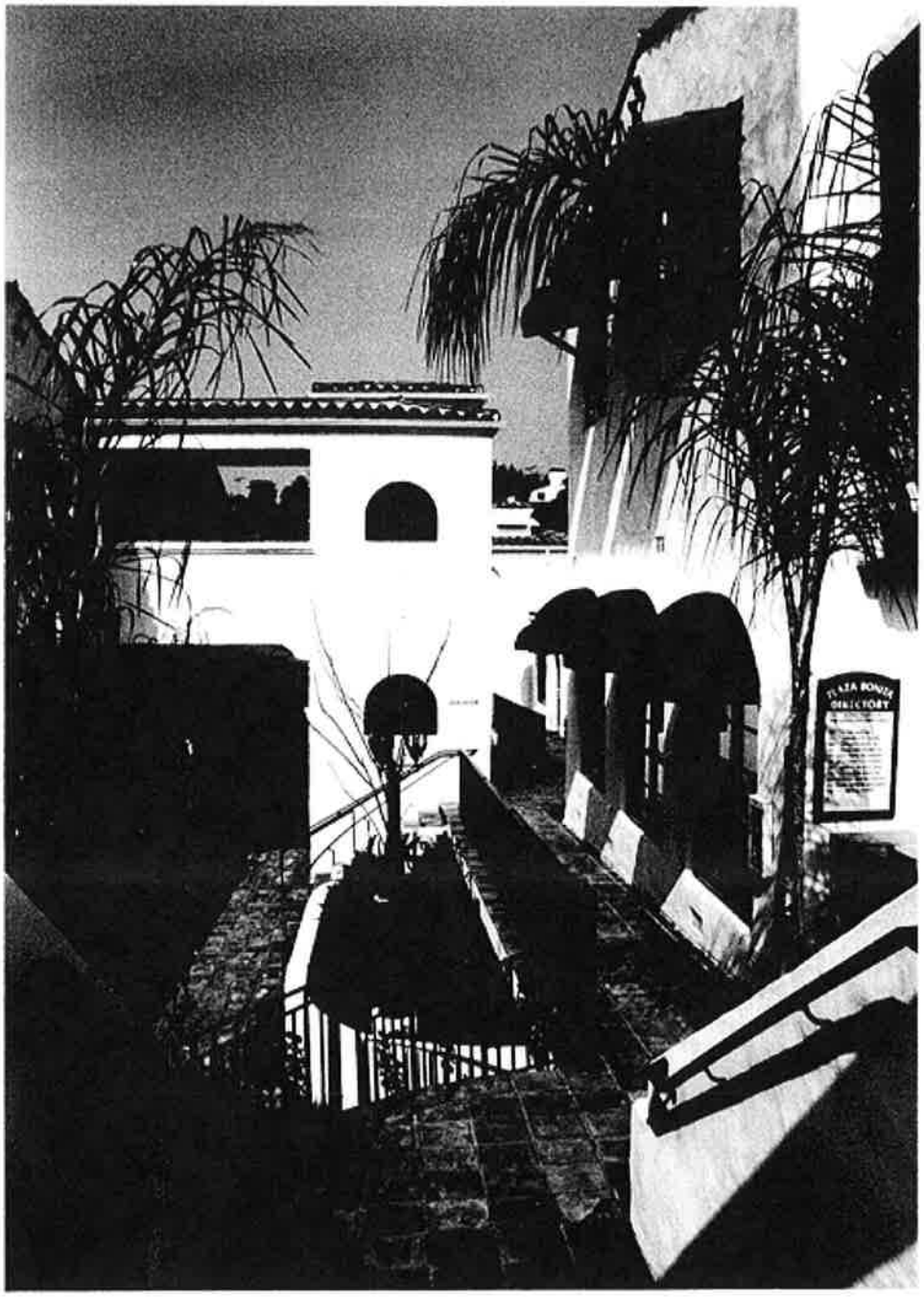
- Ornament and sculptural detail are located where special emphasis is desired, such as at entrance and tiled patio areas.

- Whitewashed stucco walls give the buildings a luminous quality that enhances their relationship to exterior spaces. The walls, combined with the luxuriant plantings, radiate a friendly feeling.

Avenida Del Mar Storefront

Ole Hanson Beach Club

San Clemente Library and Senior Center



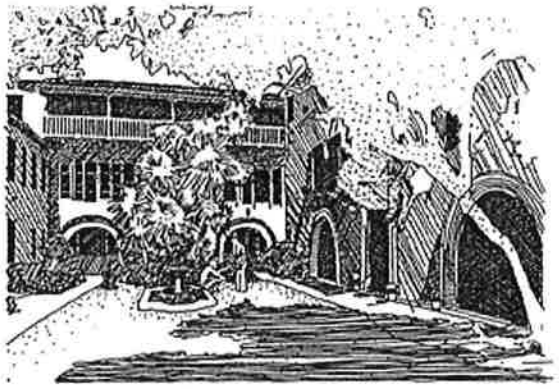
Plaza Bonita. El Camino Real.
Successful example of a courtyard used
as focus for a commercial center.

3. General Guidelines for All Architecture Subject to Discretionary Design Review

a. Outdoor Spaces

Incorporate defined outdoor spaces into the buildings and site designs of all new development in the city. This is the most fundamental and important principle of the "Spanish Colonial Revival" tradition that can be used in all buildings, regardless of architectural style or type.

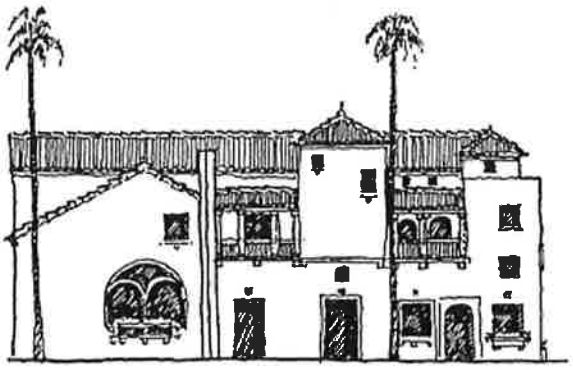
Outdoor spaces encouraged include courtyards, patios, plazas, covered walkways (arcades and colonnades), passages, gardens, trellised areas, verandas, balconies, roof terraces, and all other spaces that are enclosed or partly-enclosed



b. Building Form and Massing

• Articulate new building forms and elevations to create interesting roof lines, and strong patterns of shade and shadow.

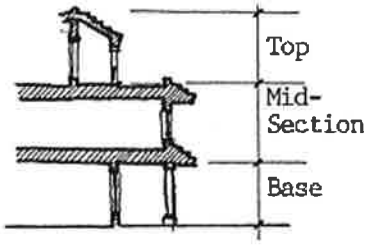
• Reduce the perceived height and bulk of large structures by dividing the building mass into smaller components.



Building Mass Divided into Smaller Parts

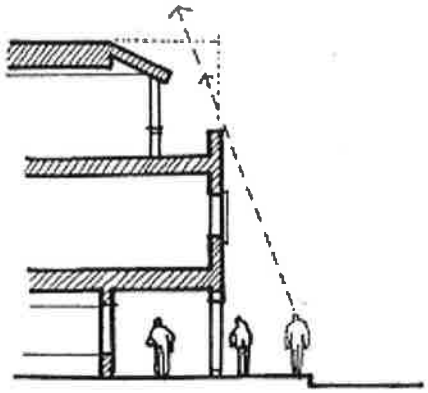
Suggested methods of reducing the apparent height and bulk of larger buildings are illustrated. Although these methods are encouraged, other approaches that achieve the same objectives are acceptable.

Building Mass Divided into Smaller Parts, with Third Story Stepped Back



Third Story Step Back

• "Scale down" the street-facing facades of buildings more than two stories high in order to reduce apparent height. Achieve this by stepping back the third story at least 10 feet from the street-facing property be, or 5 feet from the building face, whichever stepback greater.



• Avoid long and unrelieved wall planes. As a general principle, relieve building surfaces with recesses that provide strong shadow and visual interest.

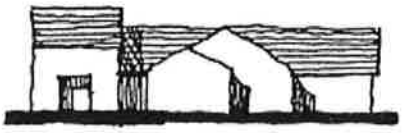
• Recesses may be used to define courtyards, entries or other outdoor spaces along the perimeter of a building.

• Projections may be used to emphasize important architectural elements such as entrances, bays, stair towers, balconies, and verandas.

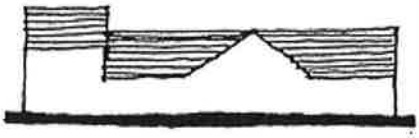
• Architectural elements may be incorporated to break down the expansive mass of walls. Recessed balconies, porches, and loggias create a sense of depth in the building wall, contrasting surfaces exposed in sun with those in shadow.

• Varied roof heights are encouraged.

• Changes in roof orientation should be accompanied by plan offsets. Similarly, abrupt changes in adjacent heights require plan offsets to distinguish building forms.



Encouraged



Discouraged

c. Proportion and Scale

• Create a visual balance in the relation between dimensions of buildings, their parts, and the spaces between and around them.

• The idea of "visual balance" extends to the proportions of building walls in relation to the spaces they enclose, both exterior and interior.

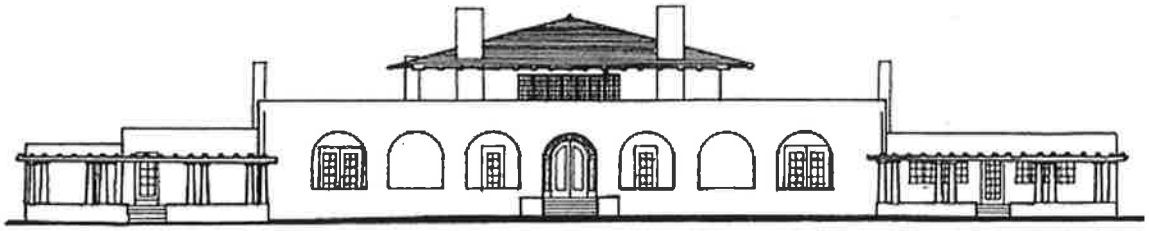
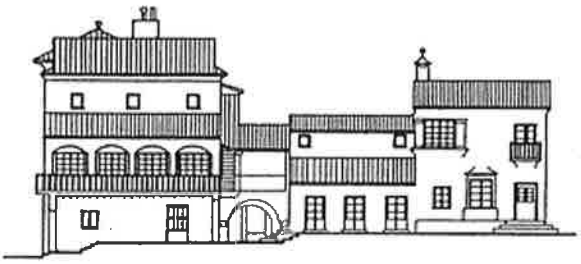


Illustration of "Visual Balance."

