

City of Dana Point
Design Guidelines

These current Guidelines are adopted by the following actions:

| | Resolution | Date |
|---------------------|--|----------|
| Planning Commission | #93-02-02-08 | 02/02/93 |
| City Council | #93-06-08-01 | 06/08/93 |
| City Council | Street Tree Selection Guide Approval | 03/22/94 |
| City Council | (ZTA94-03) #94-05-10-04 | 05/10/94 |
| City Council | Town Center Streetscape Project Approval | 03/05/96 |

The Guidelines will be formally evaluated by the City one year after initial adoption on June 8, 1993, and thereafter every two years. The Guidelines may be evaluated more frequently. The appendices can be administratively updated as needed to reflect adopted programs or procedures.

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Design Guidelines City of Dana Point

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I. Introduction

Dana Point is a small and attractive coastal community. The City is influenced by a unique coastline, varied topography, and some outstanding natural and manmade surroundings. Development design should reflect positively on these qualities.

The Dana Point Design Guidelines are to be used in the planning of new development projects and major renovations in the City. The *Guidelines* communicate the qualities and characteristics expected of development in Dana Point. Although they are adopted and amended by Resolution of the City Council, the *Guidelines* are guidelines, and not fixed regulations. The City will use these guidelines to evaluate the design quality of development proposals which require discretionary approval. The *Guidelines* are also intended to promote economic efficiency and the long-term economic development objectives of the City.

The Dana Point Design Guidelines are used by the City Council, Commissions and the Community Development Department to evaluate proposed development projects subject to Discretionary Design Review. The *Guidelines* are recommended as desirable design principles for other projects in the City not subject to Discretionary Design Review. Property owners, developers and design professionals are encouraged to carefully review the *Guidelines* before commencing planning and design studies. The Community Development Department should be consulted if questions or the need for interpretation occur.

The Purpose of Design Review in the Development Permit Process

Discretionary Design Review is one of several procedures used by the City in the Development Permit process to protect the public welfare and environment. Discretionary Design Review is a comprehensive evaluation of those characteristics of a development which have an impact on neighboring properties and the community as a whole. The process makes a careful examination of the 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 make a positive relationship to neighboring properties and the City as a whole. Through sensitive quality design, the vitality and livability of the City can be improved. The *Guidelines* provide a positive framework and direction for contiguous developers to benefit by working together on design issues. The *Guidelines* encourage developers to share and coordinate spaces such as driveways and parking lots, public spaces, and visual elements. By sharing and coordinating these spaces, high quality and valued development designs can be created and developments can be more attractive, effective, and efficient. Through sensitive, quality design, the vitality and livability of the City can be improved.

How to Use the Design Guidelines

The *Guidelines* are listed in a "tiered" organization and should be used in the following manner:

1. First, consult Section II, "General Design Guidelines" for all projects 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 proposed project's land use.
3. Third, follow the Guidelines in Sections IV and V that are applicable to the project if it is located in a special environmental area or district.

Should a question regarding the use or district classification occur, consult with the Community Development Planning Division staff.

The General Plan Urban Design Element

Persons planning development projects in the City are encouraged to review the *Dana Point General Plan Urban Design Element*.

The *Urban Design Element* lists the following Goals:

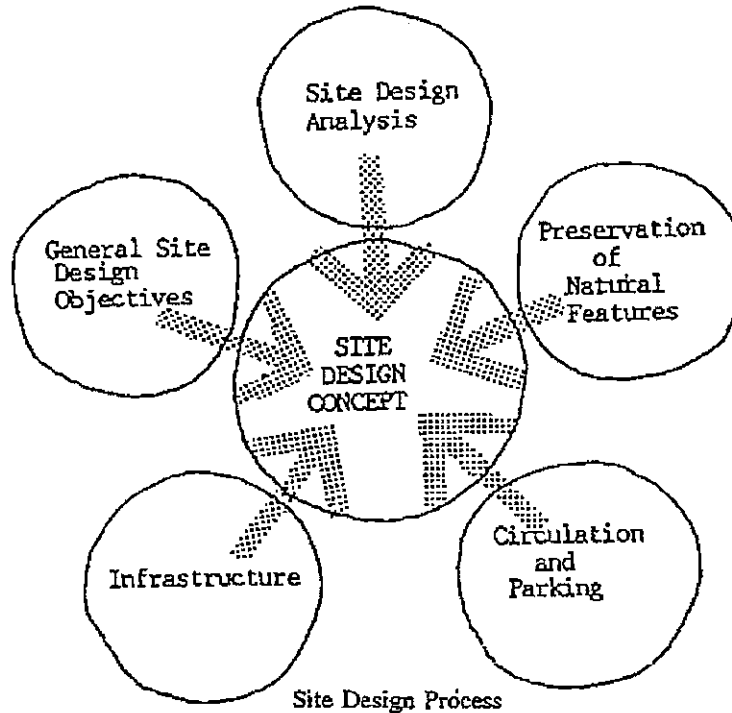
1. *Create Citywide visual linkages and symbols to strengthen Dana Point's identity as a city.*
2. *Preserve the individual positive character and identity of the City's communities.*
3. *Improve the Dana Point Town Center as one of the City's primary shopping districts with a small town, pedestrian friendly "village" atmosphere.*
4. *Maintain and enhance the City's public spaces and resources.*
5. *Achieve design excellence in site planning, architecture, landscape architecture and signage in new development and modifications to existing development.*
6. *Develop Doheny Village as a unified and improved neighborhood of retail shopping, light industrial, offices and multi-family components.*
7. *Enhance the City's relationship to marine resources.*
8. *Related Goals - A number of policies included in the Urban Design Element represent coastal resources planning and management policies that are part of the City's Local Coastal program (LCP). See the Urban Design Element of the Dana Point General Plan for the required components or issue areas of the LCP.*

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 should be complimentary and will be reviewed by the City on a comprehensive basis.

II.A. Site Design

The quality of site design is the most important aspect of a development's impact on the community. Projects should demonstrate sensitivity to the positive aspects of the surrounding neighborhood and buildings.



1. Analysis of Existing Conditions

Every development proposal should thoroughly analyze existing conditions on and adjacent to the site. A proper analysis includes a careful examination of the 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.

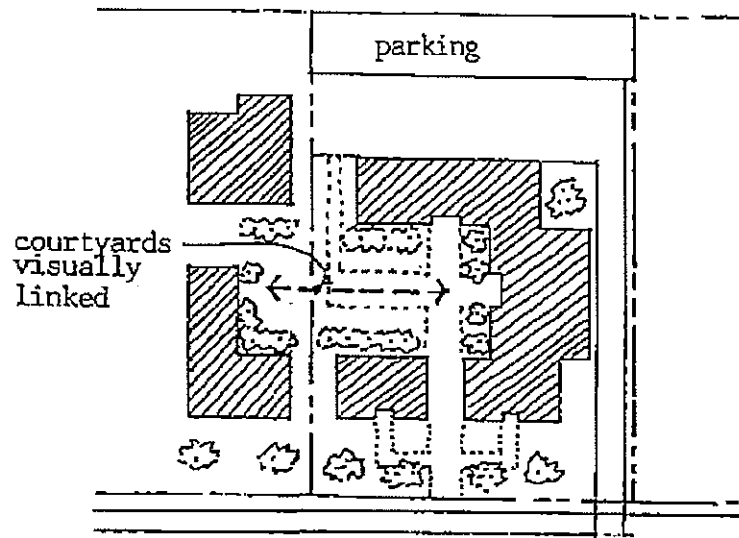
Although the steps in an analysis will vary with the unique situation of each site and project, the following information is normally needed and is further described in application forms:

- **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 Mature Vegetation: Location, size, and species of mature trees and other important vegetation groupings.
- Neighboring Environment: Visual analysis of the site; land use and site organization of neighboring properties; form and character of neighboring buildings; important site details on neighboring properties.

2. Site Design Objectives

- Develop compatible relationships to the building placement and existing open spaces of neighboring properties.



Open space linkage between 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.
- Minimize potential surface drainage impacts on neighboring properties and provide adequate drainage on-site.

3. Circulation and Parking

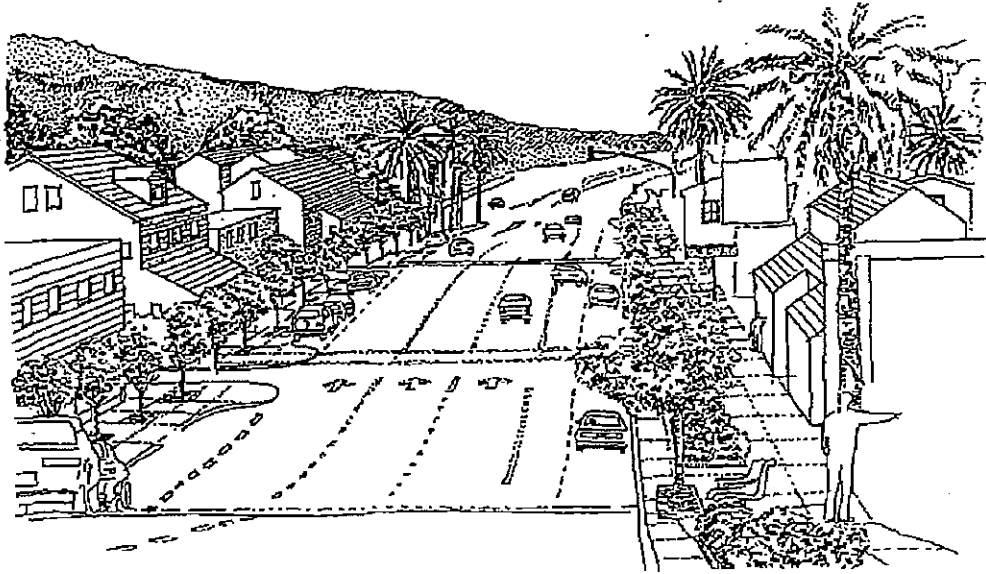
- Provide a clear and efficient pattern for the circulation of automobiles, pedestrians and service vehicles.
- Follow the guidelines of Section II.F. for the design of Parking and Loading Facilities.

4. Internal Site Design

- The site plan and planting design should consider Dana Point's climatic conditions to provide shade from summer sun, take advantage of coastal breezes, and promote energy efficiency.
- Emphasize pedestrian safety and pedestrian amenities.
- Use planting to define outdoor spaces, soften the impact of buildings and parking areas, soften parking and service areas from public view, and create visual linkages to neighboring development.
- Organize buildings and open spaces to create opportunities for outdoor activities, transitions between indoors and outdoors, and potential focus points on the site.

II.B. Relationship to Neighboring Development

New development in Dana Point should contribute to the quality of the City's streets and pedestrian environment.



Illustrative view of Pacific Coast Highway
with compatible new development and pedestrian emphasis.

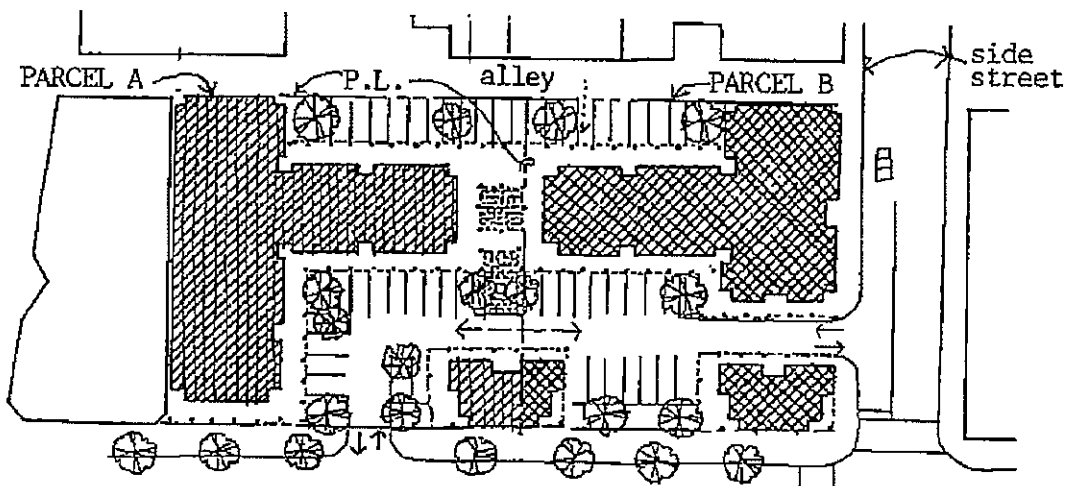
1. General Principles

- 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. While a firm rule is not possible, every proposal should demonstrate that it has *considered* the contextual influences of neighboring properties and has made an effort to create positive relationships between existing and new development.
- 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 sufficient detail to enable evaluation of the relationship of the proposed development to its context. Perspective views showing the relationship of the proposed project to its immediate neighbors, as seen from the street, sidewalk, or other public place, are encouraged.

2. Site Planning.

- Site organization should enhance 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 and circulation.

- New development should strengthen pedestrian opportunities through widened sidewalks, plazas, courtyards, and high quality landscape design.
- New commercial projects should be linked 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 the specific condition of each site and project. The linkage could be as simple as a connecting sidewalk or landscaped plaza, or as extensive as shared driveways, access drives and parking. When no development exists on the adjacent property, give consideration to potential future linkages.



Circulation linkages between adjacent developments.

3. Building Form and Massing.

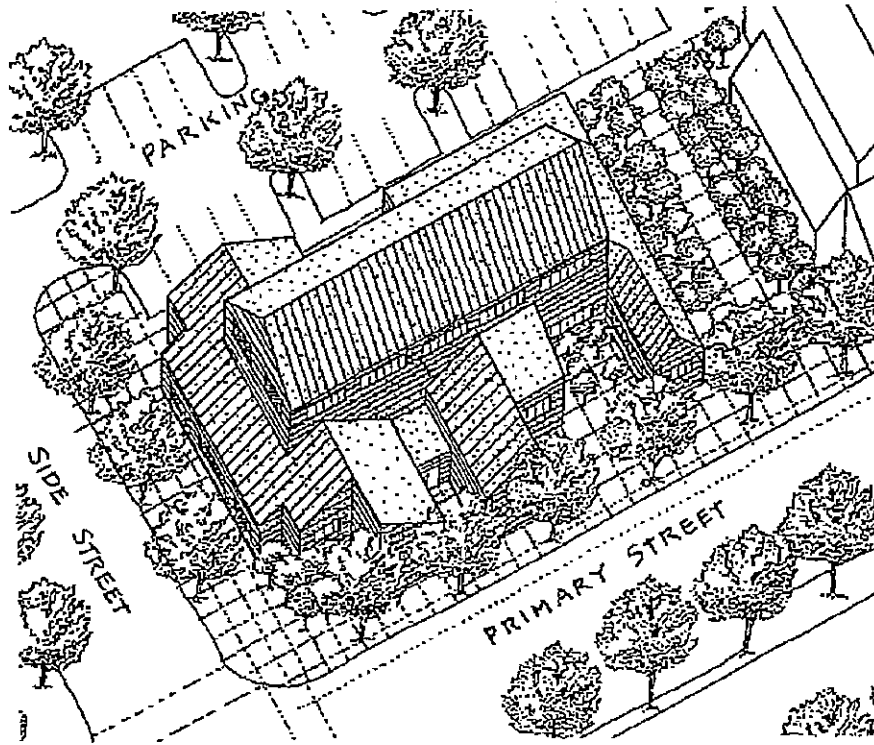
- Buildings should be complementary in form and bulk with adjacent structures and the desired development patterns of the neighborhood.