The proportions of all building parts are carefully related to the mass of the building. Window openings, arcades and collonades are sized in relation to each building part.

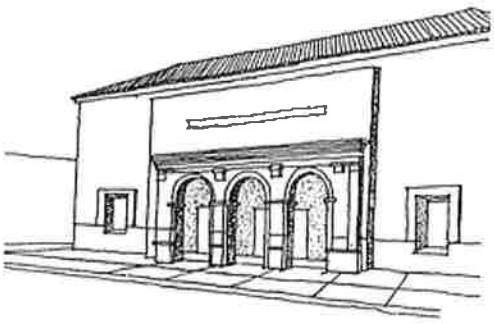
• Building proportions with a horizontal emphasis are generally desired, except in the use of accent tower elements. Avoid vertical proportions that exaggerate building height.

• Vary the spacing of building elements in facades.



Varied Spacing of Building Elements

• Proportion and scale are important in the design of arches and columns. Give careful attention to the ratio of height to width of arches. Arcades should have sufficient wall thickness to emphasize strength and balance.



Proportion and Scale of Arches

• The area of solid building wall should be greater than the total area of door and window openings in the wall, except at shopfront locations.

• The relation between the height of a column and its mass or thickness should be visually consistent with the weight of the overhead structure it supports.

• Theme towers may be permitted, where appropriate, as an architectural element.

d. Building Materials, Color, and Texture

(1) The following materials are encouraged:

- Ground Surfaces:

- Concrete, tile, or masonry surfaces of integral earth tone colors.

- Building or Garden Walls:

- White, off white or light earth tone cement plaster/stucco finishes.
- Concrete finishes of off white or light earth tone integral color.
- Whitewashed brick or adobe.

- Roofs:

- Barrel Type Mission Tile, natural red clay or earth tone color.
- concrete tiles in red clay or earth tone colors.
- Exposed wood structural members, dark-stained to contrast the building walls.
- Tiled decks and low walls or open railings when used for outdoor living spaces.

- Balconies:

- Painted or stained finishes.
- Wrought iron/decorative metal.
- Wood.

- Doors, Shutters and Trim:

- Painted finishes in colors that harmonize with wall materials. In some cases, contrast may be appropriate.

- Windows:

- Wood framed.
- Non-corrosive metal finish.

- Awnings

(2) The following materials should not be used:

- Building Walls:

- Reflective glass.
- Large dark building walls or surfaces.
- Dark glass, unless deeply recessed.
- Large areas of glass, unless located at pedestrian levels for storefronts.
- Glass Curtain Walls.
- Synthetic materials made to resemble masonry.
- High contrast color glazed masonry or tile except in small areas of detail.

- Roofs:

- Metals Roofs, reflective or colored.
- High contrast color glazed roofing tiles.
- Large areas of built up or membrane roofing when located in areas that can be viewed from above.
- Wood shingle and shake roofs.

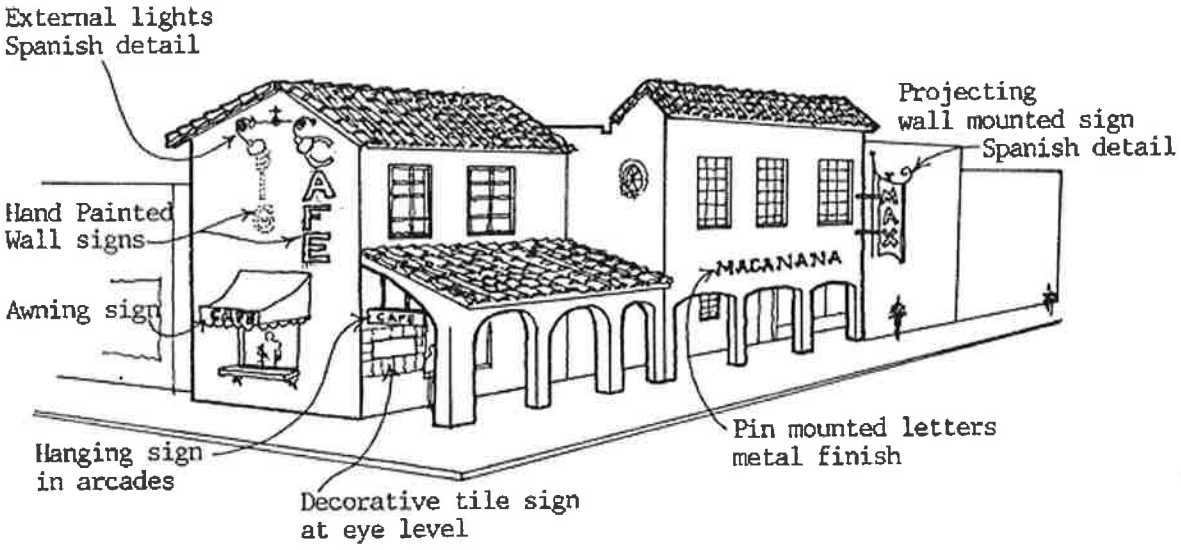
- Metals:

- Unfinished aluminum.

e. Signage

• Carefully integrate signage with the design concept of the building and site. Signage should be consistent with the architectural character of the building.

• The *City of San Clemente Sign Design Guidelines* and Section 5.21 of the *City of Sun Clem*ente *Zoning Ordinance* should be reviewed for specific sign design criteria.



Signage Integrated with Architecture

II.D. Landscape Character

Pasco del Cristobal

San Clemente's landscape tradition was established as an integral part of the city's Mediterranean architecture and community design concept. The vision of the city's Founder, Ole Hanson, emphasized protecting the natural topography and canyon vegetation, creating beautiful streetscapes and public places with generous planting of trees and shrubs, and creating lush gardens and courtyards within private houses and commercial buildings. The tradition can best be seen on streets such as Esplanade, at the Beach Club grounds, in commercial buildings such as the Hotel San Clemente courtyard, and in the many private gardens of the city's historic houses.

The tropical Spanish colonial landscape, as it was interpreted in Southern California, was given definition in the 1920% and 1930's. Small outdoor spaces were filled with tropical plants such as bird of paradise, hibiscus, and various lilies. Citrus trees and palms were planted in courtyards and yards. Flowering vines clung to stucco walls and ivy geraniums cascaded from window boxes. Broad lawns were planted in front of public buildings and residences.

All of these plantings were watered by a significantly higher water supply than we will have in the future. The lush character of the early gardens can be interpreted with drought tolerant plantings used in profusion. For example, fruitless olive trees can replace citrus in courtyards. Lawn areas should be planted with discretion. Lawns can be replaced with drought tolerant ground covers and shrubs. Flowering vines such as bougainvillea use minimal water and soften stucco walls or wood trellises. The effect of the lush landscape can be achieved without significant water use.

Landscape guidelines in this section are discussed for two primary areas of use:

Street Trees in public rights-of-way, and Site Spaces within private properties and public places.

Appendix A at the end of this document provides recommended plant species for use in the city. The plant lists include:

- Street trees - for view corridor and nonview corridor streets.
- Trees for general site conditions – evergreen, deciduous and flowering.
- Trees for small site spaces such as courtyards, terraces, and tight yard areas.
- Trees for parking lots - canopies and perimeters.
- Trees for difficult sites such as school yards.
- Trees for high fire hazard areas.
- Trees for coastal slopes and inland manufactured slopes.
- Shrubs for a variety of uses.

1. Street Trees

The Founder's vision of "buildings within a landscape" is reinforced by ample planting of street trees in all districts of the city. A wide variety of trees will create a rich plant palette typical of a community garden setting.

Many streets already have dominant tree species planted in rights-of-way. If the existing tree species are well suited to the site, subject to the discretion of the City, the species may be continued in new development.

a. Commercial and Mixed-Use Streets

All commercial areas will benefit from street trees. Trees provide shade, a softening of buildings, and aesthetic contributions of beauty, form, and color. Height and density of leaf canopy are important considerations within commercial districts. Pedestrians should be able to walk freely among street tree plantings.

b. Industrial Area Streets

Street trees in industrial areas can screen building walls, parking and storage areas, and other undesirable views. The form of the trees selected for these purposes is very important. Large trees with broad canopies are best to screen blank walls.

c. Residential Streets

Trees in residential neighborhoods should be chosen primarily for their form. Aesthetic characteristics such as texture of leaves, flowering habits, and color of foliage are important considerations. Existing skeet tree patterns should be continued in new development. Where no patterns exist, the dominant trees of the area should be repeated along the street.

d. Street Tree Selection

- Refer to Appendix A and the City's Landscape Plan for Scenic Highways for recommended street trees to be used in the city's public right-of-way spaces.
- Select trees from the lists after considering whether or not the location is a View Corridor area, and if there is a predominant street tree species in evidence on the block of the new development.
- All street tree selections are subject to City approval.
- Significant public view corridors should be preserved.
- Street trees should be installed with all new development, planted at rhythmic intervals of approximately 30 feet, except where driveway or utility locations prohibit. Trees should be a minimum 24 inch box size. Special consideration for smaller initial plant size may be given for fast growing species. In the case of Palms, they should be at least 10 feet high. Existing street trees that are retained may substitute for the skeet tree requirement.

- The City's Parks and Recreation Department has plans for a comprehensive street tree inventory and planting plan. When this project is completed, a list of City endorsed
- tree selections will be available and will substitute for the street tree selections of Appendix A.

- Specific trees should be used on the following streets:

El Camino Real: Washingtonia robusta, 30 feet on center, both sides of the street.

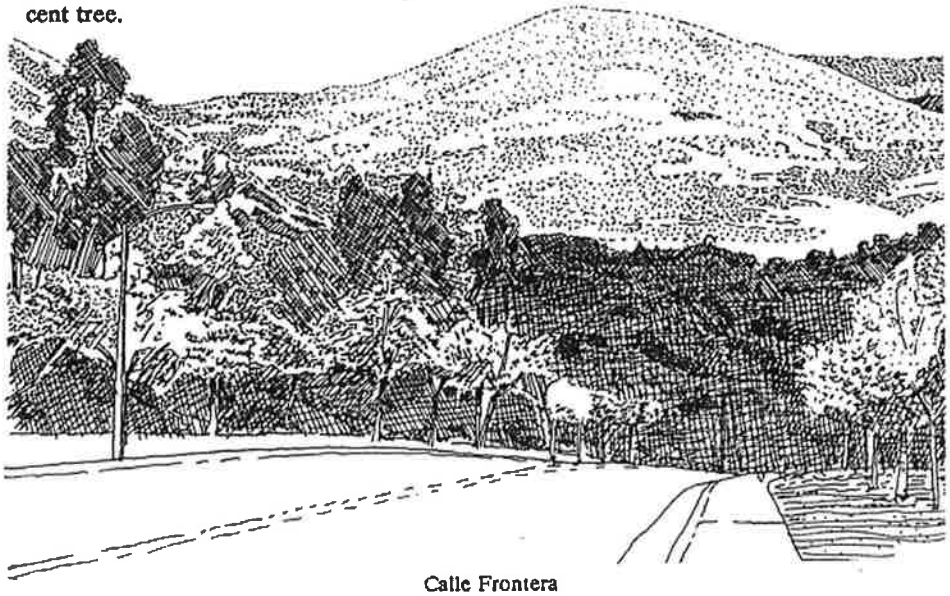
West El Portal and El Prado, Avenida Aragon, Calle Puente, and Avenida del Poniente (facing Max Berg Park): Cupaniopsis anacardioides and Washingtonia robusta, planted along with the Cupaniopsis.

Camino Estrella: Phoenix canariensis.

Camino de Los Mares (outside the Forster Ranch Specific Ranch Area): Medians - Phoenix carariensis or Arecastrum romanzoffica Parkways - Podocarpus gracilior.

Avenida Del Mar: Cupaniopsis anacardio. Metrosideros excelsus, accent tree.

cent tree.



Calle Frontera

2. Site Spaces

Courtyards are located within sites, either behind garden walls or between buildings. Courtyards should be pleasant pedestrian oriented spaces with opportunities for outdoor activities.

Trees may be planted within courtyards to create shade and define spaces. Perimeter plants may be used with lush plant foliage to soften the union between paving and buildings. Where it is not possible to plant trees, trellises and arbors should be used to provide shade and pedestrian scale. Site walls may have blooming vines covering elevations. Courtyard fountains with seating areas nearby are encouraged.

Paving within courtyards that reflects the "Spanish Colonial Revival" tradition is encouraged. Tile pavers are typical of San Clemente's earliest paving patterns and may be incorporated either as trim for concrete slabs or used to pave entire surfaces.

Site walls and planters should blend with the development's architecture so they appear to be extensions of the buildings. The materials used on the face of buildings may be used to face courtyard walls.

II.E. Parking Facilities

1. Location

Guidelines for the location of off-street parking facilities are described in Section III according to each Development Type.

2. Access

• Limit curb cuts for driveways opening to public streets. Locate access driveways for corner properties with more than one street frontage on the street with the least traffic volume, as determined by the City Engineer.

• Access for service vehicles, trash collection, and storage areas should be located on alleys where alleys exist. When no alley exists, the access should be located on the street with least traffic volume.

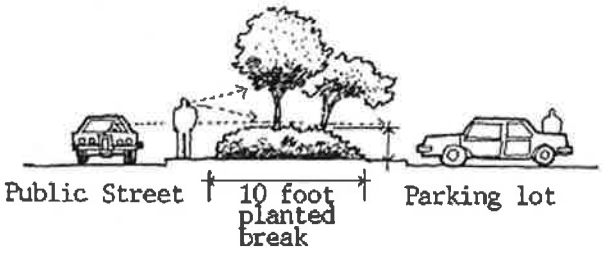
3. Parking Lot Perimeters

• Visually screen off-street parking lots from street view by planting or a combination of planting and low walls or earth berms.

A continuous screen at least 30 inches high should be formed by a solid wall or planting. If a wall is used to create the screen, it should not be greater than 42 inches high if located within the front yard setback. If shrubs are used, the shrubs should be a minimum of 30 inches in height after two years growth. Space shrubs in massed plantings so that branches intertwine. Solid walls used for screening should be accompanied by a minimum 5-foot wide landscaped edge between the property line and the wall, facing the street.

• Planted perimeter areas should be 10 feet deep along public streets and 5 feet deep along interior property lines. At least one tree (minimum 24-inch box size) should be provided for each 300 square feet of perimeter area between the property line edge and the parking lot.

• Parking lots should be set back at least 5 feet from the face of a building. The 5-foot area between the parking lot and building should be fully landscaped, unless used as a pedestrian walkway.

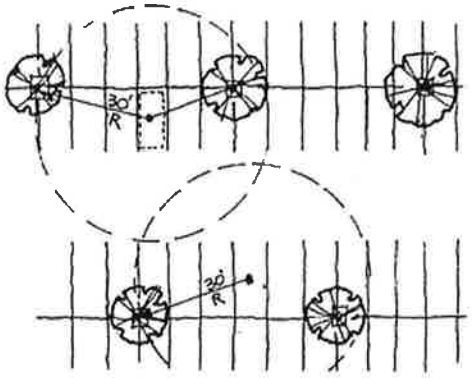


Parking Lot Edge Planting

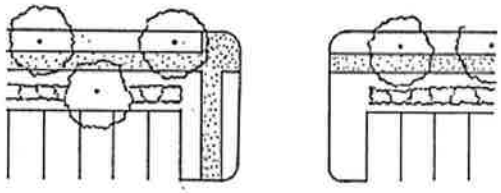
4. Internal Parking Lot Planting

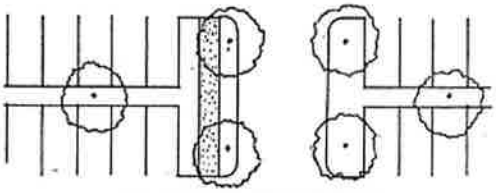
• Internal planting within parking lots should provide tree canopies that soften the visual impact of the lot and provide relief from heat build-up. If palm trees are used to landscape parking lots, other tree species with large canopies should also be used.

For all parking lots greater than 5,000 square feet, an internal area of at least 10 percent of the total parking area should be planted with a combination of trees and shrubs. Tree spacing should be such that every designated parking space is within 30 feet of the trunk of a tree (minimum 24-inch box size). Landscaped fingers and/or "planted breaks" may be used. This Guideline does not apply to industrial projects. (See Section In. C for industrial project guidelines.)



30 Foot Parking Radius





Parking with Planted Break

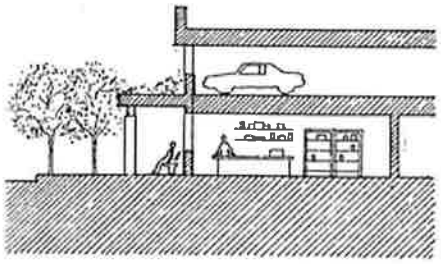
5. Parking Structures

• Structured parking is encouraged. If not feasible in the immediate development program for the site, consideration should be given to a longer term master plan for the site that would eventually convert surface parking areas to structured parking.

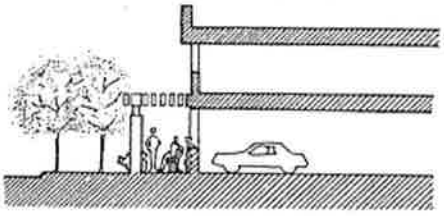
• Minimize the visual impact of parking structures by locating them at the rear or interior portions of the property when possible.

• Parking structures which must be located on public street frontages should:

--- Minimize the street frontage of the structure by placing its short dimension along the street edge when possible.
--- Develop activities such as shops, offices or other commercial space along the ground level of street frontage.
--- When this is not possible, provide



Parking structure with ground floor shop.



Parking structure with planted patio space.

II.F. Building: Equipment and Services

Locate and design building equipment to minimize visual impact on public streets and neighboring properties.

• Trash containers and outdoor storage areas should be screened from public streets, pedestrian areas and neighboring properties. The screen for the trash containers should be designed to be compatible with the architectural character of the development and be of durable materials.

• When feasible in larger commercial developments, separate service and loading areas from main circulation and parking areas.

• Locate utility meters in screened areas.

• Mechanical equipment, solar collectors, satellite dishes, communication devices, and other equipment should be concealed from view of public streets, adjacent properties, and pedestrian areas.

• Roof plans should designate equipment zones on roof tops. View shed analysis should be provided where appropriate.

• Roof-mounted equipment should be screened from view from adjacent streets, properties, and pedestrian areas. Give special attention to buildings whose roofs are viewed from higher elevations. Integrate the rooftop equipment into the design of the roof. It is often possible to create a '%ell" within the structure so that the equipment is surrounded by pitched roof forms.

• Roof-mounted equipment should be painted so as to minimize its visibility.

• Skylights should blend with roofing material colors. Top or exterior lens colors should not contrast with roof colors.

• Ground utilities such as transformers, fuse boxes, telephone equipment, gas meters, water meters, landscape irrigation controls, stand pipes, fire sprinkler connectors and other elements should not be located within the front yard building setback area and should be screened with a minimum 3 feet of planting and/or a low decorative wall.