When considering compatibility with adjacent structures, the design quality and estimated tenure of the adjacent structure should be considered. It is only necessary to design relationships with buildings that are of quality design, or of sufficient design and which are estimated by the decision body to have a long economic life.

- Coordination of the form of adjacent buildings is 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, eave or parapet to match or complement that of an adjacent building.

II.C. Architectural Character

All new development should orient principal building elevations toward public streets and create a positive integration of buildings and outdoor spaces.



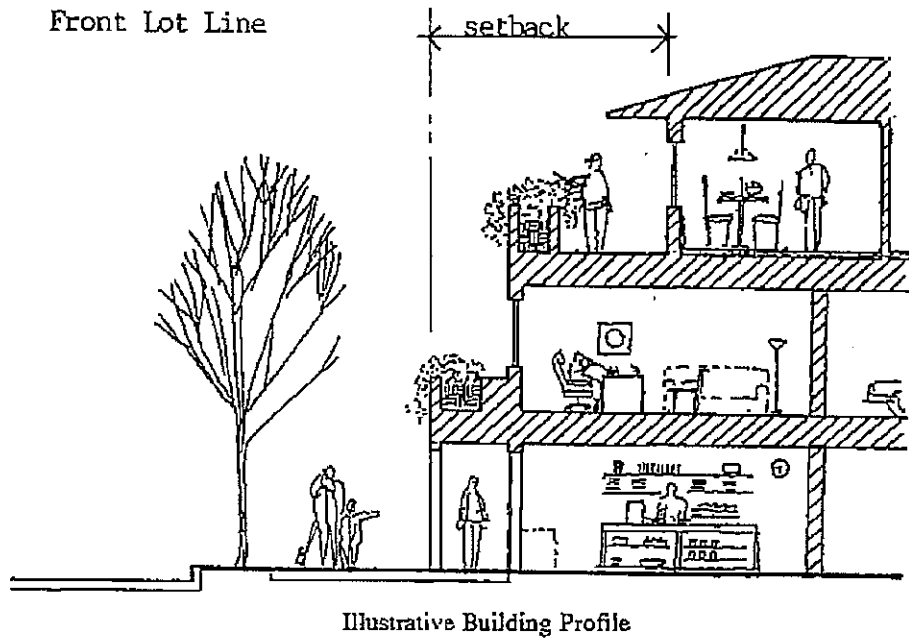
Illustrative example of new development.

1. Pedestrian Emphasis

- Architecture, planting, and site design should promote pedestrian activity. Building frontages at the public sidewalk should be designed to create pedestrian interest. The use of courtyards, patios, terraces, balconies, verandas, covered walkways, and other defined outdoor spaces can help provide a rich architectural character.
- Avoid blank walls and other elements that lack pedestrian and visual interest along the street edge.

2. Reduction of Building Bulk

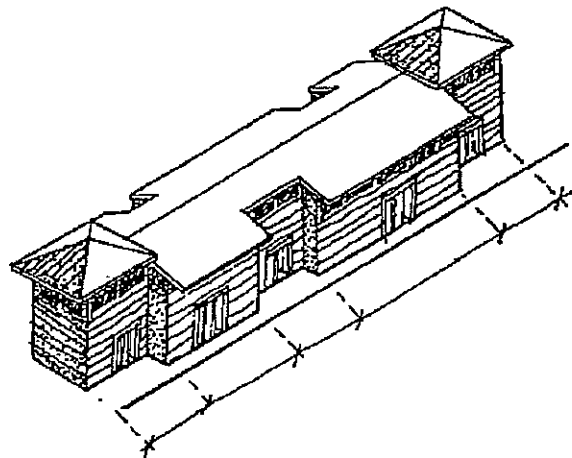
- One or two story building frontages are encouraged. Along the primary facades, buildings over two stories should terrace back portions of additional stories to reduce the apparent bulk of the structure.



Illustrative Building Profile

- Larger buildings should be designed to reduce their perceived height and bulk by segmenting their mass into smaller parts.
- Avoid long continuous wall planes. As a general principle, buildings should be relieved with a change of horizontal and vertical plane that provides shadow and interest.

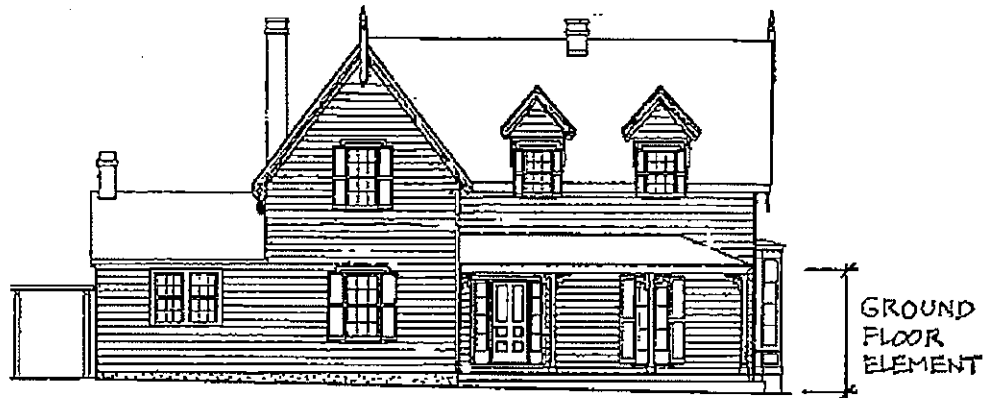
Landscaped plazas, recessed entries, windows, and recessed groupings of windows may be used to break up long building walls. Projections may also be used and take the form of important architectural elements such as entrances, bays, stair towers, cornices, building bases and structural components.



Divide continuous wall planes into smaller parts.

- **Building Form.**

- Building components should be divided into parts scaled to human size. This may be accomplished by the use of an arcade, porch, articulated base story or other means.



Building with ground floor element scaled to human size.

- **Roof Forms:**

- Sloped roof forms are encouraged. These may take the form of gabled, hip, or other pitched roofs.
- Consider views of the structure from surrounding sites and hillsides.
- Roof decks should be designed to not architecturally or aesthetically intrude upon the privacy of surrounding properties, or be highly visible from public streets or open spaces. Sloping roof forms are a preferred screening device for roof decks."

3. **Building Materials**

- Dana Point's architecture is characterized by a diversity of architectural styles, building materials and colors. In some of the City's communities, a particular architectural character, building material or color exists. In others, the pattern is more varied. The following are general citywide Guidelines. See Section V, "Additional Guidelines for Special Districts," for recommendations applicable to particular areas.
- Restraint should be used in the selection of building materials and colors. It is preferred that the body of each building be limited to one or two basic "background" colors and materials, with accent colors and materials used to highlight details, ornament, graphics, and special architectural features such as awnings.

- In neighborhoods or areas where particular colors or materials provide a predominant desired pattern, new projects are encouraged to use compatible materials, colors, textures, and scale. Colors for new projects should be consistent with the chosen design and/or style of the building and materials.
- All sides of the building shall have aesthetic design. Selection of building materials should give careful consideration to climatic factors, especially the impact of harsh summer sun on western and southern elevations and the effects of salt air from the ocean. Materials and finishes should be carefully selected for long-term durability and ease of maintenance.
- Highly reflective, shiny or mirror-like materials that reflect glare are discouraged.
- Materials should have a proper balance of texture to surface area to create a human scaled pattern.
- Recessed windows, minor recessed windows, and shaded areas of glass are encouraged to reduce solar heat gain and glare.
- Materials Recommended:
 - Exterior Materials: Quality siding, stone, and masonry. Cement plaster with integral color is permitted, but building design and other materials are to be of exceptional quality.
 - Roof surfaces: Architectural grade composition shingles, clay tile, slate, concrete tile, non-reflective ribbed metal roofing systems.
- Not Recommended:
 - Highly reflective colors that cause glare.
 - Large dark surface areas.
 - Large continuous areas of dark colored glass.
 - Colors patterns which are clearly opposed to the design or style of a site or surrounding sites.
 - Building materials which lack a proper balance of pattern and texture, and fail to create a desired pedestrian and visual interest.

4. Architectural Integrity

Architectural integrity should be adhered to with respect to building form, roof form, and building materials. For instance, simply stucco coating and red tile roofing architecture that was designed to a New England seacoast style would be inappropriate, as would wood siding and shingle roofing a Spanish revival style structure. In reconstructing or remodeling, or improving properties, the integrity of the architectural design and style should be considered and maintained. This is not to be viewed as limiting alterations or modifications to a structural style, provided the alterations or modifications are compatible with the architectural integrity of the structure.

II.D. Landscape Character



Street Trees. Las Palmas Residential Neighborhood.

Dana Point's landscape character is derived from of its spectacular coastal setting and plantings. The City's public parks and streets, with generous planting of trees and shrubs, reflect the Southern California landscape tradition.

Landscape guidelines in this section are organized by two primary areas of use:

- Street trees in public rights-of-way.
- Landscaped areas within private properties and public places.

Appendix D, "Street Tree, Street Utilities and Street Furniture Selection Guide," lists recommended street trees for use in the City.

1. Street Trees

Dana Point's landscape character should be strengthened by street tree planting throughout the City.

Many street rights-of-way already have one or more dominant tree species. If the existing tree species are well established and suited to the area, it is recommended that new planting continue the same species.

a. General Guidelines

Tree selection should emphasize drought tolerance with minimal watering required after an initial establishment period of 3 to 5 years.

- Street trees should be installed with all new development and planted at a minimum regular interval of approximately 40 feet, except where driveway or utility locations prohibit.
- Locate street trees carefully near driveway openings to insure visibility of oncoming traffic.
- Trees should be a minimum 24 inch box size. In the case of Palms, they should be at least 10 feet high.
- Existing street trees that are retained may substitute for the street tree requirement.
- All street tree selections are subject to City approval.

b. Commercial Street Guidelines

Commercial areas benefit from street trees. Trees provide shade, a visual theme, 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, with storefront signage visible beneath or between street tree canopies.

Taller trees may be used in areas of higher buildings, or to emphasize focal points in the City.

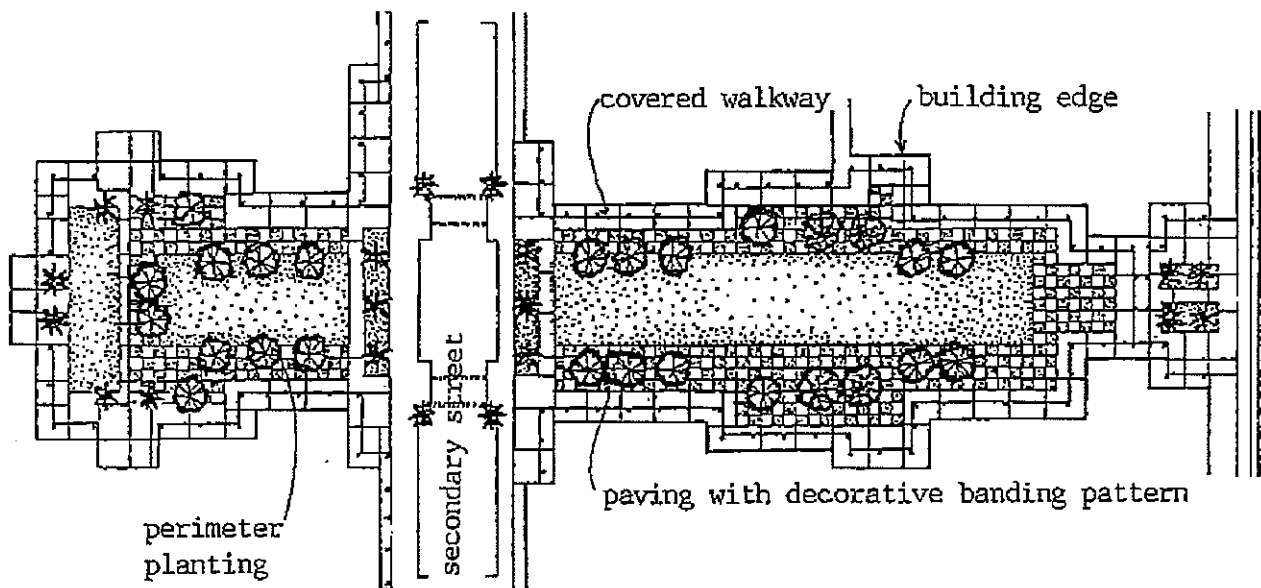
c. Residential Street Guidelines

Street trees in residential neighborhoods should be chosen primarily for their aesthetic characteristics. The tree form, texture of leaves, flowering habits, and color of foliage are important considerations.

The form, height, and location of street trees should be carefully selected to preserve public views of the ocean and other significant scenic features. See Section IV.B.

2. Landscaped Areas

- Courtyards and other pedestrian spaces are encouraged on developed sites. Courtyards should be pleasant pedestrian-oriented spaces with opportunities for outdoor passive activities.
- Trees should be planted within courtyards to create shade and define spaces. Perimeter plants may be used to soften the space between paving and buildings. Where it is not possible to plant trees, trellises and arbors are encouraged to provide shade and human scale.
- Tile and decorative paving are encouraged. Concrete pavers, stone, brick or tile may be used as banding for concrete slabs.



Illustrative Courtyard Design.

- Walls and planters should blend with the development's architecture so they become extensions of the buildings. For example, the materials used on the face of a building may be used to face a courtyard wall.
- Large turfed lawn areas can require significant amounts of water, and are therefore discouraged in developments except for high-use public recreational areas, or as supplemental or accent landscaping.
- Landscaped areas are encouraged to be designed to utilize reclaimed water. Where reclaimed water is currently not available, landscaped areas should be designed to accept reclaimed water as soon as it is available.

II.E. Historic Preservation

The process of creating a historic preservation program involves two stages. The first stage is inventorying buildings and sites which may have historic or architectural significance. The second stage is the property owner enrolling the property in the historic preservation program by offering to designate it a historic site or structure. Designated buildings and sites of historic or architectural significance should be preserved. The rehabilitation of other buildings and sites of historic or architectural merit is encouraged.



1. Designated Historic Site

- A Designated Historic Site may be of national, state or local significance. There are procedures for pursuing restoration and rehabilitation. The Community Development staff of the City of Dana Point should be contacted for assistance.
- The Secretary of the Interior's "*Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*" published by the U. S. Department of the Interior, National Park Service, should be reviewed and used.

The following Guidelines should be used for Designated Historic Sites. In addition, follow the guidelines for compatibility listed in Section II.B. "Relationship to Neighboring Development."

- a. **Compatibility With Historic Resources.** New development should be compatible with existing historic resources. Particular emphasis should be placed on achieving a compatible scale and positive relationship with historic craftsmanship.

New buildings or additions should be respectful of the historic building or site. While not mimicking the older structure, consider the compatibility of size, form, scale, materials, details, textures, colors, and landscape features.

b. Diligent Effort to Rehabilitate. New improvements to an historic site should demonstrate a diligent effort to retain the historic resource.