• Trash enclosures should not be located within the front yard building setback. They should coordinate with the buildings in color, design, and material, and should be completely enclosed by a permanent structure. The structure's doors should not open into the required driveway aisle.

• Where possible, utilities and trash enclosures should be grouped together.

• Where solar panels are attached to buildings, they should be integrated into the architectural design of the building. Solar panels which are not attached to buildings should be integrated into the landscape design by using berms, natural slopes, or similar devices. Where solar panels cannot he integrated into the landscape design they should be screened from view with fences and/or planting. All plumbing and storage tanks associated with solar panels should be concealed from view.

• Consider the following elements when designing screening devices (rooftop and ground level):

- Architectural screens should be an extension of the development's architectural character.

- Screen was should be constructed for low maintenance and durable materials which are consistent with the building's architecture.

- Landscaping should be used in conjunction with building materials to compliment ground level screening devices.

III. Additional Design Guidelines for Development Types

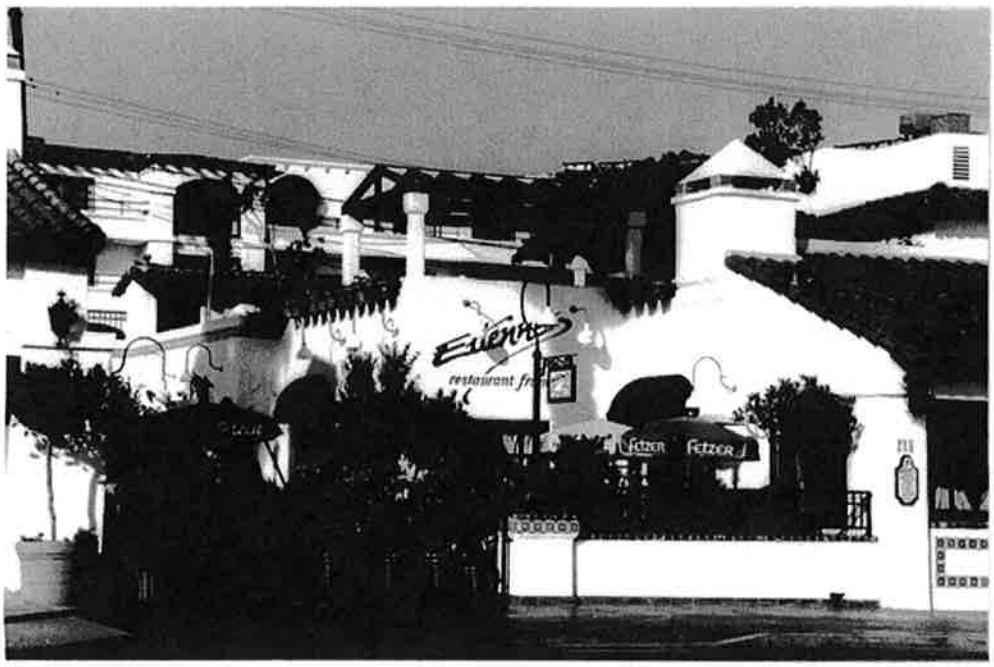
This section lists additional Design Guidelines for specific development types in the city. In addition to the General Guidelines of Section II, use the Guidelines from one of the following three sections. In the case of projects containing combinations of uses, more than one section may need to be consulted. Developers and their designers are encouraged meet with City Community Development staff to clarify questions of application.

The development types listed are:

Section III.A. Commercial and Mixed-Use Development

Section III.B. Multi-Family Residential Development

Section III.C. Industrial Development



Restaurant with Outdoor Terrace. El Camino Real.

III.A. Commercial and Mixed-Use Development

Design Guidelines for commercial and mixed use development in the city are organized in three distinct categories:

1. Pedestrian districts. Commercial districts with small-scale businesses oriented primarily to the public sidewalk.

2. Mixed pedestrian-automobile districts. Commercial districts with a mix of small and larger-scale businesses oriented to the public sidewalk, street and on-site parking areas.

3. Automobile-oriented districts. Commercial areas with a mix of large and small businesses catering primarily to patrons arriving by automobile. Shops and other businesses are oriented to public streets and on-site parking areas.

Table 1 on the following page identifies the city's commercial district locations and types.

Figure 1 following shows the general location of the commercial districts.

For each district, Design Guidelines are given for:

- **Streetscape.** The three-dimensional space of the public right-of-way between the planned street curb line and property line. The Guidelines recommend details for street trees, street lighting, and sidewalk paving.

- **The Building-Street Edge.** The configuration of buildings and open spaces along the street frontage of the site. The Guidelines recommend principles for building form and scale, the building profile at the street, and the relationship of on-site pedestrian spaces to the public sidewalk.

- **Parking.** Recommended configuration for parking and access.

- **Pedestrian Spaces.** Outdoor open space for pedestrian activity on the site.

It is recognized that, within each commercial district category, certain project types such as service stations may not be able to meet all of the Guidelines for the district. Where this is the case, the project should meet as many of the guideline provisions as possible.

Special Guidelines for automobile service stations are illustrated at the end of Section III.A3. "Automobile-Oriented Districts." These Guidelines should be used for service station that may be located in other districts.

Table 1.
Commercial Districts

• Use the Design Guidelines for the District type listed for commercial and mixed-use development in the following locations: (See Figure 1 on the following page for a map of the general location of the city's commercial districts.)

Location	District Type
The Del Mar Commercial District, defined by the boundaries of the City's C-1 (Central Commercial) zone. (Figure 2.)	Pedestrian District
El Camino Real, between Avenida Palizada and Avenida Aragon (properties in the C-2 zone).	Pedestrian District.
El Camino Real, between Avenida Aragon and Calle Lago-Boca de la Playa (properties in the C-2 zone).	Mixed Pedestrian - Automobile District.
El Camino Real, North Beach, between Calle Lago-Boca de la Playa and Avenida Estacion-El Camino Real intersection (properties in the C-2 zone). (Figure 3.)	Pedestrian District.
El Camino Real, between Avenida Presidio-Avenida Rosa and East Avenida Magdalena (properties in the C-2 zone).	Mixed Pedestrian - Automobile District.
Camino Capistrano - Pacific Coast Highway -Avenida Vaquero district (all properties in the C-1-N zone).	Mixed Pedestrian - Automobile District.
Avenida Pico and Calle de Industrias.	Automobile District.
Camino Estrella, from the Dana Point city limit to the Interstate 5 Freeway (properties in the C-2 zone).	Automobile District.
Camino de Los Mares, from the Interstate 5 Freeway to Camino Chapala (properties in the C-2, C-3, and C-3-H zones).	Automobile District.
Avenida Pico, from El Camino Real to Calle Del Cerro, excluding the Specific Plan areas.	Automobile District.
Avenida del Presidente at Avenida Calafia, southern corner, including Avenida Esplandian (all properties in the C-2 Zone).	Automobile District.

Note: Projects in the C-3 (Heavy Commercial) zone of the Los Molinos industrial area should follow the Guidelines of Section III.C. Industrial Development.

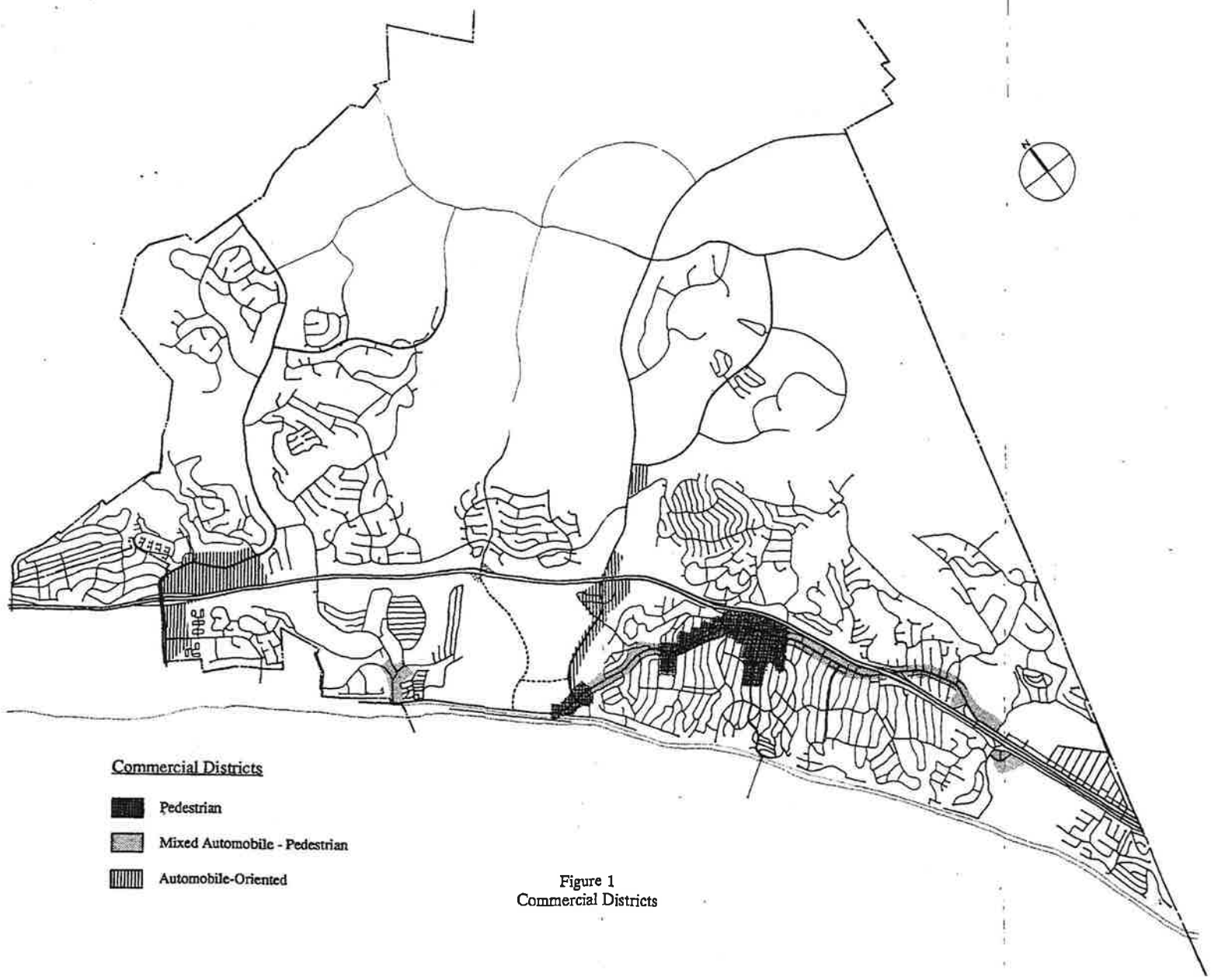
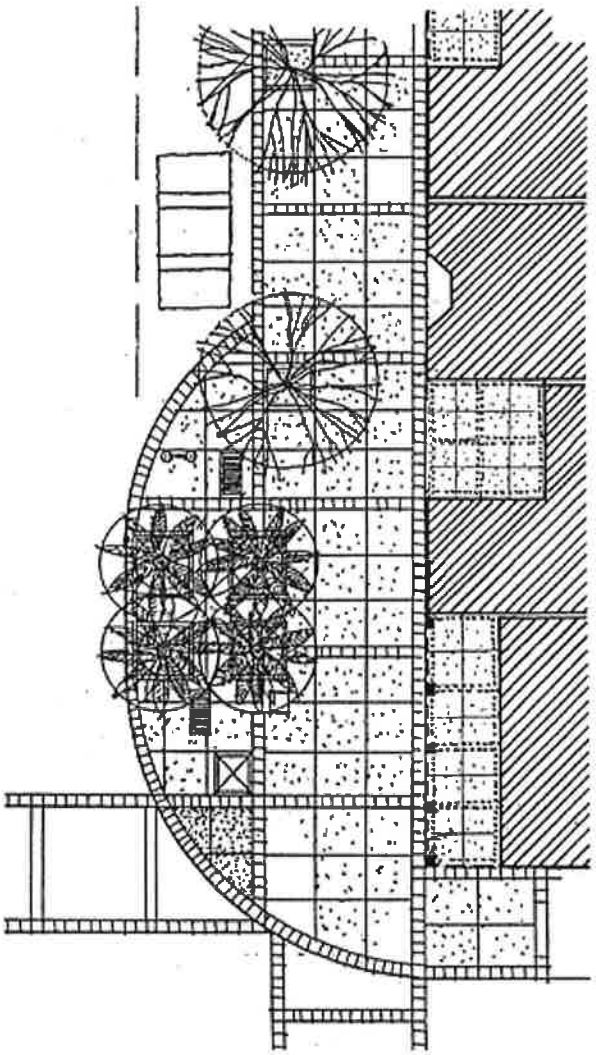


Figure 1
Commercial Districts

A1. Pedestrian Districts

Summary of Design Principles for Pedestrian Districts

- Place as much of the ground level front elevation of the building as possible on or near the front property line to maintain the continuity of the street edge.
- Create continuous pedestrian activity in an uninterrupted sequence. Avoid blank walls and other "dead" spaces at the ground level.
- Provide active building frontages with large window openings at ground level.
- Provide frequent street-facing pedestrian entrances.
- Provide pedestrian open spaces such as covered walkways, courtyards, and plazas.
- Locate parking to the rear of buildings or to the side when rear parking is not possible.
- Minimize spatial gaps created by parking or other non-pedestrian areas.
- Provide a 12 foot public sidewalk space with street trees planted in a rhythmic pattern.
- At select corner and mid-block locations, widened sidewalk spaces may be provided for street furniture and planting.
- Create small-scale building frontages by dividing building facades into smaller parts.
- The building wall at the street should be no more than two stories. Step back the upper story of three story buildings at least 10 feet.



Illustrative Plan
Pedestrian District

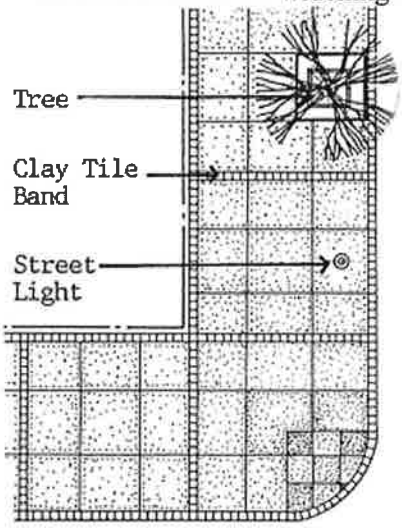
1. Objective

The urban design objective in Pedestrian Districts is to create a high quality, compact and walkable area with a traditional Downtown atmosphere. Address pedestrian needs and develop creative approaches to improving pedestrian interest, access, and enjoyment through site and building design.

2. Streetscape

a. Sidewalk Space.

A 12-foot public sidewalk should be provided, measured from the front property line to the planned curb. This may require a public dedication or easement where the existing sidewalk is less than 12 feet, or where a future street widening is planned.



b. Sidewalk Paving.

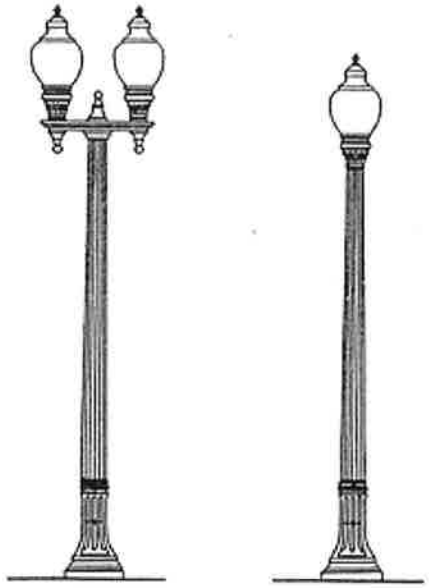
Sidewalk paving should be continuous from the street curb to the property line, interrupted only by tree planting spaces and street furniture.

Except on Avenida Del Mar, the sidewalk surface should be broom-finished concrete with a Sunset Red clay tile decorative trimcourse.

On Avenida Del Mar, the sidewalk surface should continue the use of red interlocking pavers that now exist.

c. Street Lighting.

The street lighting standard for the pedestrian district is the "San Diego" series manufactured by Western Lighting Standards, Fountain Valley, California (or equal). The single lamp fixture should be used on all streets except El Camino Real. The double lamp fixture should be used on El Camino Real.



Street Light Fixture

d. Street Trees.

Street trees should be provided at a regularly-spaced interval of approximately 30 feet, except where driveway or utility locations prohibit. Select from the tree species listed in Appendix A.

A 4 foot x 4 foot planting space or well under the tree should be provided. The ground surface of the planting space or well should be level with the sidewalk. Use stone blocks or steel grates as approved by the City.

e. Widened Sidewalk Spaces.

Widened sidewalk spaces for pedestrian seating and planting may be provided at select mid-block and corner locations. These improvements may be implemented by a future City streetscape program, or individually with new developments. Developers should work with the City to determine if the project location is suitable for this type of improvement.

f. Street Furniture.

Most street furniture should be located in the widened sidewalk spaces. Except for trash containers and other small elements, street furniture should not be located in the designated sidewalk space. All designs and locations of public street furniture must be approved by the City, and may include public art, benches, fountains, planting pots, trash containers and other appropriate elements.

3. The Building-Street Edge

a. Objective.

The Pedestrian Districts should offer continuous pedestrian activity and interest in an uninterrupted sequence. Place as much of the ground level front elevation of the building at or near the front property line.

b. Configurations.

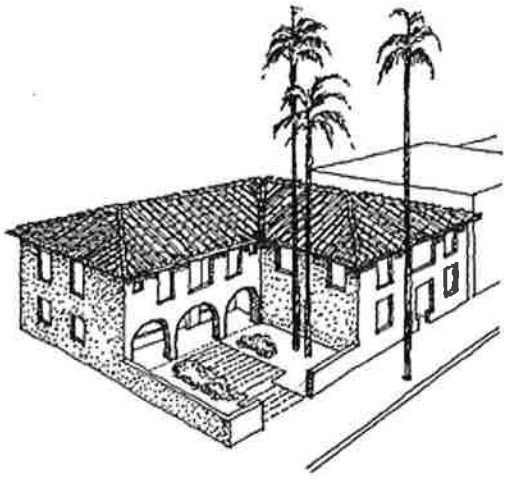
The following building-street edge configurations at the ground level should be used:

- Continuous building edge at the side walk.

- Continuous building edge with a recessed or projected covered walkway built to the sidewalk. Covered walkways over the public side walk are not permitted.

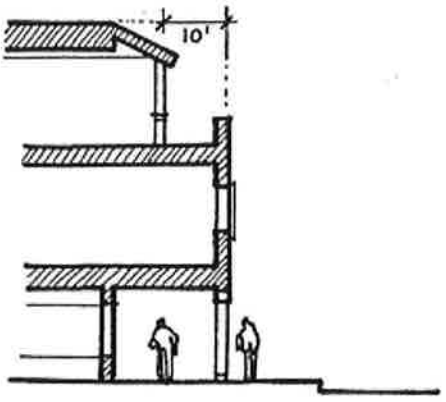
- A shallow courtyard adjacent to the public sidewalk; or a courtyard located deeper in the site, connected to the sidewalk by a visible passage.

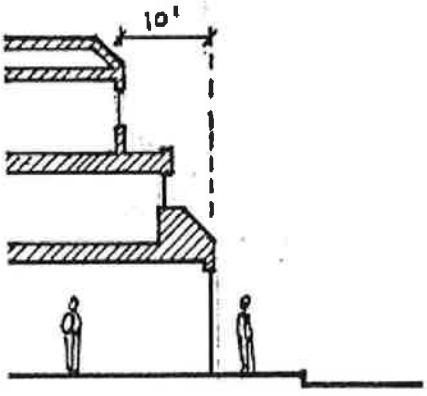
- A pedestrian plaza adjacent to the public sidewalk.



c. Building Profile

Building profile. All building elements within 10 feet of street-facing properly lines should be limited to two stories in order to reduce apparent building height. If a building contains a third story, the third story should be set back at least 10 feet from the street-facing property line. A uniform third story stepback is not intended - a variety of methods to achieve the stepback may be used.