- It is recognized that, in some instances, the location or condition of an historic structure may be such that it is not feasible to preserve and rehabilitate. When the location of a building is such that retention on its existing site is not feasible, an effort should be made to move the structure if possible to another suitable location within the City of Dana Point. When structural, cost or construction considerations do not make retention of an entire historic structure feasible, consideration should be given to retaining a part of the structure.
- Historic structures which are renovated are encouraged to follow *The Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* published by the U.S. Department of the Interior, National Park Service. The *Guidelines* for rehabilitation of historic buildings are too lengthy to repeat here, but the *Standards for Rehabilitation* are as follows. Please note that the word "shall," when used in the following *Standards*, does not require the particular Standard to be followed. The use of the *Secretary of the Interior's Standards* is encouraged by the City.
 - 1) *Every reasonable effort shall be made to provide a compatible use for a property which requires a minimal alteration of the building structure or site and its environment, or to use a property for its originally intended purpose.*
 - 2) *The distinguishing original qualities or character of a building, structure, or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.*
 - 3) *All buildings, structures, and sites shall be recognized as products of their own time. Alterations that have no historical basis and which seek to create an earlier appearance shall be discouraged.*
 - 4) *Changes which may have taken place in the course of time are evidence of the history and development of a building, structure, or site and its environment. These changes may have acquired significance in their own right, and this significance shall be recognized and respected.*
 - 5) *Distinctive stylistic features or examples of skilled craftsmanship which characterize a building, structure, or site shall be treated with sensitivity.*
 - 6) *Deteriorated architectural features shall be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of features,*

substantiated by historic, physical, or pictorial evidence rather than on conjectural designs 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.*
- Preservation and careful rehabilitation of a designated historic building may enable the owner to take advantage of special allowances of the *California State Historic Building Code* as well as Federal tax incentives.

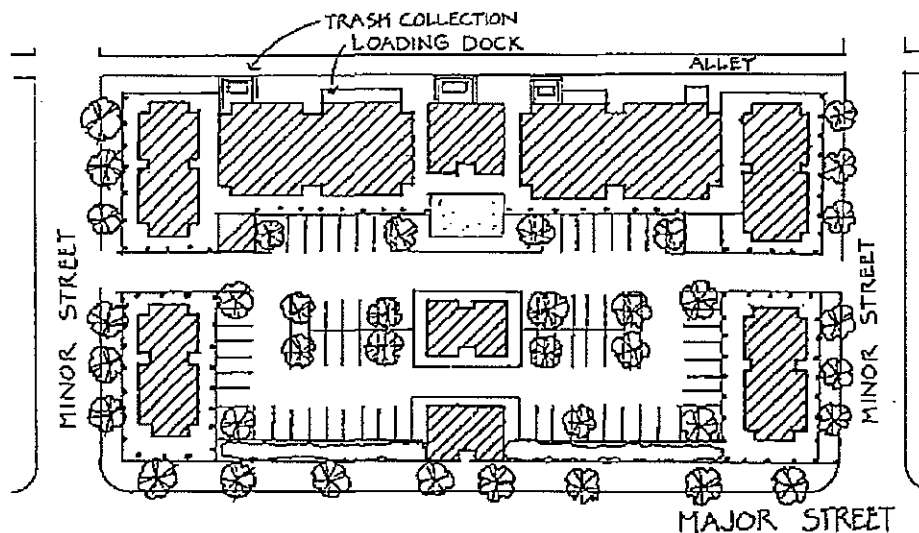
2. Undesignated Historic Sites

- If a building or site exhibits a character that contributes to Dana Point's history but does not necessarily qualify for national, state or local historic designation, the following guidelines should be followed:
 - Retention of the existing historic structure is encouraged. Consider additions and/or adaptive reuse designed for compatibility with the original structure.
 - New buildings which are built adjacent to buildings of historic character should consider the compatibility of details, materials, textures, colors, and landscape features. See Section II.B.

II.F. Parking and Loading Facilities

1. Access

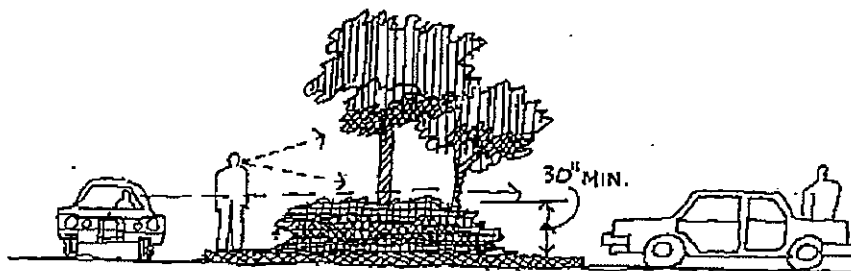
- Minimize the number of driveway openings on public streets, particularly on major arterials. Shared or joint use driveways between separate properties are encouraged. This will help reduce traffic congestion by encouraging internal circulation.
- On major arterials, corner properties should provide access from side streets when possible.
- Provide adequate distance between driveways.
- Access for service vehicles, trash collection and storage areas should be located on alleys where possible. When no alley exists, the access should be located on the street with least traffic volume.



2. Surface Parking

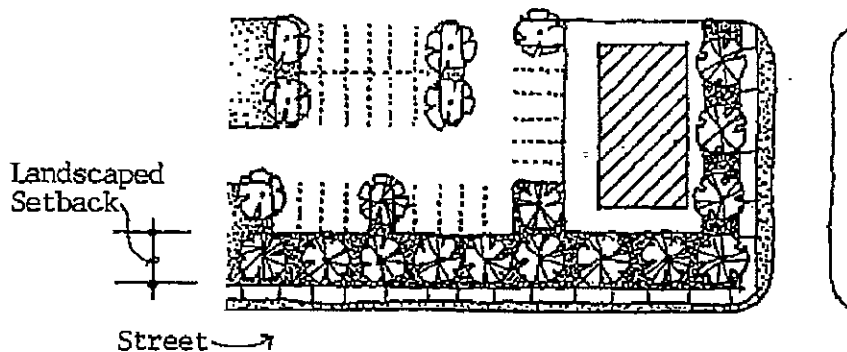
- Parking lots should be organized into smaller parking courts with landscaping and clear, attractive pedestrian pathways to buildings.
- Off-street parking lots should be softened from street view by planting or a combination of planting, low walls or planted earth berms.

A continuous screen at least 30 inches high should be formed by a solid wall or planting. If shrubs are used to create the screen, 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 integrated with planter boxes or accompanied by a minimum 3 foot wide landscaped edge facing the street. The continuous planting screen shall take into consideration sight visibility as required by the City Engineer.



Section. Parking lot perimeter screening.

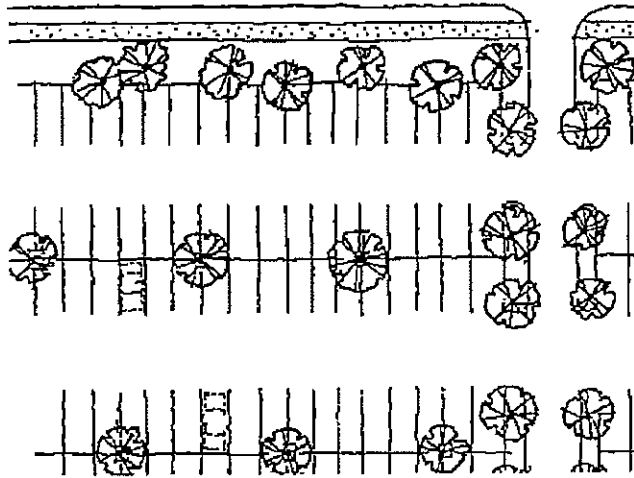
- Landscaped perimeter areas of parking lots should be a minimum of 10 feet deep along public streets. The depth of the landscaped perimeter should be increased for larger parking lots and sites.
- Parking spaces and lots should be set back at least 5 feet from the face of a building. The 5 foot area between the parking space and building should be used as a pedestrian walkway, or fully landscaped.



Plan. Parking lot setback with planting.

- Internal Parking Lot Planting

Parking Lots should include sufficient internal landscaping to develop tree canopies that soften the visual impact of the paved surface and provide relief from heat build-up.



Parking lot with internal landscaping.

- Surface Parking on Smaller Lots

The relative size of automobiles, trucks, and delivery and trash vehicles on smaller lots presents design challenges. To safely accommodate these vehicles requires a minimum amount of space in critical dimensions. On small lots, this space can be in short supply. The following graphics provide some suggestions to this design challenge. The suggestions may not be the best design solution on a particular site. The graphics represent suggested designs which are generally safe, efficient, accessible, and maximize the amount of parking for a given area. The graphics also are consistent with the Design Guidelines, and try to provide possibilities to create common access and parking facilities (surface, subterranean, or structured) with surrounding properties. By sharing common access and parking facilities, more and safer access and parking can be created for smaller lots

- Landscaped areas within parking lots as required by Chapter 9.35 of the Dana Point Zoning Code are not ~~be~~ included in the calculation of minimum landscape coverage.

- Guidelines for Parking Lot Landscaping

The following guidelines should be incorporated in the design of landscaping for parking lots:

- Landscaped areas should be distributed throughout the entire parking areas as evenly as is appropriate in the design of the parking facility.
- All landscaped areas should be designed so that plant materials are protected from vehicle damage, encroachment, or overhang.
- Any open areas in the interior of the parking lot should be landscaped with appropriate plant materials and maintained in good condition as provided in Section 9.55.030(d).

- Minimum Requirements for Parking Lot Landscaping

All parking lot landscaping should be designed to meet the following guidelines:

- All landscaping within a parking lot should be located in planter areas which are bounded by concrete curbing. All required curbing for planter areas shall be at least six inches (6") high and six inches (6") wide.
- Landscaped planters should be placed adjacent to any parking stall at the end(s) of an interior row of parking stalls.
- Excluding curbing, all required planter areas should be at least four feet (4') wide and at least 25 square feet in area. Each planter should be supplied with appropriate irrigation.
- The landscape plan should include a minimum of one (1) tree for every six uncovered stalls in the parking lot.
- The distance between any two planter areas in the same row of parking stalls should not exceed the width of eight (8) adjacent parking stalls or a maximum of 72 feet.
- Parking lots with twelve (12) or more uncovered parking stalls should be designed so that the minimum amount of landscaping provided in the interior of the parking lot is equal to ten percent (10%) of the parking lot area. Said landscaping should be provided in accordance with the following guidelines:

Parking lot area means the paved area of the parking lot provided for the parking and circulation of motor vehicles, including all parking stalls, parking aisles, internal driveways and entry driveways.

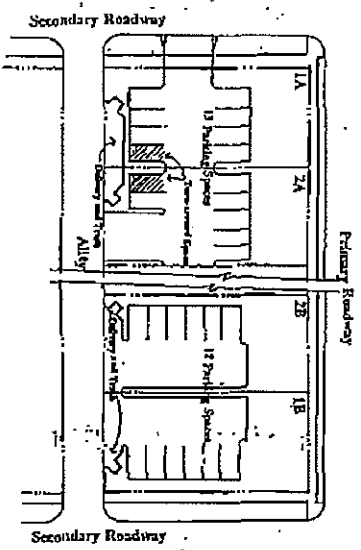
To be considered toward the requirement for interior parking lot landscaping, the proposed landscaping should satisfy the minimum dimensional and locational standards noted above and fall into one of the following categories:

- a. Landscape islands provided between parking stalls or at the end of a row of parking stalls in the interior of the parking lot.

- b. Landscape fingers provided between parking stalls on the exterior edge or the interior of the parking lot.
 - c. Landscaping provided adjacent to and within five feet of the exterior edge of the parking lot which has not been counted toward any other landscape requirement.
 - d. Such landscaping may include enhanced hardscaping which is provided as pedestrian access through the parking lot in accordance with Section 9.35.060(b).
7. A maximum of two feet (2') of the required parking stall depth may be landscaped instead of paved in accordance with the provisions of Section 9.35.070(c)(2)(C). This overhang area may not be included in calculations for required parking lot landscape coverage or the required width of any landscaped strip or buffer.
8. Uncovered off-street parking stalls should be screened from view whenever such parking stalls abut the boundary of the building site or are located between a building or buildings and an abutting street, with screening materials not less than three and one-half (3.5) feet in height. Said screening may be composed of one, or any combination of the following types:
- a. Walls: A wall should consist of concrete, stone, brick, tile or similar type of decorative solid masonry construction, with a minimum width of four (4) inches, to form an opaque screen.
 - b. Fences, solid: A solid fence should be constructed of wood or other decorative materials to form an opaque screen.
 - c. Fences, open: An open fence should be constructed of decorative and aesthetically acceptable open weave or mesh materials, excepting chain-link fencing, combined with landscaping that would grow to form an opaque screen.
 - d. Landscaping: Landscaping, when used as a screen, should consist of compact evergreen plants. They should be of a variety, or used in such a manner, as to form an opaque screen having a minimum thickness of two feet within eighteen months of planting.
 - e. Berms: A berm should be constructed of earthen materials mounded in an undulating pattern and should be planted with appropriate landscape materials to form an opaque screen.
 - f. Other: Other screening methods may be considered subject to approval by the Director of Community Development.

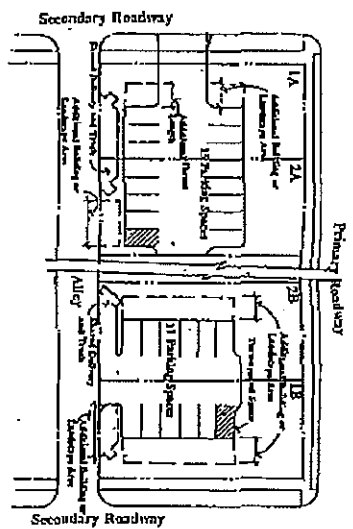
Improved Design as a Result of Shared Parking Lots

Example of Lots with Alleys



1st Step:
Access and Parking on an Individual Lot Basis -
Planning for Future

The example shows two different lot types, 1 and 2. Lot type 1 is a corner lot which borders a Primary Roadway, Secondary Roadway and an Alley. Lot type 2 is an interior parcel which borders a Primary Roadway and an Alley. Each lot type can support different access and parking designs promote efficiency and reduce parking. Two different parking designs are labeled A and B. Design A takes space from the Secondary Roadway and creates a parking lot. Design B takes space from the alley and creates a parking lot. If each lot was redesigned to provide improved access and parking, then there can be a more efficient and attractive.



2nd Step:
Creating Efficiency by Sharing Access and Parking -
A Result of Future Planning

Sharing access, parking, driveway and trash facilities allow for expansion of building footprint and landscaped areas, circulation improvements, and create a more efficient site and business environment. Below are explanations of some of the common improvements and benefits when the development is planned and conditioned for future residential access and parking requirements. Also included is a list of other design benefits as a result of the two access and parking designs (A and B).

Common benefits from lot type access and parking

- A. Conversion of parking into additional parking space.
- B. Conversion of one driveway and one delivery and trash area into building, courtyard or landscaping area.
- C. Promotion of a more efficient, effective and attractive site and business district.
- D. Provides fire design and land use compatibility by organizing circulation and creating design features and buffers.
- E. Creates more parking which allows additional land use.
- F. Shares and spreads out parking demand between lots which allows additional land use.

Common benefits to lot type 1 (corner lot):

- A. Safer and more efficient driveway travel length.
- B. Overly additional area which could be used for additional building area, courtyard, landscaping, etc. Additional access from roadway and sidewalks therefore improving pedestrian orientation.
- C. Improved circulation by allowing for through to exist (as and possibly beyond).

Common benefits to lot type 2 (interior lot):

Permit additional significant ground level expansion of building, courtyard and/or landscaping.