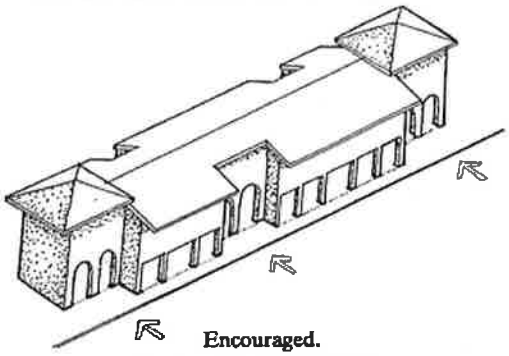




d. Building Entrances.

Provide frequent building entrances along the street for commercial buildings with long frontages. Accompany side of rear building entrances with a front, street facing entrance.

- Recess entry ways to stores for visual interest and to minimize doors swinging into the sidewalk right-of-way.



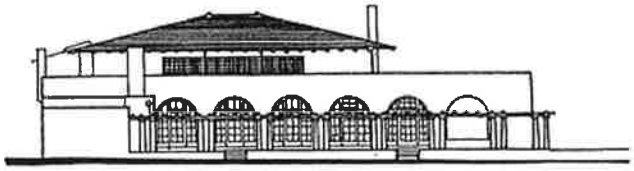
Encouraged.
Frequent street entrances.

e. Building Form and Scale.

- Divide the elevations of long building frontages and storefronts into smaller parts. This may be accomplished by a change of plane, projection, recess, or by varying a cornice or roofline.

- See Guideline II.C. "Architectural Character" for general principles relating to building mass, scale, and proportion.

- Avoid large or long continuous wall planes without visual interest.



f. Storefront Transparency.

Provide attractive street-facing elevations that add pedestrian variety and interest for all new buildings and renovations.

Historically, storefronts in Downtown San Clemente were well-integrated with the rest of the building. Doorways, windows, signs, awnings were balanced and complemented the building above, including the second story windows, parapet walls and cornices.

- Provide views into shops, offices, and restaurants to encourage pedestrian activity.

- At sidewalk level, buildings with commercial uses should be primarily transparent. First floor facades with street frontage should consist of pedestrian entrances, display windows, or windows affording views into retail, office, and gallery or lobby space.

- All glass in windows and doorways should be clear for maximizing visibility into stores. A minimal amount of neutral tinting of glass to achieve sun control is acceptable if the glass appears essentially transparent when viewed from the outside. Opaque and reflecting glass should not be used.

- Buildings and establishments where goods and services are not offered should contain at least passive elements focused to the pedestrian. These may include architectural detailing, art work, landscaped areas, or windows for public service use.

Avenida Del Mar Storefront

4. Parking and Automobile Access

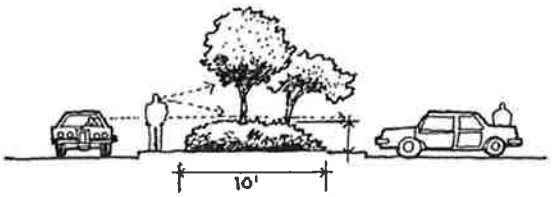
a. Location.

- Locate parking areas to the rear of the property, using alley access where an alley exists.

- Do not locate off-street parking between the front elevation of a building and the public street, or at the corner of two public streets.

- Where site conditions prevent a parking area from being located to the rear of the property, locate it to the interior side. Keep the dimension of the parking area along the public street to a minimum.

- Parking areas should be set back at least 10 feet from street-facing property lines and 5 feet from the face of buildings. The setback area should be fully-landscaped with a combination of trees and shrubs.



b. Access.

- Where alley access exists, ingress and egress from the property should be from the alley.

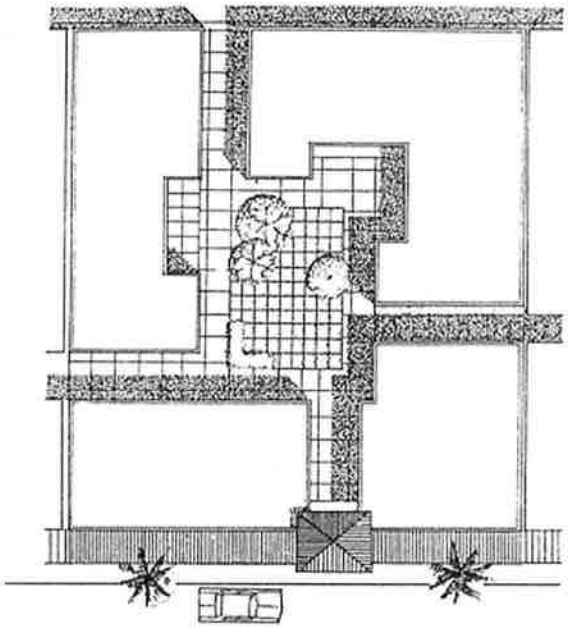
- When alley access is not possible, keep driveway openings along public streets to a minimum, and place them on the public street of least traffic volume.

c. Design.

- The design, screening and landscaping of parking areas should follow the general principles of Guideline II.E.

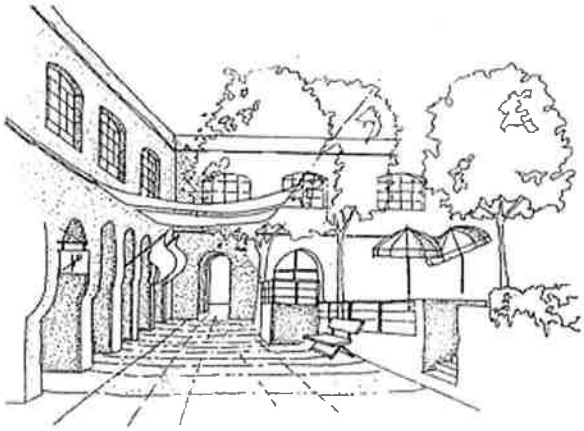
5. Pedestrian Spaces

San Clemente has potential to develop more outdoor activity spaces and courtyard buildings that take advantage of the city's exceptional climate. Buildings in the Pedestrian Districts should provide courtyards, patios, plazas, and gardens which accommodate outdoor activities.



• For new building projects, a minimum of 10% of the total lot area should be used for outdoor pedestrian or garden spaces. Covered walkways, patios, courtyards, plazas and garden areas may be counted toward this total. Perimeter parking setback areas, internal landscaped areas of parking lots, landscaped areas screening parking lots and sidewalks do not count toward this requirement.

• Courtyards should supplement, rather than detract from, street activity.

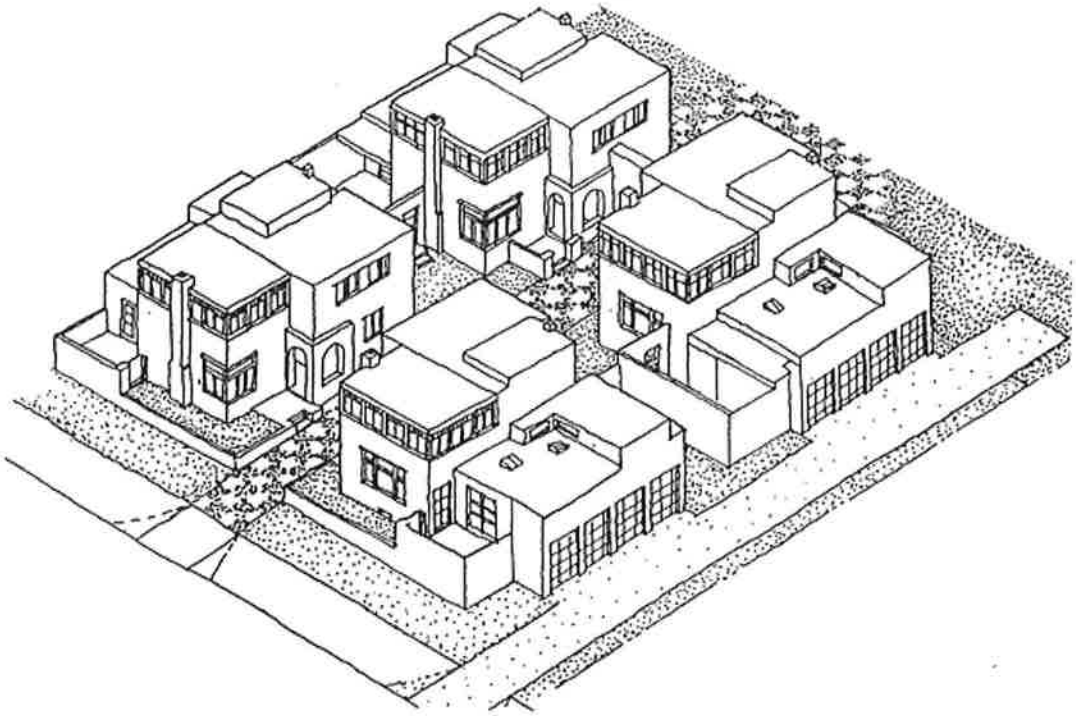


• It is preferable that courtyards be partially visible form the street or linked to the street by a clear circulation element; such as an open passage or covered arcade.

• Provide retail shops, restaurants, offices or other activities at the edges of courtyard spaces. Minimize blank walls and "dead" spaces without pedestrian interest.

• The design of the courtyard may provide a choice of sunny and shaded areas, variety of texture and color, movable seating and tables, sculpture or fountain as a focus.

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.