Benefits as a result of the specific lot design shown above:

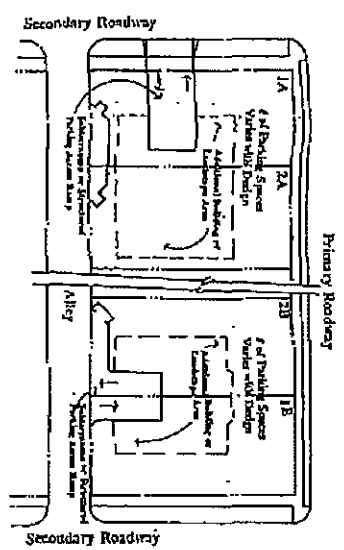
- A. Two (2) additional parking spaces created by sharing facilities.
- B. Additional lot was converted to this parking system for increased efficiency. This will create a commercial block with a more positive pedestrian environment and safe, efficient and attractive parking.

Lot 1B and 2B:

- A. By sharing one access side, existing parking spaces can be moved 12'-0" closer to the shared driveway and property line. This allows 20'-0" between the parking spaces and outside property line creating additional building or landscape area, and additional length for driveway and trash.
- B. A turn-around space is required close to the number of parking spaces that increased to 7 or more. This will allow building or landscaping and the shared parking concept can be used for the loss of a parking space.

City of Dana Point Design Guidelines

Surface Parking on Smaller Lots



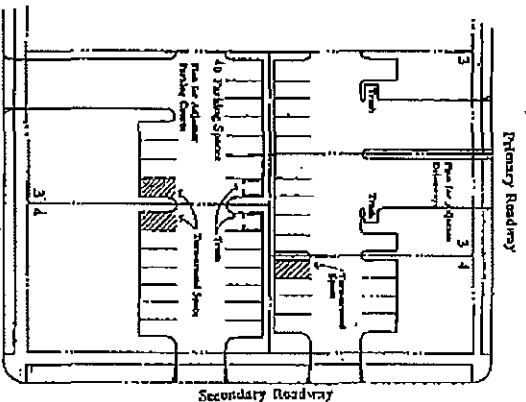
3rd Step:
Expanding Efficiency by Sharing Subterranean or Structured Parking -
Possibilities Created by Planning and Sharing

Subterranean or Structured Parking can increase the amount of additional building and landscaped areas while also improving circulation and parking supply. Many times substantial increases in parking supply and open space can be created. This in turn allows substantial improvements in site design quality and allows increased building, courtyard and landscape areas.

There are a multitude of desirable design variations that can be achieved once subterranean access is provided by sharing access and parking, and jointly create a large enough area to effectively create subterranean or structured parking. Except parking supply created. The shared parking may be used to create a parking district to benefit the business community.

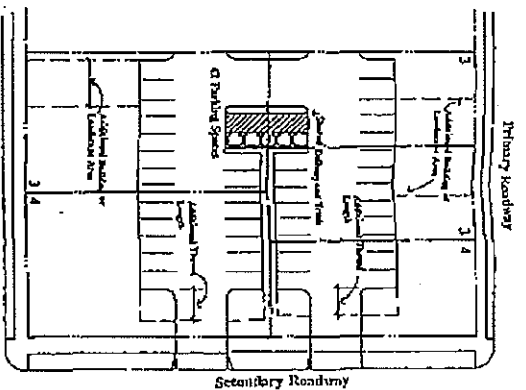
IMPROVED DESIGN AS A RESULT OF SHARED PARKING LOTS

Example of lots without alleys



1st Step:
Access and Parking on an Individual Lot Basis -
Plan for Future

This example shows two different lot types, 3 and 4. Lot type 3 is a lot which borders a Primary Roadway. Lot type 4 is a lot which borders a Primary Roadway and a Secondary Roadway. Each lot type can support different access and parking design that promote efficiency gained from shared parking. As shown, the illustrated design takes access from the Secondary Roadway in two (2) places and the Primary Roadway in three (3) places, each lot having its own access. Delivery and Truck entrance/exit separately on each lot. Openings and parking courts are planned to be shared in the future. If each lot was developed to provide reciprocal access and parking, then there less area share and be more efficient and attractive.



2nd Step:
Creating Efficiency by Sharing Access and Parking -
A Result of Future Planning

Sharing access, parking, delivery and truck facilities allows for expansion of building footprints and landscape areas, circulation improvements, and creates a more efficient site and business environment. Below are explanations of some of the common improvements and benefits when the development is planned and considered for future reciprocal access and parking arrangements. Also included is a list of other design benefits as a result of the illustrated parking design.

Common benefits from shared access and parking:

- A. Conversion of parking surface into an additional parking space.
- B. Conversion of one or more driveways and delivery and truck areas into building, courtyard or landscape area.
- C. Promotion of a more efficient, effective and attractive site and business district.
- D. Preserves the design and land use compatibility by organizing circulation and creating design features and benefits.
- E. Creates more parking which allows additional land use.
- F. Shares and spreads out parking demand between land uses which allows additional land use.

Common benefits to lot Type 3 (lot bordering one street):

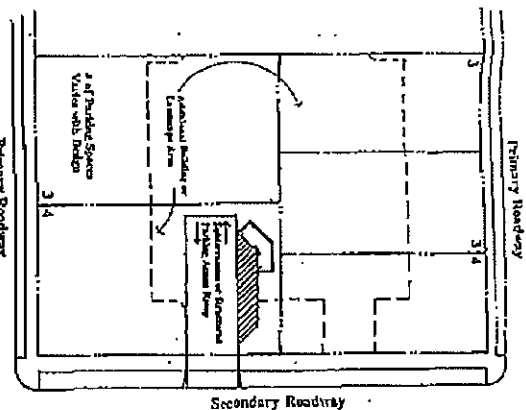
- A. Permits additional reciprocal ground level expansion of building, courtyard or landscape.

Common benefits to lot Type 4 (lot bordering two streets):

- A. Safer driveway curved layout.
- B. Creates additional area which could be used for additional building area, courtyard, landscape, etc. Additional areas face walkways and secondary drive/entry improving pedestrian orientation.
- C. Improved circulation by extending lot through to next lot, and possibly beyond.

Benefits as a result of this specific site design shown above:

- A. Four (4) additional parking spaces created by sharing facilities.
- B. Additional lot can connect up to this parking system for increased efficiency. This will create commercial block with more positive pedestrian environment.



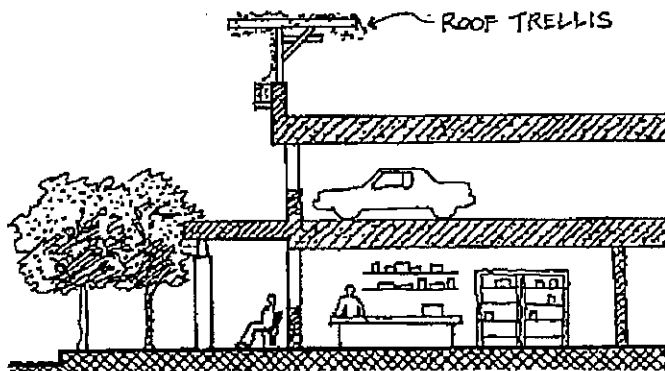
3rd Step:
Expanding Efficiency by Sharing Subterranean or Structured Parking -
Possibilities Created by Planning and Sharing

Subterranean or Structured Parking can increase the amount of additional building and landscaped area with also improving circulation and parking supply. Many times structural barriers in parking supply and open space can be created. This in turn allows subterranean improvement to site design quality and allows increased in building, courtyard and landscape areas.

There are a multitude of desirable design variations that can be achieved once foundations open concepts by sharing access and parking, and finally create a large enough area to significantly create subterranean or structured parking. Excess parking layout created. Excess parking may be used to create a parking district to benefit the business community.

3. Common Parking (Commercial Districts)

- Common parking areas shared by different land uses and properties is encouraged in commercial districts. It is often possible to reduce the number of required parking spaces by balancing peak use demand among different properties and uses, economizing in the use of land and parking construction costs.
- Covered deck or structured parking is encouraged. When not feasible in the immediate development program, consideration should be given to future conversion of surface parking areas to structured parking.
- The visual impact of parking structures should be minimized by locating them at the rear or interior portions of the property when possible.
- In the Dana Point Town Center, and other densely-built areas of the City, underground or structured parking is encouraged. If not feasible in the immediate development program for the site, consideration should be given to a longer term parking plan that would eventually convert surface parking areas to structured parking.
- Reciprocal access and parking agreements, parking districts, joint use parking and common parking areas that balance peak demand periods are encouraged.
- Parking Structure Street Frontages.
 - Develop activities such as shops, offices or other commercial spaces along ground level street frontages. When this is not possible, provide public display cases or a planted patio space between the structure and the street.
 - Address the aesthetics of parking structure rooftops as viewed from above. Consider rooftop uses such as restaurants that can provide aesthetics to view from above, and promote positive pedestrian activity within.



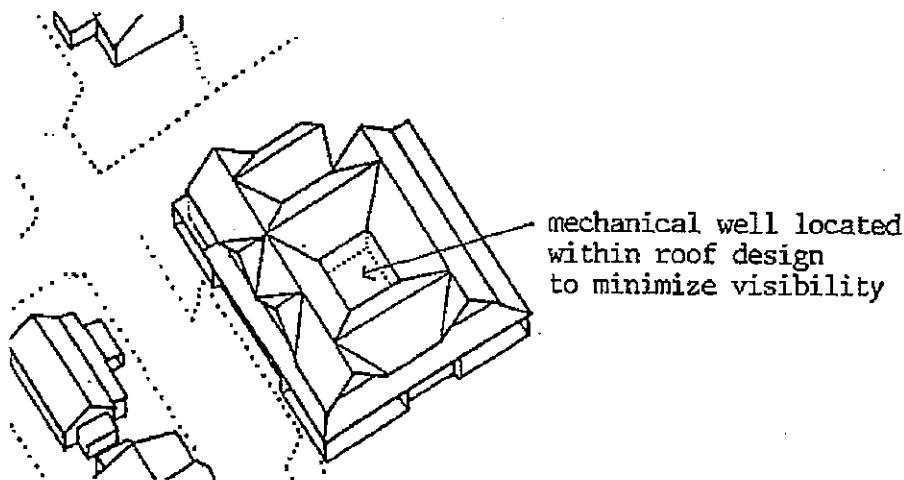
For Additional Guidelines that apply to particular Development Types, see Section III.

II.G. Building Equipment and Services

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

1. General Guidelines

- Access for service vehicles and trash collection should be located on alleys where possible.
- Trash/recycling containers and outdoor storage areas should be visually screened from public streets, pedestrian areas and neighboring properties. The screen for trash containers should be compatible with the architectural character of the development and be of durable materials. Roofed storage areas are encouraged.
- When feasible in larger commercial developments, service and loading areas should be separated from the main circulation and parking 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-mounted mechanical equipment should be minimized. When used, it should be screened from view. Special attention should be given to buildings whose roofs are viewed from higher elevations. The design of these buildings should integrate the rooftop equipment into the design of the roof. It is often possible to create a "well" within the structure or a penthouse on top of the structure that is visually integrated with the main building.



Mechanical well integrated within roof.

- Where solar panels are attached to buildings they should be compatible with 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 be 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.
- Utility pedestals and boxes, transformers, water meters, and other ground level mechanical equipment must be carefully planned and screened from public view. Site plans should accurately locate this equipment and the method of screening.



III. Additional 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, Guidelines from one of the following sections should be used. In the case of projects containing combinations of uses, more than one section may apply.

Section III.A. Residential Development

Section III.B. Commercial, Mixed-Use and Office Development

Section III.C. Industrial and Business Park Development

III.A. Residential Development

Attached Single-Family, Duplex, and Multi-Family developments 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 providing street frontages that create architectural and landscape interest.

The Design Guidelines in this section apply to projects of 3 or more attached dwellings.

1. Site Planning Guidelines

a. Clear Site Organization and Sense of Address

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

- Individual dwellings should be oriented toward the street, interior courtyards, or garden spaces. If most of the dwelling units are oriented toward open spaces within the site, it is preferable that some dwellings 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 dwellings to the rear of buildings, or units opening to parking lots, are discouraged.

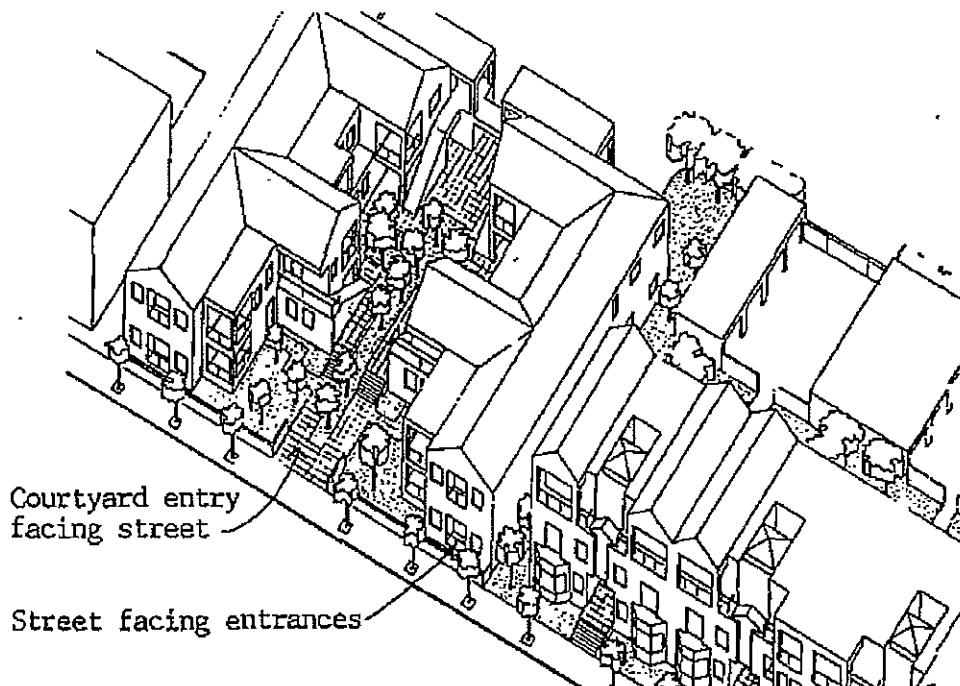


Illustration. "Sense of Address." Courtyard and Townhouse Dwellings.

- Buildings that use interior corridors of buildings as primary entrances to dwellings are discouraged. Open passages, arcades and other outdoor entry means are preferred.
- When an outdoor courtyard or garden is used as an entrance to dwellings, it is preferable that the courtyard open directly to the street and sidewalk at the front of the site. If a courtyard door or security gate is used at the entry, it should be wide and attractively designed as an important architectural feature.
- Provide a fully-landscaped yard in all required street-facing setback areas.

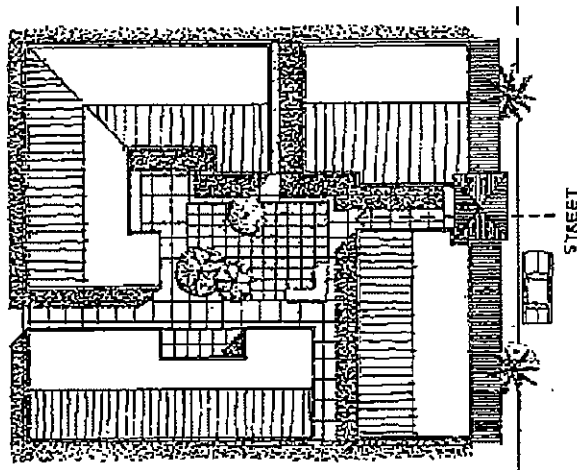
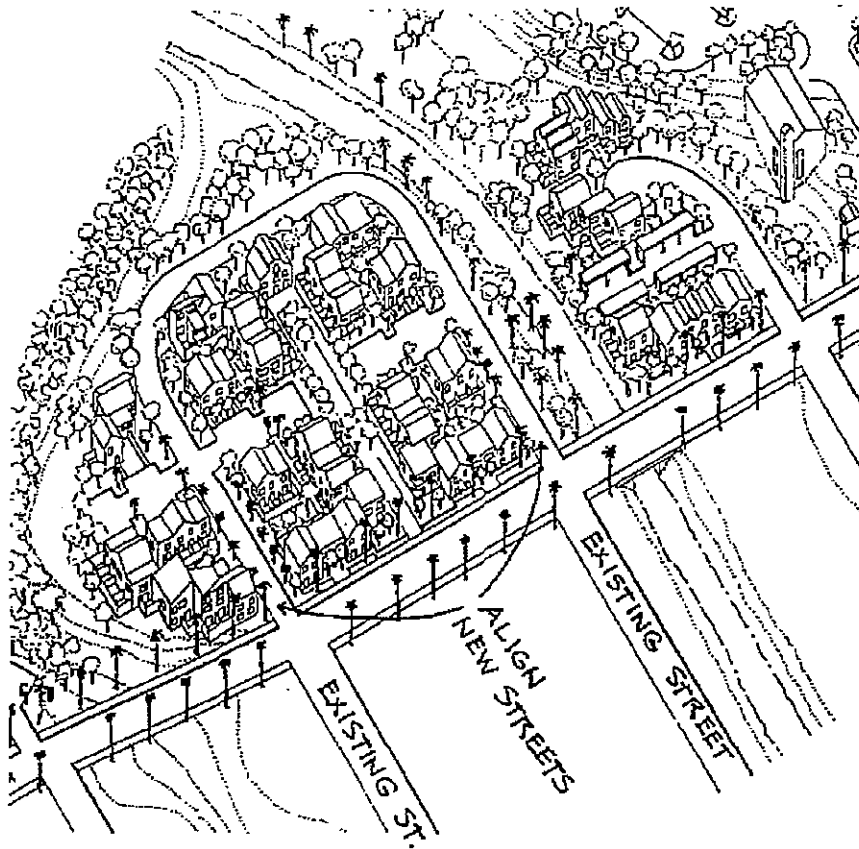


Illustration of Residential Courtyard.

b. Circulation

- Residential developments that propose private or new public streets should carefully integrate street and sidewalk location with neighboring properties. New developments should have a clearly organized circulation system that weaves new development into the existing neighborhood fabric. They should avoid becoming an enclave or “complex” apart from the neighborhood.
- Align new streets and sidewalks with existing streets and sidewalks.



New street aligned with existing streets.

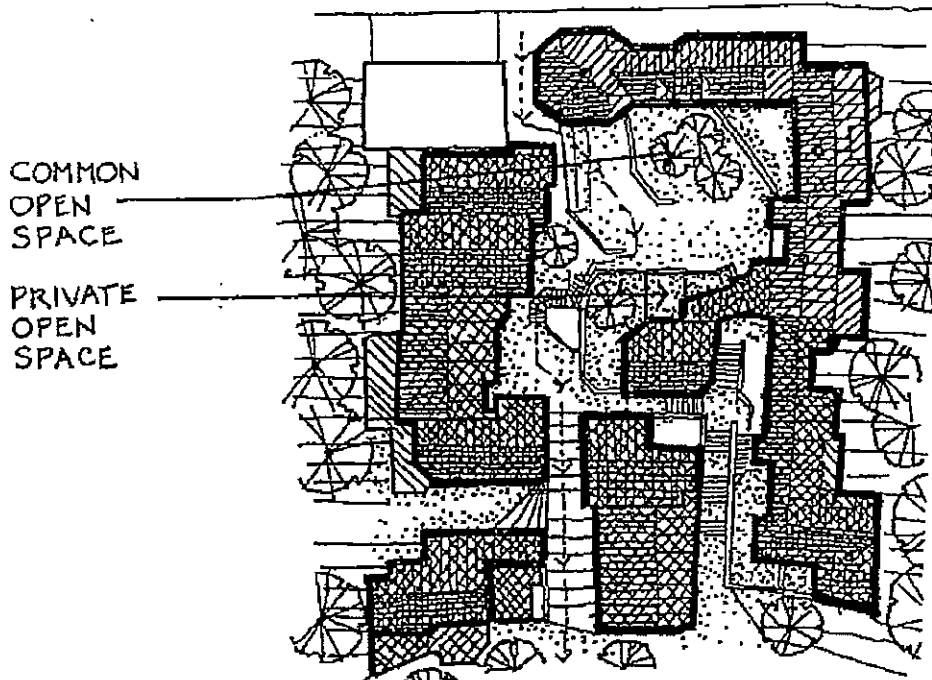
- Private streets and drives.
 - Provide a sidewalk or pedestrian path on at least one side of a private street.
 - Create landscaped yard spaces between the buildings and the private street.
 - Minimize the visual impact of garage doors, refuse containers, and other service facilities along private streets, unless the street is used exclusively as a service drive or alley.

2. Open Space

a. Private Open Space

Dana Point's climate is ideal for outdoor living. Residential development should take advantage of this special opportunity by providing usable open space for each dwelling.

- Balconies and verandas are encouraged to provide upper level private open space.
- Open spaces should provide privacy from adjacent dwellings and public streets.
- Outdoor spaces oriented to views and good sun penetration are encouraged.



Private and Common Open Space.

b. Common Open Space

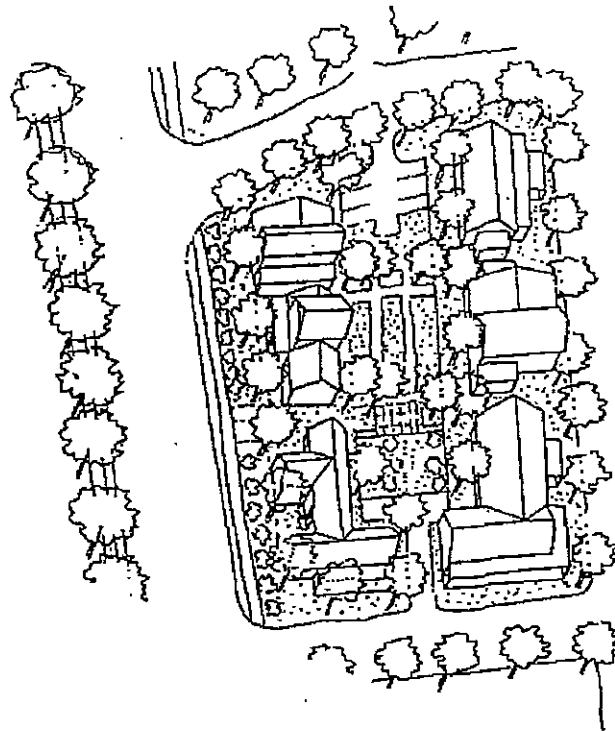
Common Open Space is encouraged for multi-family residential developments. Common Open Space may include large entrance courts, recreation areas, pools, gardens, patios, open landscaped areas, and playgrounds. Parking lots, driveways, sidewalks, loading zones, and other similar areas are not considered Common Open Spaces.

- A combination of hard and soft surfaces are recommended in order to accommodate a variety of activities.
- Provide Common Outdoor Spaces that can be used in all seasons. Plantings should be selected for shade, spatial definition and aesthetic consideration.

3. Architecture

- The bulk and mass of residential buildings should be divided into smaller parts that reflect a human scale. See Guideline II.C, "Architectural Character."
- Residential developments should create public street frontages with architectural and landscape interest. The inclusion of private streets does not lessen the importance of design emphasis on public street frontages.

Elements such as bays, bay windows, balconies, verandas, and other elements that bring a positive human scale and character are encouraged.



Mass of residential building divided into smaller parts.

4. Parking and Access

- Parking areas should not be located between the front or side elevation of a building and a public street. Place parking lots to the rear, interior side or internal locations on the property.
- * In the case of small lots or lots with constraints caused by sloping topography, a parking area may be located between the building and public street. If this site organization is used, the parking should be placed in an enclosed structure or covered carport.
- Private drives that serve as important entry sequences to a residential development should be treated with the same design concern as frontages along public streets.
- Garages and Carports.
 - The number of garage door openings facing a public street should be kept to a minimum. Common garages with single entrances are encouraged.
 - Carports and garages should be compatible with the architecture of the residential buildings.
- Parking Courts. (See illustration, next page.)

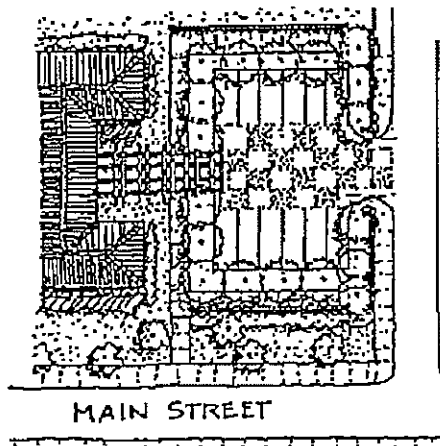
Surface parking lots with a large number of spaces should be divided into smaller "parking courts" of 16 or fewer spaces each. Parking Courts should be separated from each other by at least 20 feet in each direction using building elements or landscaped areas.

- Parking Drives. (See illustration next page.)

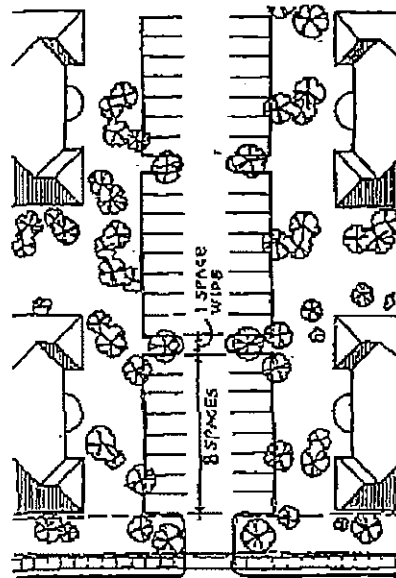
A less desirable solution than Parking Courts is to use Parking Drives that incorporate open parking spaces, carports or garage doors along their length. Parking Drives are discouraged if they provide the primary means of circulation within a development, or if there is a significant number of dwelling units fronting the Parking Drive. They are encouraged as secondary circulation similar to traditional alleys.

If Parking Drives are used, the following guidelines should be followed:

- Parking arranged in bays is encouraged. Each eight spaces, or four garage doors, of continuous perpendicular or angled parking should be separated from others by a planted area at least five feet wide.
- The location of Parking Drives on the periphery of the project is discouraged. This type of edge condition isolates the development from the neighborhood.



Parking Court

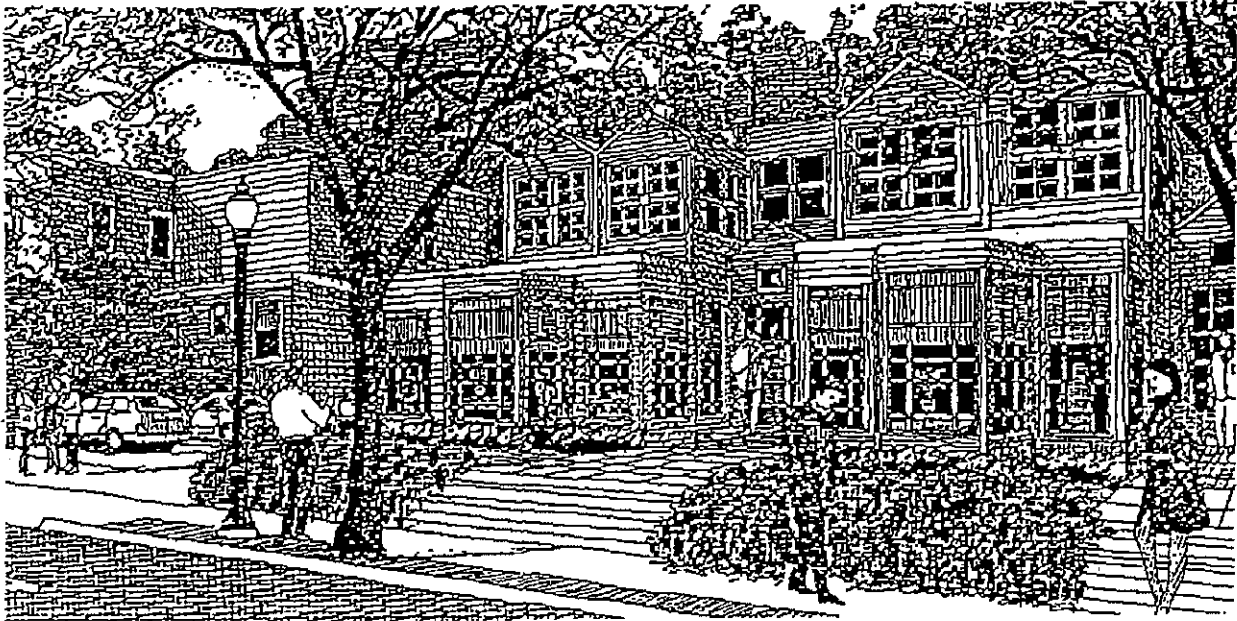


Parking Drive

5. Landscaping

- All yard and setback spaces should be fully landscaped with trees and shrubs. Decorated paved courtyards and playgrounds may be considered acceptable substitutes for planted space if determined a positive design addition and if sufficient landscaping is provided for the site. At least one tree, minimum 24-inch size, should be planted for each 300 square feet of required landscaped area.
- Landscape buffers and screens between residential development and undesirable abutting land uses are strongly encouraged. Trees, shrubs, earth mounds, and fences are also useful in buffering unwanted noise and views from streets and parking lots.
- Parking Lot Screening. Views of surface parking lots from public streets, adjacent properties, and open spaces should be screened by a combination of trees and shrubs. See Section II.F, "Parking and Loading Facilities."