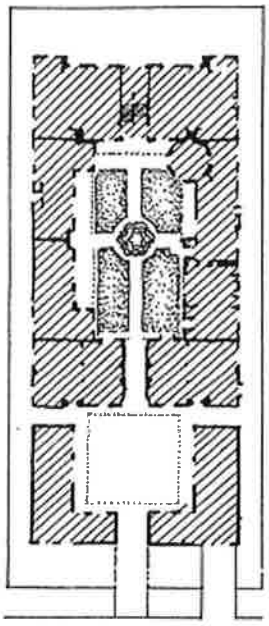
The building types described suggest a pattern that is consistent with San Clemente's "Spanish Colonial Revival" architecture. Protected courtyards, arcades, verandas, porches and overhangs all had purpose and gave buildings character and meaning. The potential remains to work with these basic elements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

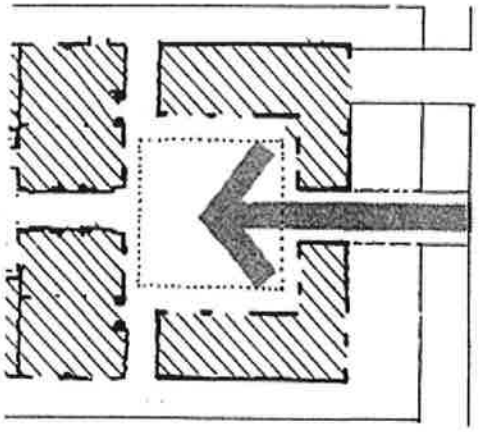
• Orient buildings and individual dwelling units to either the street or to interior courtyard or garden spaces on the site. If most of the dwellings are oriented to open spaces within the site, it is preferable that some units be oriented directly to the public street and sidewalk.



• 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.

• 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.

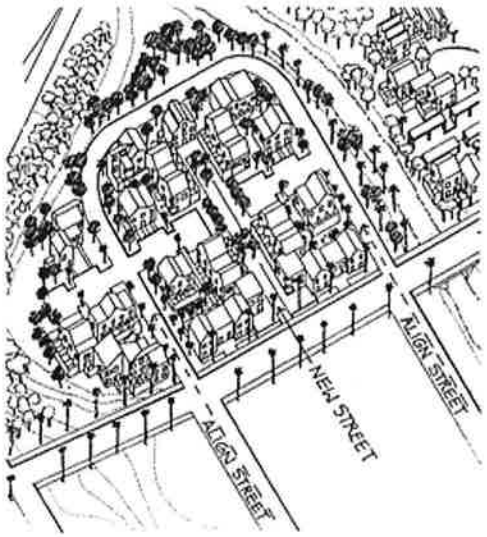


• Minimize blank walls, garage doors, parking facilities and driveway openings along street frontages.

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.

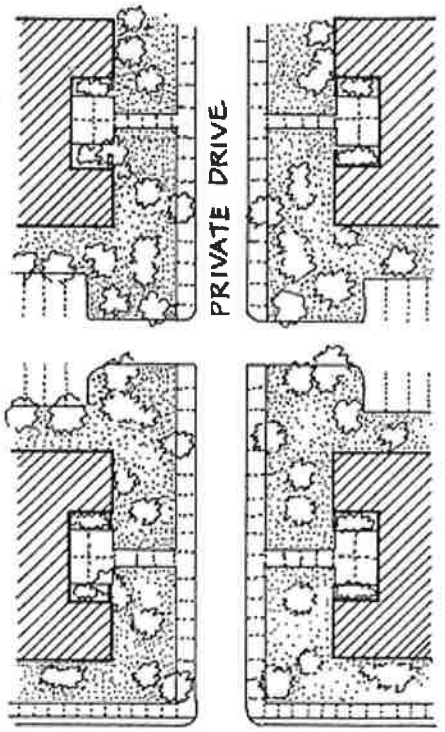


• Design larger multi-family developments with private drives to include public street frontages with architectural and landscape interest. The inclusion of private streets does not lessen the degree of design emphasis on public street frontages.

• 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.



B2. Open Space

1. Private Open Space

San Clemente's climate is ideal for outdoor living. The character of new residential development should take advantage of this special opportunity by providing usable private open space for each dwelling.

Multi-family residential development projects should incorporate the following elements into their design:

- Provide at least 100 square feet of private open space directly accessible to each dwelling unit. This may be a garden, courtyard, terrace, roof deck, or other space which allows residents to have their own territory outdoors.

- Private open space on the ground should be a minimum of 8 feet in each dimension (width and length) and should be screened from public view by planting, courtyard walls, or other methods.

- Balconies and verandas used for upper level private open space should have a minimum dimension of 3'-6" in each direction.

- Common open space may be substituted for up to 64 of the 100 square feet of private open space per dwelling.

- Consider the following in providing private outdoor space:

- Site terracing for sloped sites.

- Open living spaces of the house directly to an outdoor space at or near the same floor elevation.

- Orient private outdoor spaces to views and to receive good sun penetration.

2. Group Open Space

Provide Group Open Space for common use by occupants of a development, which may include swimming pools, recreation courts, gardens, courtyards, patios, open landscaped areas and playgrounds. Parking, driveways, sidewalks, and loading areas are not considered Group Open Space.

- In addition to the Private Open Space requirement, all Multi-family development projects should provide at least 100 square feet of Group Open Space per dwelling unit.

- To qualify for the Group Open Space requirement, each area of open space should be a minimum of 15 feet in each dimension.

- Use a combination of hard and soft surfaces in order to accommodate a variety of activities.

- Provide common outdoor spaces usable in all seasons. Plantings should be selected to allow for shade, spatial definition, and aesthetic considerations.

- At least one designated children's play area of at least 400 square feet should be provided for all projects of 15 or more dwelling units. This Guideline does not apply to senior citizen residential developments.

B3. Building Facades

Divide the bulk and mass of larger buildings into smaller parts. Consult Guideline II.C. "Architectural Character."

All building elevations visible from public streets, adjacent properties, or internal courtyards should incorporate the following elements into their design:

- Top Story Setback. Buildings over 2 stories in height should have their third story set back at least 10 feet from the interior side property line and at least 10 feet form all street-facing setback lines, or 5 feet from the building face, whichever stepback is greater.

- Buildings over two stories in height that have frontages on a common open space or courtyard should have their top story set back at least 5 feet from the building face at the courtyard.

- Building frontages on public streets should include elements such as bays, bay windows, recessed or projecting balconies, verandas and other elements that add scale and character to the street.

Illustration. Multi-Family Building Elevation.

IV. Additional Design Guidelines for Special Districts and Sites

This section provides a reference checklist for applicable Design Guidelines that are to be consulted for projects within the following Special Districts and locations of the city:

A. The Del Mar Commercial District.

B. El Camino Real.

C. North Beach.

D. The "Pier Bowl."

E. Historically Significant Sites.

F. Locations Within 300 Feet of a Historically Significant Site.

G. "Spanish Colonial Revival" Districts.

- A map showing the boundaries of Districts A, C and D is included in the respective District section.

- The following are designated as "Spanish Colonial Revival" Districts. Consult Section IV.G. for architectural Guidelines that apply to these Districts.

  -- The Del Mar Commercial District
  -- The "Del Mar Extension." The properties fronting Avenida Del Mar from the Del Mar Commercial District to the 'Tier Bowl."
  -- North Beach
  -- The "Pier Bowl"

  The architectural Guidelines of Section IV.G. also, apply to Historically-Significant Sites, if the site contains a structure of "Spanish Colonial Revival" architecture as defined by the ***City of San Clemente Zoning Ordinance.***

IV.C. North Beach

1. Boundaries

All properties on El Camino Real, between Calle Lago-Boca de la Playa and Avenida Estacion-El Camino Real intersection (properties in the C-2 zone).

All properties in the triangle defined by Calle Deschecha, Boca de la Playa and the Beachfront.

See Figure 3 on the following page.

2. Design Guidelines

- Follow all Design Guidelines for the "Pedestrian Districts" Listed in section III.A1. of this document with the following exceptions:

a. Projects on Avenida Pico east and west of El Camino Real, and on the northwest side of Boca de la Playa, should observe a minimum 30 foot yard setback from the street-facing property line. The setback area should be fully landscaped with shrubs, Palms and other plantings following the example of the Ole Hanson Beach Club grounds.

b. All development in the District should consider the cone of vision established by the Avenida Pico public view corridor toward the ocean. All development proposals in the District should carefully study and document their visual impact on public view corridors. Projects should observe setbacks and building height reductions, as needed, so as not to project into public view corridors.

3. Architecture

- Follow the Design Guidelines for "Spanish Colonial Revival" locations listed in Section IV.G.

4. Street Trees

- Plant at 30 feet on center, except where driveways or utility conditions prohibit.

- El Camino Real and the Pacific Coast Highway:
  Washingtonia robusta - MEXICAN FAN PALM.

- Avenida Pico, west of El Camino Real, and Boca de la Playa;
  Phoenix canariensis.

- Avenida Pico, east of El Camino Real:
  Eucalyptus ficifolia, parkway tree.
  Washingtonia robusta, median tree.