III.B. Commercial, Mixed-Use and Office Development

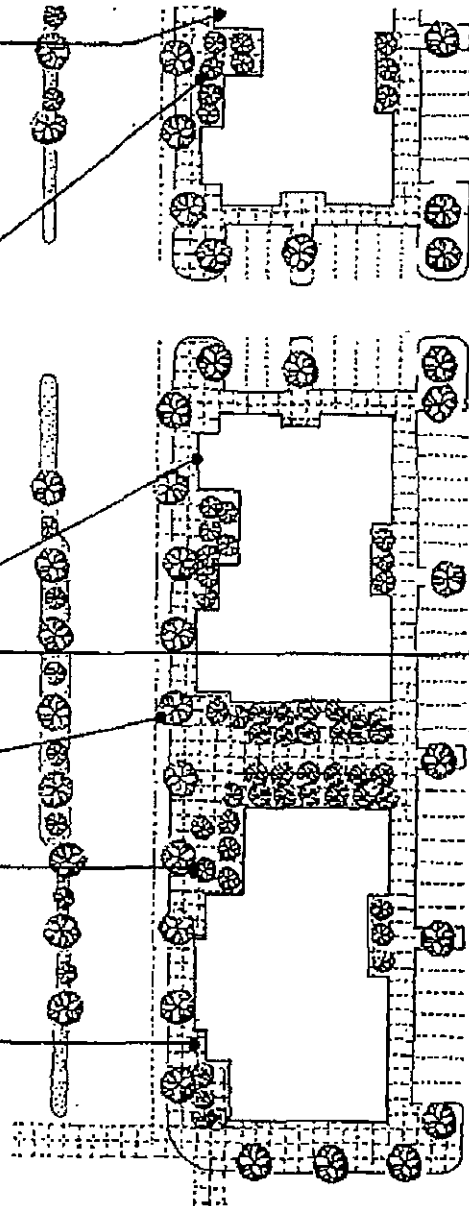


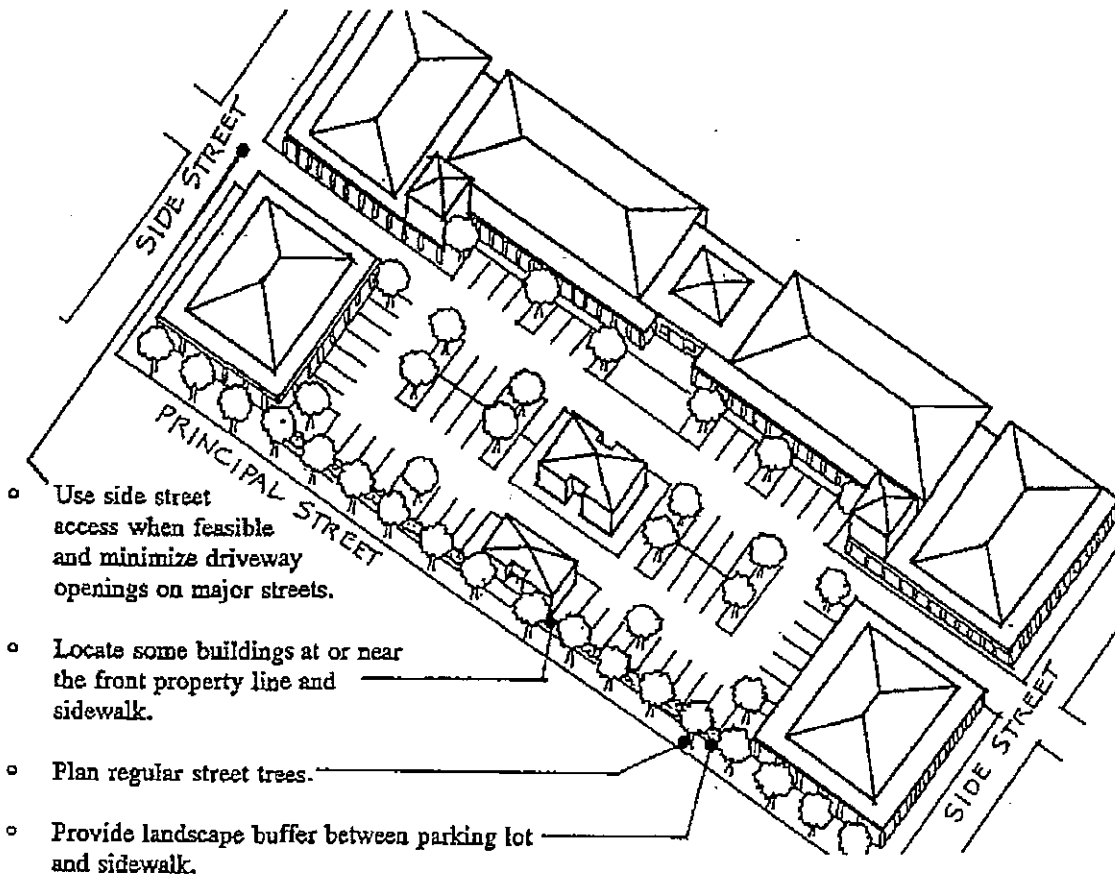
1. Site Planning

- Orient principal building elevations toward public streets and sidewalks. Avoid blank walls, large parking lots and other elements that lack pedestrian interest along the street edge.
- Design visual and circulation linkages between adjacent developments to create design continuity along public streets. Visual continuity can be achieved through similar building forms, heights, materials, landscape patterns and signage. Circulation linkages can be achieved by connected walkways and shared driveways.
- Minimize the number of curb cuts for driveways. Use alley access to parking when possible.
- See Section II.F. "Parking and Loading Facilities."
- Multi-building shopping centers should locate some buildings along the sidewalk. This pattern will create pedestrian interest at the sidewalk while allowing for ample parking lot visibility and access from the street.

Summary of Design Principles

- Place as much of the ground level elevation of the building as possible on or near the front property line to maintain the continuity of the street edge.
- Courtyards, plazas, patios and other pedestrian spaces are encouraged along building frontages and at other locations in the development.
- Provide active building frontages at ground level.
- Provide frequent street facing pedestrian entrances.
- Locate parking to the rear or side of buildings.
- Plant trees along the street edge in a rhythmic pattern.
- Where appropriate, widened sidewalk spaces may be used 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 limited to two stories.





Design Principles for Larger Shopping Centers
Outside the Dana Point Town Center.

2. Streetscape

a. Sidewalk Space.

Adequate sidewalk space should be provided along all public and private street frontages. In most cases, the sidewalk should be separated from the curb by a parkway strip that buffers pedestrians from traffic and provides a space for planting street trees.

See Section V, "Additional Guidelines for Special Districts," for streetscape standards in the Dana Point Town Center and Doheny Village.

b. Street Lighting

Street Lighting should be provided as per City Standard. Pedestrian-oriented lighting along commercial area sidewalks is encouraged in appropriate locations where the lighting does not interfere with adjacent residential uses. See Section V, "Additional Guidelines for Special Districts," for street lighting standards in the Dana Point Town Center.

3. Pedestrian Spaces

Dana Point has potential to develop more outdoor activity spaces and courtyard buildings that take advantage of the city's exceptional coastal climate. Buildings should provide internal courtyards, covered outdoor pedestrian passages, patios or other outdoor spaces which promote pedestrian activities.

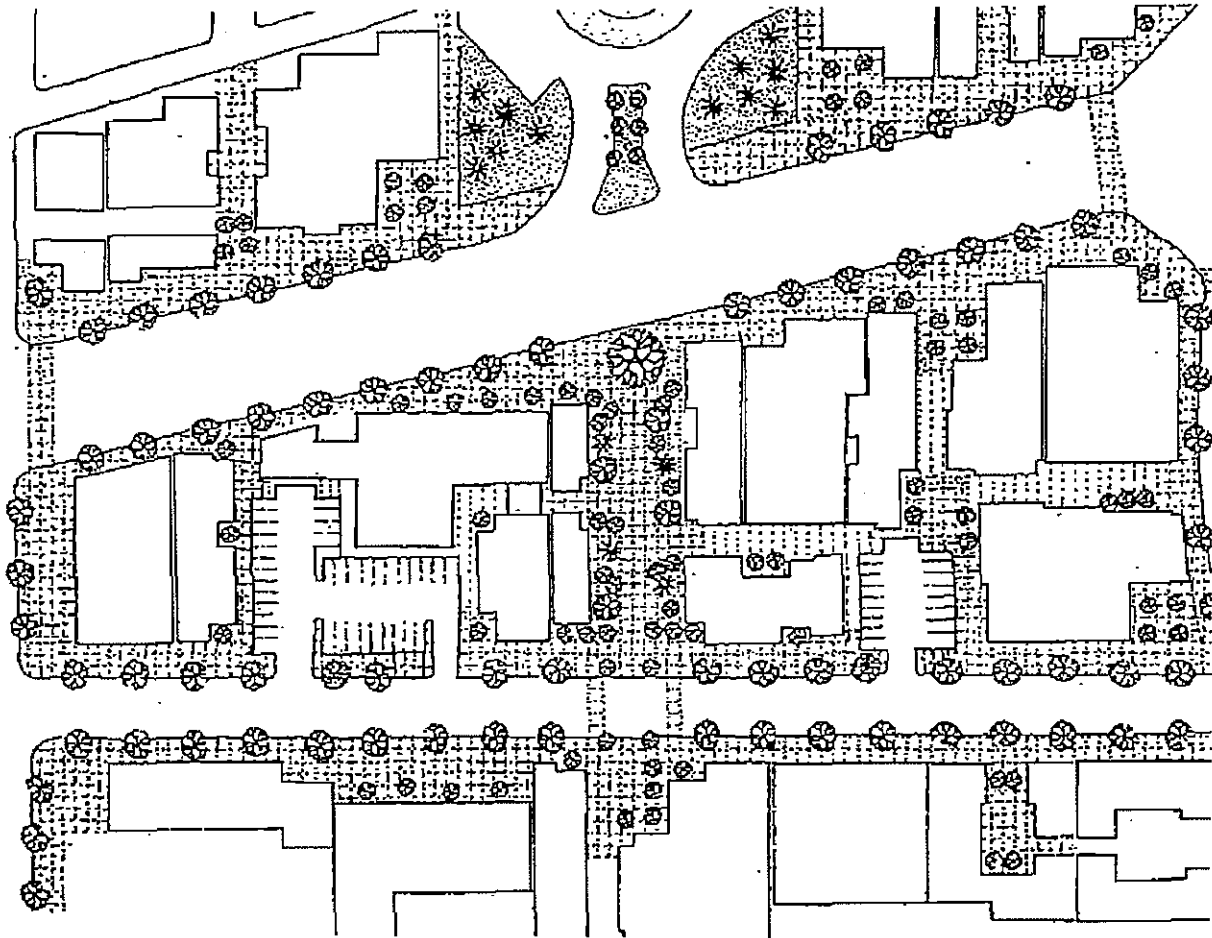


Illustration of Potential Pedestrian Spaces in the Dana Point Town Center.

- Courtyards and pedestrian passages should promote street activity.
- Internal courtyards should be visible from the street, or linked to the street by clear pedestrian access such as an open passage, arched entry or covered walkway.
- The edges of courtyard spaces should contain shops, restaurants, offices, or other activities. Blank walls and other spaces without pedestrian interest should be avoided.
- The design of the internal courtyard may provide a combination of sunny and shaded areas, variety of texture and color, movable seating and tables, sculpture, plant groupings or water features as focus points.

4. Special Guidelines for Corner Commercial Development

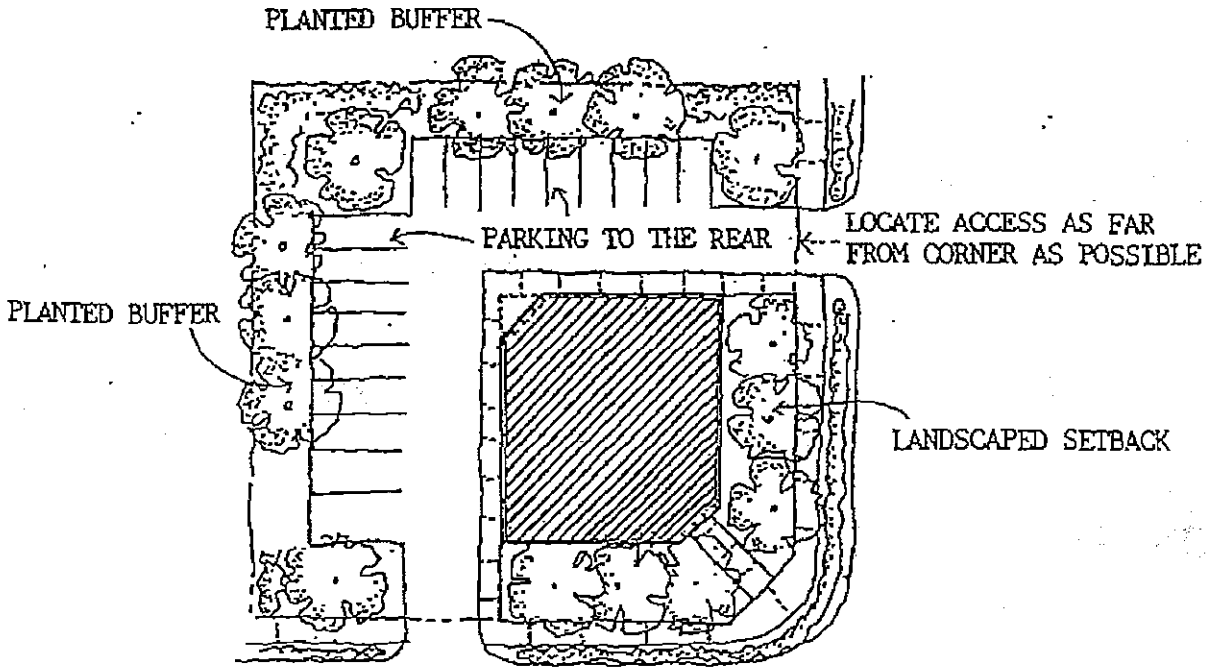


Illustration of Corner Commercial Development with Desired Characteristics

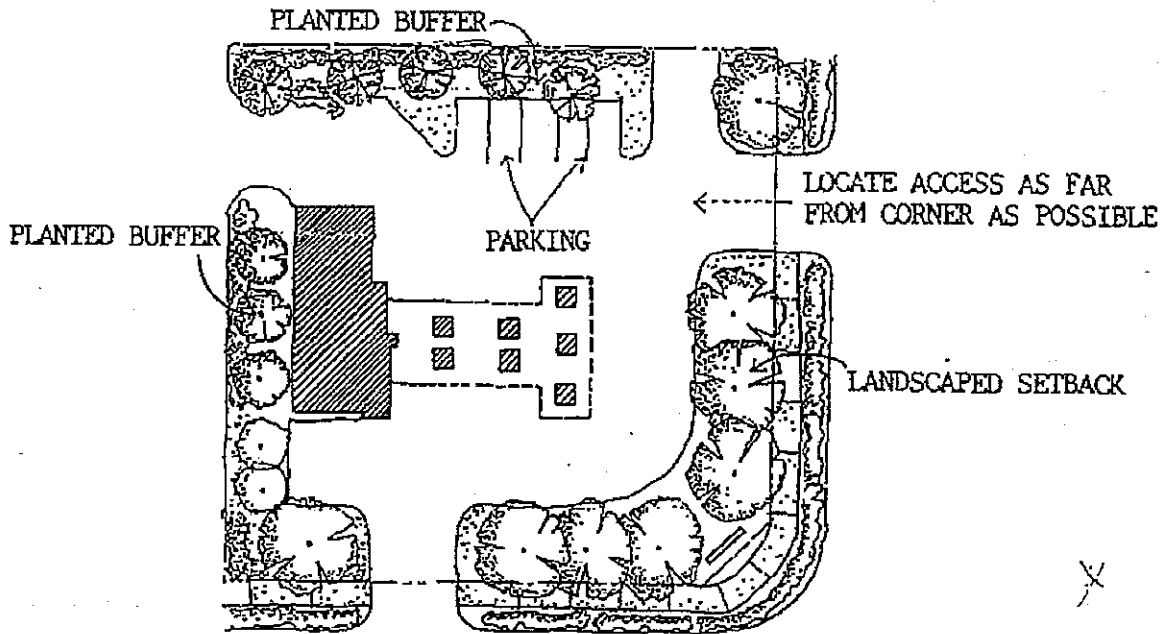
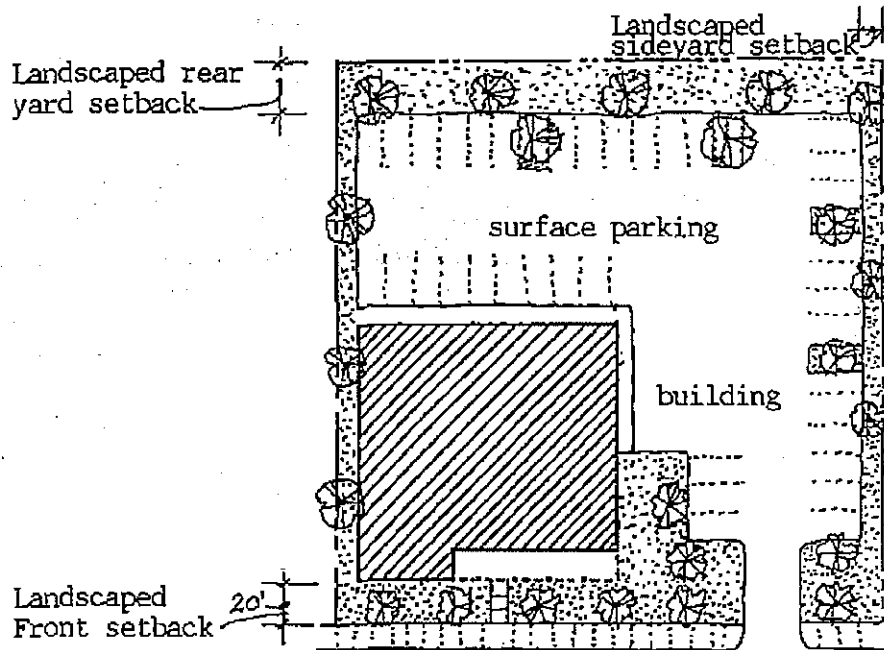


Illustration of Corner Service Station

III.C. Industrial and Business Park Development



Illustrative Site Plan.

1. Site Planning and Landscaping

- Provide a minimum 20 foot Landscaped Street Edge along all public streets. The Landscaped Street Edge should be composed of plantings, earth berms, and/or low walls. Storage yards, loading areas, parking, or similar uses should not be located in this area.
- Trees: At least one tree should be provided for each 300 square feet of total area of the Landscaped Street Edge. Trees should be 24-inch box minimum size.
- Shrubs: Shrub planting should be used for screening and ornamental purposes.

When shrubs are used for screening, they should provide a visual screen of minimum height of 5 feet after 2 years growth. Shrubs and walls should not obstruct views of oncoming traffic at driveways.

2. Screening

- Storage yards and service areas should be screened from off-site views using plantings or a combination of planting, fences and walls.

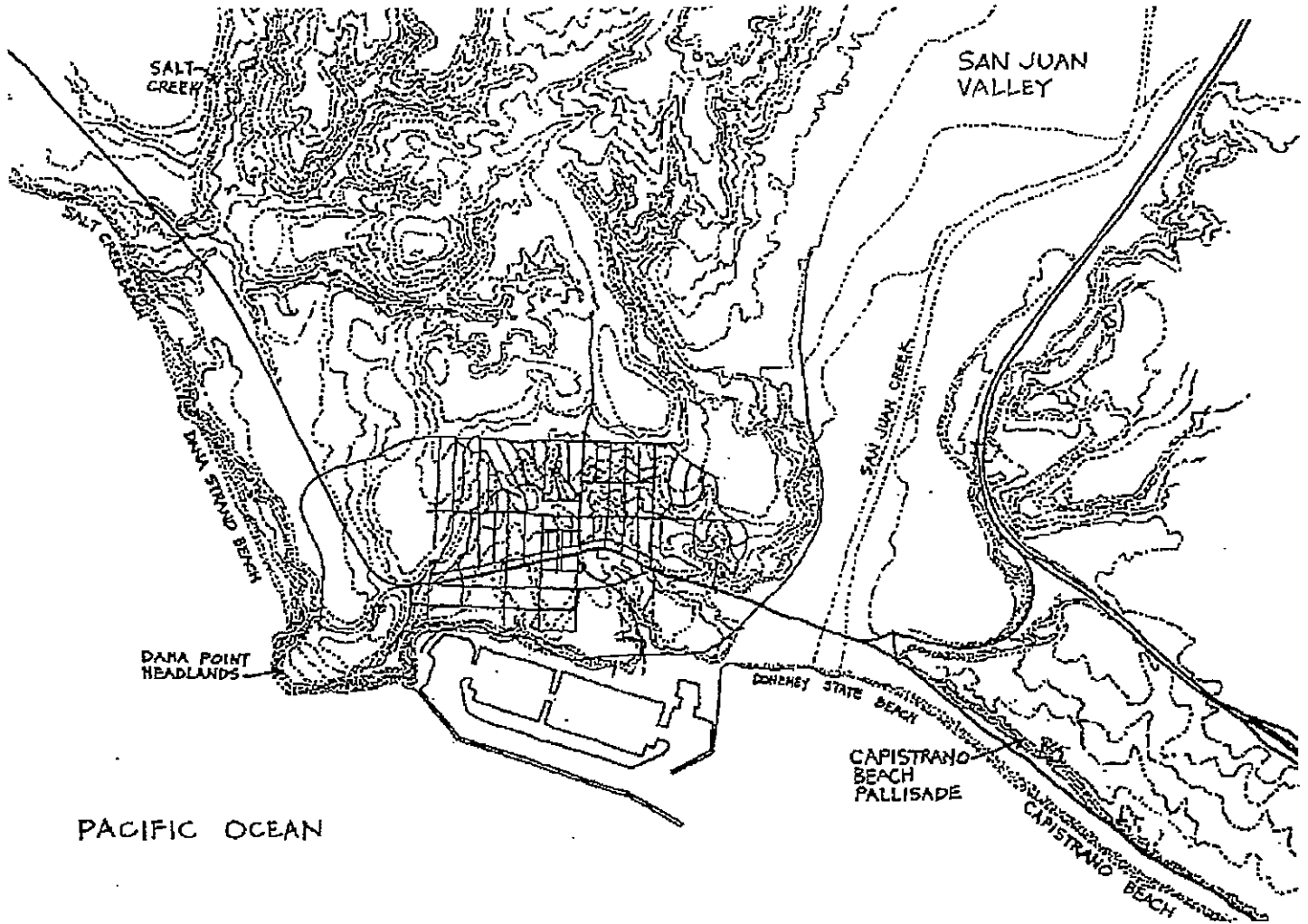
- Roof top equipment should be screened from off-site views or enclosed in a housing which is an extension of the architecture of the main building. Due to the amount of roof top equipment that typically exists in industrial projects, a rooftop equipment layout plan should be provided for proper evaluation of roof top screening.
- For all screening, give special attention where changes in grade occur. If adjacent streets or properties are higher than the developing industrial/business park site, more stringent screening measures may be needed.

3. Architecture

The following Guidelines should be followed in place of the General Guidelines in Section II.C, "Architectural Character."

- Exterior wall materials with integral color and texture are encouraged. Bright colors and highly reflective wall surfaces are discouraged. Colors and tones which convey a high quality industrial business park and development environment are encouraged.
- When long or high blank walls are necessary and are visible from off-site locations, provide visual relief through pilasters, reveals, color and material change, or small offsets in wall planes.
- Building heights, setbacks and architectural features may be varied to define different functions such as offices and warehousing.
- Give careful attention to the appearance of large flat roof surfaces from off-site locations. Built up roofs should be accompanied by parapets; roof aggregate should be earth-tone color, or matched with the color of sloped roof surfaces on the building.
- Metal roofing systems with integral color may be used. Bright-colored and highly reflective roof surfaces such as unpainted galvanized metal roofing are strongly discouraged.

IV. Additional Guidelines for Sites with Special Environmental Characteristics



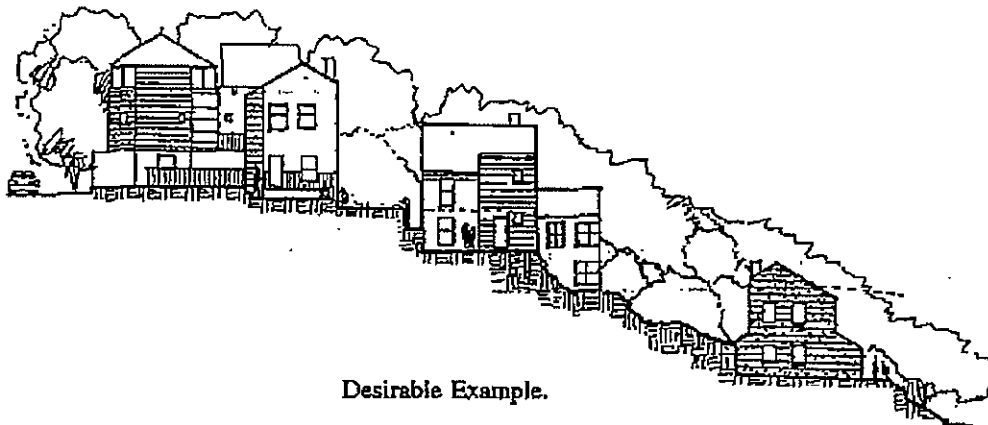
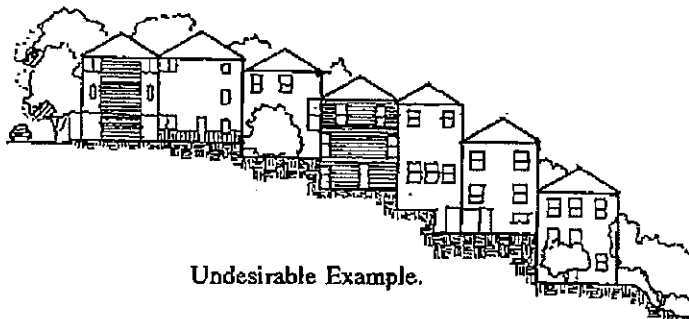
Dana Point Natural Setting

IV.A. Multi-Building Hillside Residential Development

These Guidelines apply to multi-building development on sloping sites subject to a Site Development Permit and/or Discretionary Design Review.

1. Site Design Principles

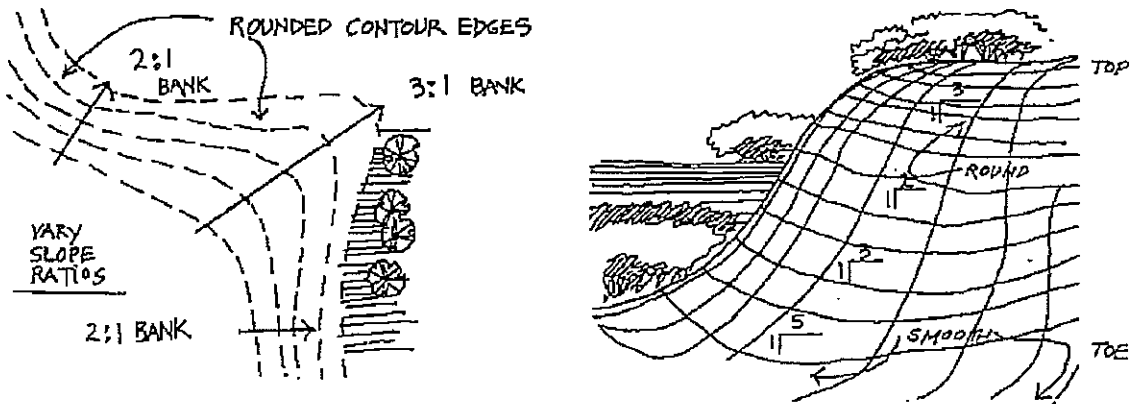
- Most sloping sites are highly visible from distant locations. Views of the site from the neighborhood and other off-site locations should be given careful consideration.
- Multi-building hillside residential developments should be designed with visible distinctions between buildings. This may be achieved through use of varied materials, colors, forms, roofs, facades and landscaping.



- Height variation may be achieved by locating buildings and building elements on different levels. Avoid large continuous floor plates that require massive grading and high retaining or foundation walls.
- Buildings located near hillside rims have higher visibility. These buildings should be sited in a staggered arrangement and partially screened with landscaping to minimize a "wall" effect.
- Retain significant trees and other vegetation which contributes to the design quality of the site and surrounding area.

2. Hillside Grading and Drainage

- Dana Point's hillsides are an important scenic and natural resource. The design of hillside development should minimize grading impacts in the layout of streets and lots.
- Hillside grading should create slopes that approximate the surrounding natural hills.



- Avoid an "engineered" appearance of manufactured slopes by creating smooth, flowing contours of varying gradients with slopes in an approximate range of 2:1 to 5:1. Avoid sharp cuts and fills, and long linear slopes that have a uniform grade.
- Terracing should be designed with small incremental steps, avoiding wide-step terracing and large areas of flat pads.
- New building sites should be graded to recede into the slope or to appear to emerge from the slope. Building pads should be of minimum size to accommodate the structure and a reasonable amount of adjacent outdoor space. Split-level terraces are encouraged to reduce pad size.
- Retaining walls and foundation walls visible from off-site should be of minimum height.
- Drainage devices such as terrace drains, benches and downdrains should be located underground or placed in locations of least visibility on slopes. The downhill side of a drain should be bermed to conceal it. Natural swales and ravines leading downhill are a good location for downdrains. Visible drains should be as close as possible to natural soil color. Visible concrete drains should be color tinted and screened with planting.

3. Street Layout and Design

- Street Layout should be aligned as closely as possible to existing grades in order to minimize the need for the grading of slopes. Natural land forms should be retained by introducing horizontal and vertical curves in road alignments, consistent with traffic and public safety standards.

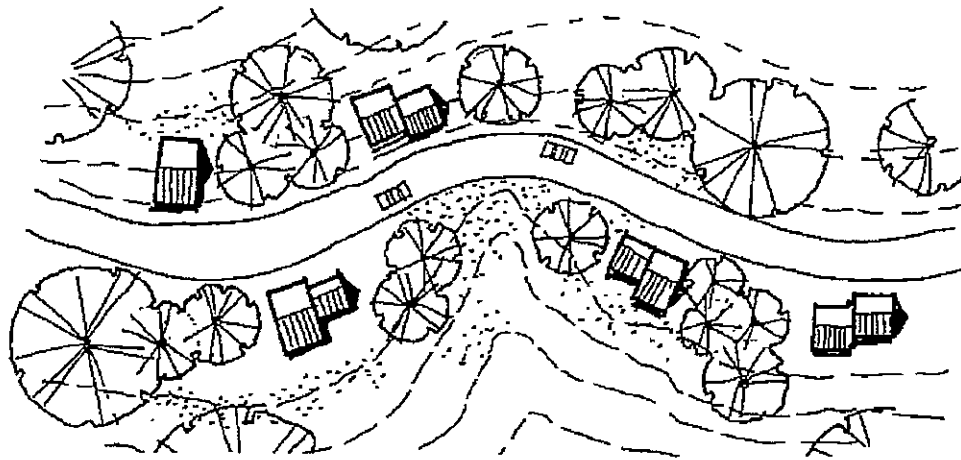


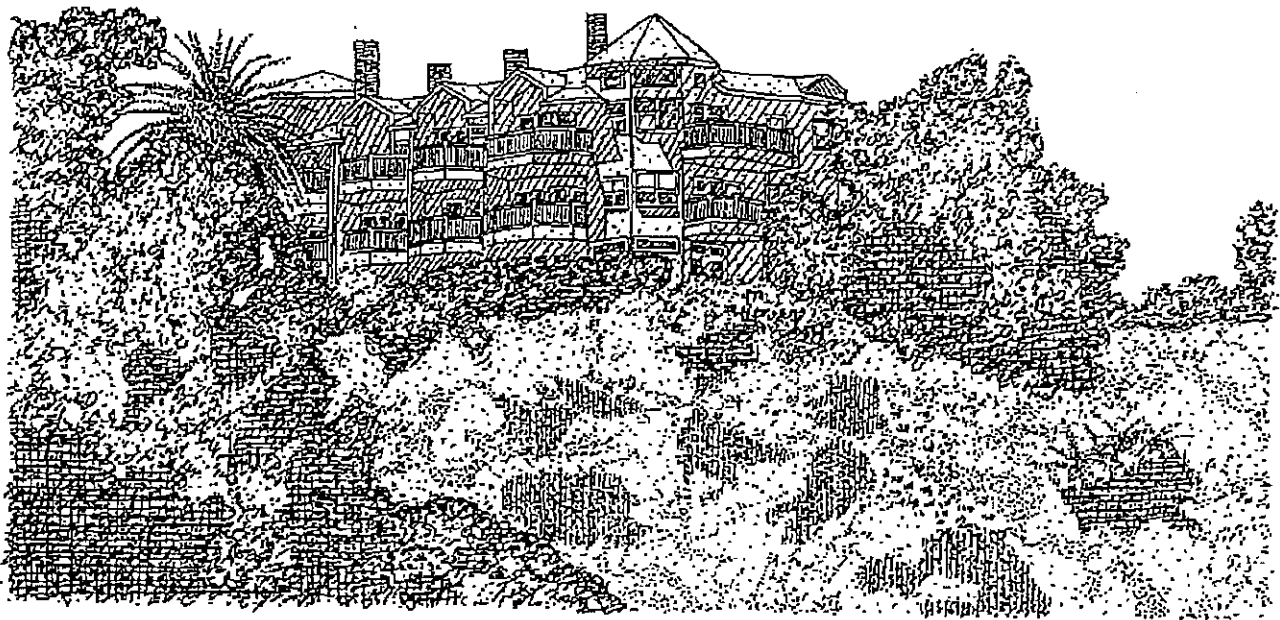
Illustration. Curved street layout aligned with slope.