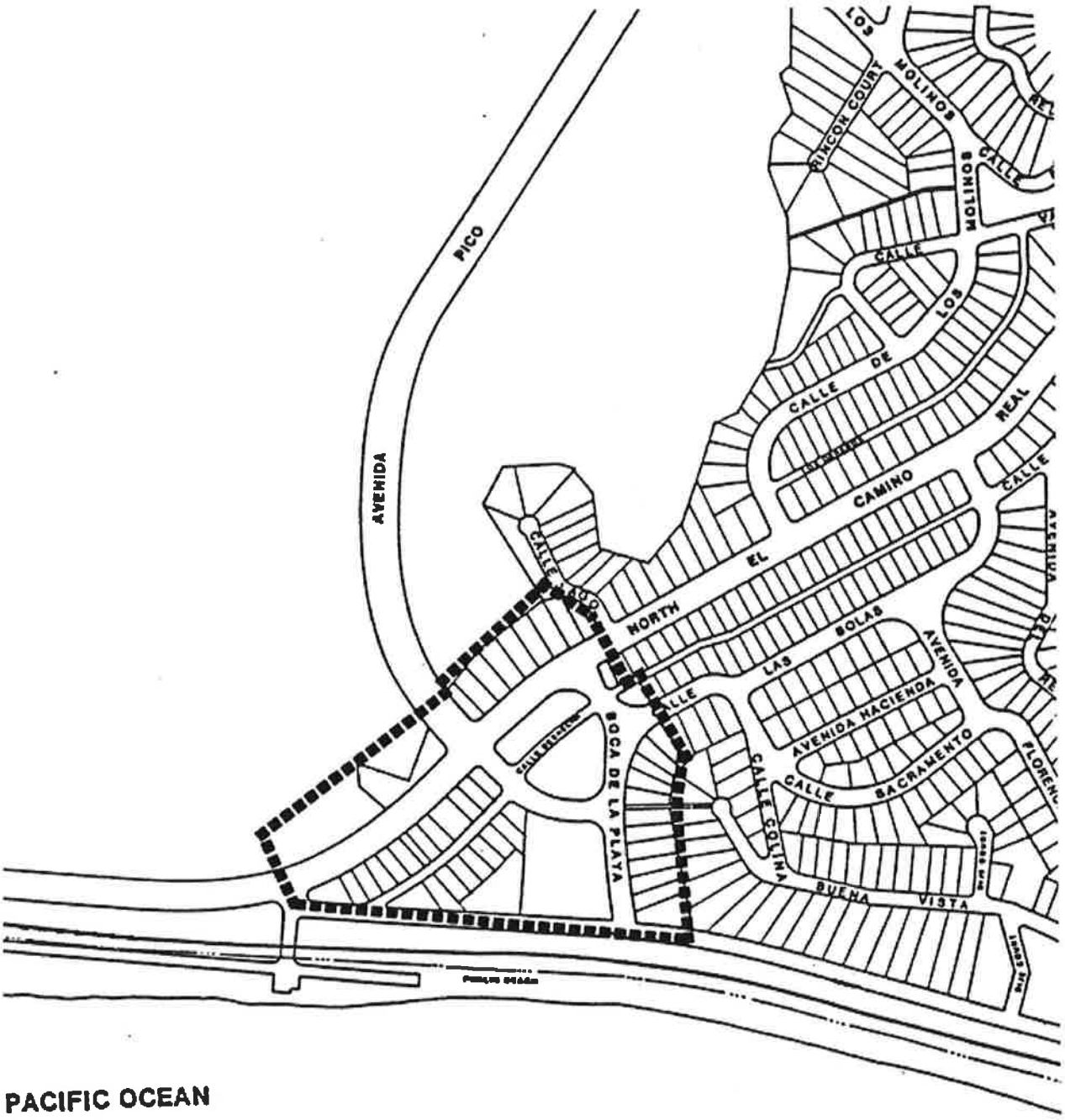


Figure 3. North Beach.

based on accurate duplications of features, substantiated by historic, physical, or pictorial evidence rather than on conjectural design or the availability of different architectural elements from other buildings or structures.

7) The surface cleaning of structures shall be undertaken with the gentlest means possible. Sandblasting and other cleaning methods that will damage the historic building materials shall not be undertaken.

8) Every reasonable effort shall be made to protect and preserve archaeological resources affected by, or adjacent to, any project.

9) Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant historical, architectural or cultural material, and such design is compatible with the size, scale, color, material, and character of the property, neighborhood or environment.

10) Wherever possible, new additions or alterations to structures shall be done in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the structure would be unimpaired.

The City and San Clemente Historical Society and/or other local historical or cultural groups will offer advice to owners remodeling Historically Significant buildings. It is hoped a strengthened appreciation of our heritage will take place in San Clemente. This will enable future generations to enjoy the city's historic resources and reinforce San Clemente's Urban Design Goals.

Preservation and careful rehabilitation of a designated historic building may be able to take advantage of special allowances of the State Historic Building Code as well as Federal tax incentives.

IV.F. Locations Within 300 Feet of a Historically Significant Site

The City of San Clemente requires Discretionary Design Review for some development proposals located within 300 feet of a designated Historically Significant Site. (See Section 5.21 of the City Zoning Ordinance.)

Applicable projects in these locations should follow the "General Guidelines" listed in Section II, the applicable "Additional Design Guidelines for Development Types " listed in Section III, and any "Additional Guidelines for Special Districts" that may apply (Sections IV.A through IV.D).

IV.G. "Spanish Colonial Revival" Districts

Casa Romantica

1. Application

This Section contains architectural Design Guidelines that should be used for the following locations which have been designated as "Spanish Colonial Revival" Districts of the city:

- The Del Mar Commercial District
- The "Del Mar Extension" (see Figure 5)
- North Beach
- The 'Pier Bowl" Redevelopment Project Area

The maps contained in the respective previous Sections delineate the boundaries of each District.

- Projects located on Historically Significant Sites that contain an existing "Spanish Colonial Revival" building should follow the Design Guidelines of this section.

- All projects subject to the Design Guidelines of this Section should also follow the applicable Guidelines of Sections II, III, and IV.A. through IV.F.

2. Design Guidelines

Review Section II.C.2. "Basic principles of the "Spanish Colonial Revival" Architecture.

The Design Guidelines of this Section recognize that contemporary interpretation of the city's "Spanish Colonial Revival" Architecture is possible if the interpretation incorporates the basic principles of the design vocabulary. Especially important are the provision of defined outdoor spaces, the integration of architecture and landscape, the design of buildings with small-scaled parts, and the inclusion of detail and ornament that is an integral part of the architecture.

There is opportunity for creativity and variety within the "Spanish Colonial Revival" tradition, achieved by the way the basic elements are interpreted, and the degree of contemporary or traditional values used. Use the basic elements creatively.

a. Elements

Excessive use of architectural elements or ornament *can* detract from the overall appearance of a building. The beauty of San Clemente's original architecture can be attributed to the satisfying proportions and scale of the buildings, plantings, and spaces around them.

Buildings in "Spanish Colonial Revival" districts should incorporate the following architectural and landscape elements into their designs:

- Plain whitewashed smooth wall surfaces.
- Low pitched red tile roofs.
- Cornice bands and moldings.
- Entrance and internal courtyards.
- Thick walled recesses for windows and doors.
- Second story balconies and recessed or rooftop verandas.
- Arcades, loggias and patios.
- Porches and vine covered arbors.
- Outdoor stairs with delicate metal rails and grillwork
- Accent towers, turrets and chimneys, where appropriate for silhouette.
- Bay windows.
- Low garden walls.

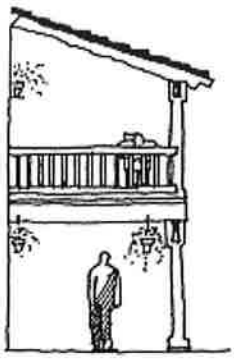
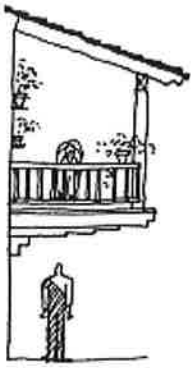
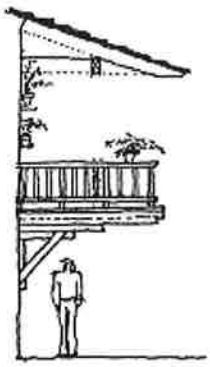
Appropriate architectural elements, surface detail, and treatments that enrich architectural character are encouraged, especially in areas of high pedestrian activity.

b. Balconies and Verandas

Balconies provide usable outdoor space for upper floors.

Balconies are normally one of three distinct types:

- Balcony with supporting posts from ground to roof.
- Cantilevered balcony with posts supporting the roof.
- Cantilevered balcony and cantilevered roof with no supporting posts.

c. Windows

Much of the refinement of "Spanish Colonial Revival" architecture is due to the beautifully proportioned windows and do& openings. Special ornament or treatment of these openings at important locations gives identity and personality to buildings and the spaces around them.

- Examples of windows in the "Spanish Colonial Revival" architecture are:
- Rectangular wooden casement frames with *small* panes of glass.
- Large arched windows with wrought-iron metal grill work.
- Small round or octagonal windows with concrete or stone molded borders used for accent.

Examples of window treatments are:

- Tile, concrete or painted borders used for accent.
- Carved, wooden headers or lintels over windows.
- Wood shutters or canvas awnings.
- Window boxes and ledges for plantings.

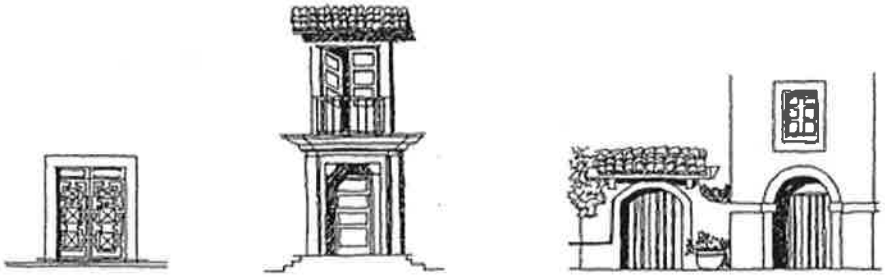
d. Doors

Exterior doors in the "Spanish Colonial Revival" architecture are constructed of heavy wooden planks or of wooden paneled design. They are typically recessed to express the

thickness and mass of the wall. Doors that open onto patios and balconies are typically wooden double doors.

Examples of door treatments are:

- Doors framed by planes or decorated moldings.
- Border treatments of tile, molded concrete, or paint.
- Doors set back in deeply recessed arched openings (Casa Romantica).



e. Walls and Fences

Walls of buildings, as well as low garden walls, are traditionally expressed as thick and massive. The wall finish is typically smooth irregular cement plaster with rounded corners and edges.

Sculptural qualities can enhance the design of walls through the use of:

- Openings for light and air.
- Cornices.
- Stone or concrete moldings.
- Tile or brick borders.

Fences are typically made of wood or wrought iron and of open design to contrast with the main structure.

Building and Garden Walls