- On hillside sites where conditions permit, streets and driveways should be laid out parallel with existing topographic contours in order to minimize grading.
- Bridges should be considered for streets crossing natural drainage courses, canyons and ravines that are of scenic or environmental value. Large earth fills should be avoided in these locations.
- When streets are located on exposed hillsides viewed from a distance, cut slopes should be rounded off to approximate a natural appearance.

4. Architecture - Scale and Character

Sloping sites offer opportunities to create and enhance unique site characteristics. These opportunities include outdoor decks, terraces, roof forms, bay windows, clusters of carefully placed vegetation, lookouts for viewing, sculptured stairs, and walkways.

- Facades should be articulated and stepped back to reduce the size of building masses. Consider wall setbacks, recessed openings, porches, verandas, overhangs, projecting windows and other elements that create strong shade and shadow patterns.



5. Planting Design for Hillside

Common Areas

Common open spaces and landscaped areas maintained by homeowners associations are subject to review under this guideline. Provisions of this guideline are recommended for planting in other attached single-family, duplex and multi-family hillside residential development.

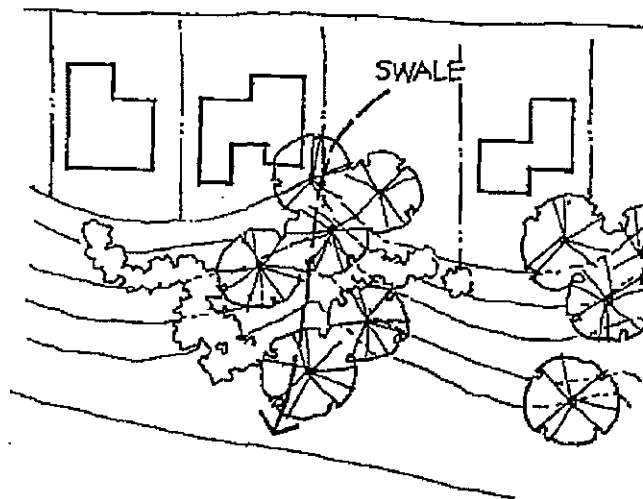
Plant Selection

- Plant materials should be selected for their effectiveness of erosion control, fire resistance, drought tolerance and ability to enhance the color and texture of the surrounding landscape.
 - It is recommended that the location and heights of plantings follow downhill alignments of taller trees.

- Use less dense, open trees that do not block views.
- Planting techniques for graded slopes.

Irregular plant spacing is encouraged to achieve a natural appearance on graded slopes. Plant trees along contour lines in undulating groups to create grove effects which blur the distinctive line of the graded slope. Shrubs of varying height may be planted between tree stands.

When possible, locate trees in swale or ravine areas to more closely reflect the natural conditions and gather surface runoff for plant irrigation.



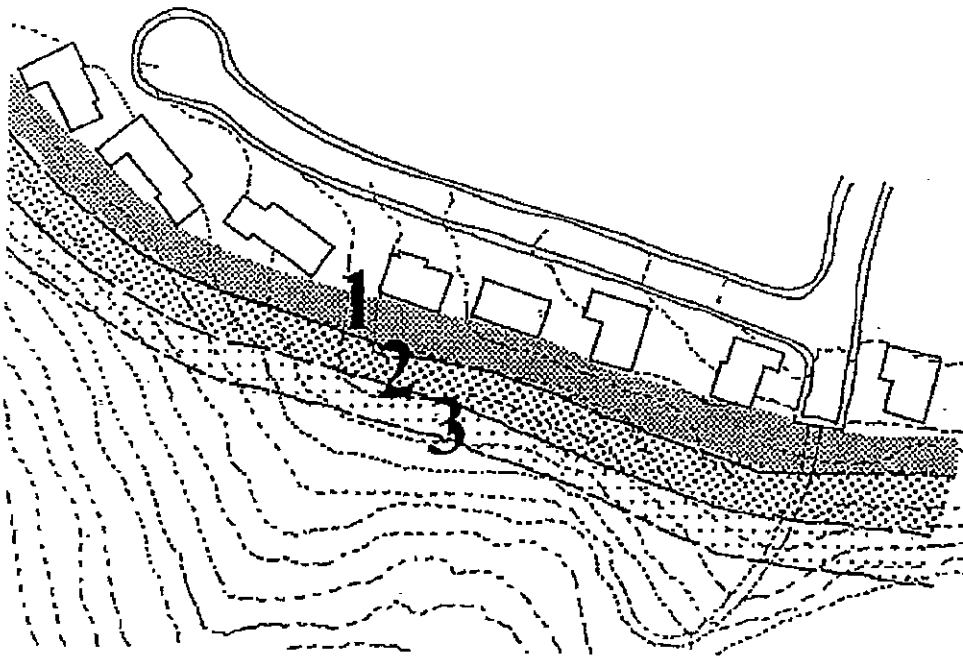
Planting in swale area.

Transitional Slope Plantings in High Fire Hazard Areas.

- Transitional slopes should be used between the domestic plantings of new development and the native, flammable brush of undisturbed areas. The goal is to slow down the approaching fire within the transitional zone by reducing the fire's fuel supply.

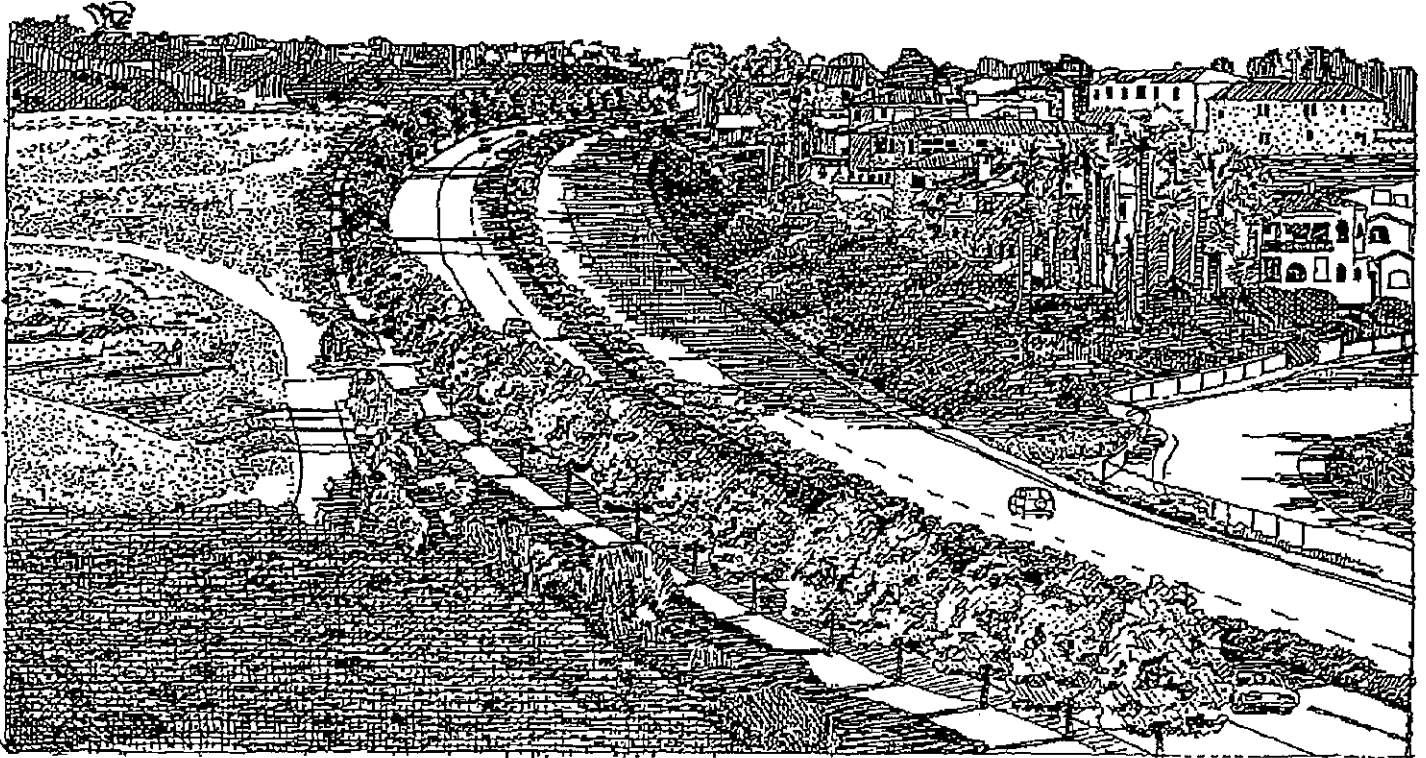
Transition Areas can be divided into three zones, subject to City approval:

- Zone #1: Ornamental non-native species which are fire retardant.
- Zone #2: Native vegetation which should be selectively pruned and thinned, with introduced fire retardant plantings. Plants with high fuel volume should not be used in this zone.
- Zone #3: Native vegetation which should be selectively pruned and thinned. Plants with high fuel volume are discouraged in this zone.



Transitional Planting Zones

IV.B Scenic Highways and Public View Corridors



Illustrative view. Pacific Coast Highway at Monarch Beach.

The Urban Design, Conservation and Open Space, and Circulation Elements of the *Dana Point General Plan* identify adopted City policies for the preservation of public views and public view corridors. Public views are an important part of Dana Point's environmental setting and character. It is the policy of the City to protect public views when reviewing new development proposals and public improvement plans. Public views from streets and public spaces should be preserved, and new views opened where opportunities exist.

The Designated "Scenic Highways" of the City are listed below.

- Coast Highway
- Pacific Coast Highway
- Del Obispo Street
- Del Prado
- Dana Point Harbor Drive
- Cove Road
- Street of the Golden Lantern
- Crown Valley Parkway
- Stonehill Drive
- Selva Road
- Doheny Park Road
- Camino de Estrella
- Niguel Road
- Camino Capistrano

A complete listing of the City's existing and proposed public parks is given in the Open Space Element of the *Dana Point General Plan*.

1. View Analysis

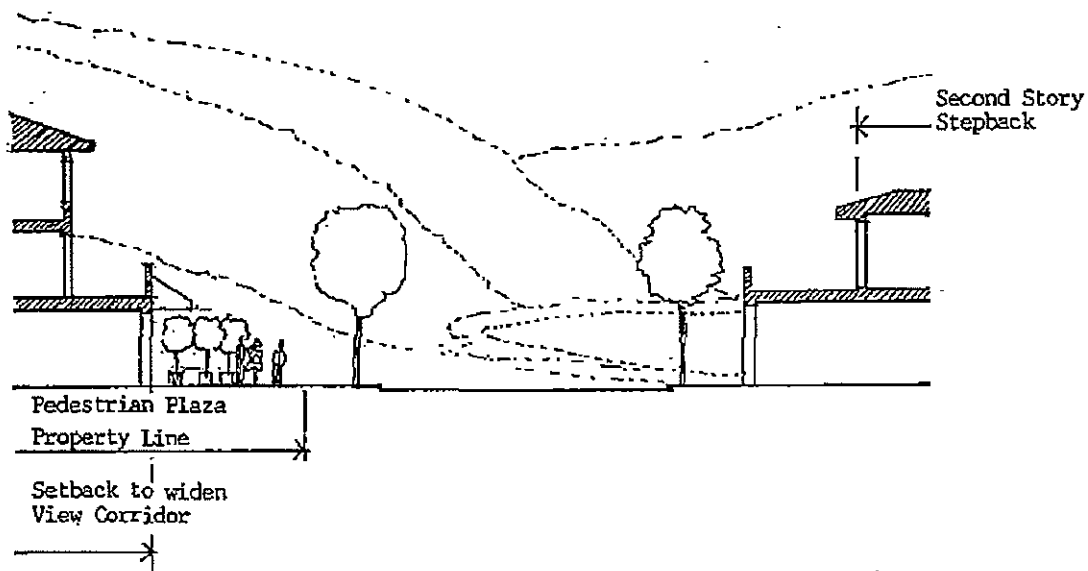
The primary concern of this section is the protection of ocean and coastal views from the public areas, rather than coastal views from private residences where no public vistas are involved. Public views are an important and valuable community resource. Proposed private development and public improvement projects that have potential to impact public views of the coastline, ocean or inland mountains should carefully document existing views and potential alterations of views that would result from the project.

- Prepare a series of photographs, as necessary, to record existing public views that may be affected by the project. These should be taken from public view points (Scenic Highway, public street or public open space). In most instances, the views selected should be within 500 feet of the site. In some cases, however, the views affected may be from more distant points in the City.
- Prepare perspective sketches or other acceptable drawings that illustrate the changes to the view that would result from the project. Include grading, buildings, accessory structures, and all other features that may affect the view. It is suggested that the illustrations be either overlays on the photographs or side-by-side comparisons of "before" (photograph) and "after" (drawing of the same view, with the project inserted).
- Summarize the view impacts in a brief written statement.
- The City may require more extensive view analysis and documentation in large development projects, or in special cases where critical public views may be affected by private or public improvements.

2. Design Guidelines

- When public views are affected by a proposed development project, careful site planning, architecture and landscape design should be used to minimize interference with views.
- Site organization should place buildings, parking areas, signs and other features in locations that preserve existing views. For example, this may require a building setback greater than that required by the Zoning Ordinance, or location of the building in a particular part of the site. The City may consider Zoning Variances to required setbacks and other development standards in order to provide design flexibility in cases where public views are to be preserved.

- Building forms should be carefully designed to minimize disruption of public views. For example, it is often possible to “step back” the upper story of a building to enlarge the visual field of a view corridor, or to lower building elements in locations within a view corridor.



- Roof forms and story heights should be adjusted to preserve public views. Although sloped roof forms are encouraged throughout the City, a flat roof may be desirable in a case where a public view can be preserved through a lower roof height.
- Landscape elements should be carefully selected to minimize disruption of public views. Consider the height, form and mass of all plant materials at maturity. Tree topping is a poor solution to improper planting choices.

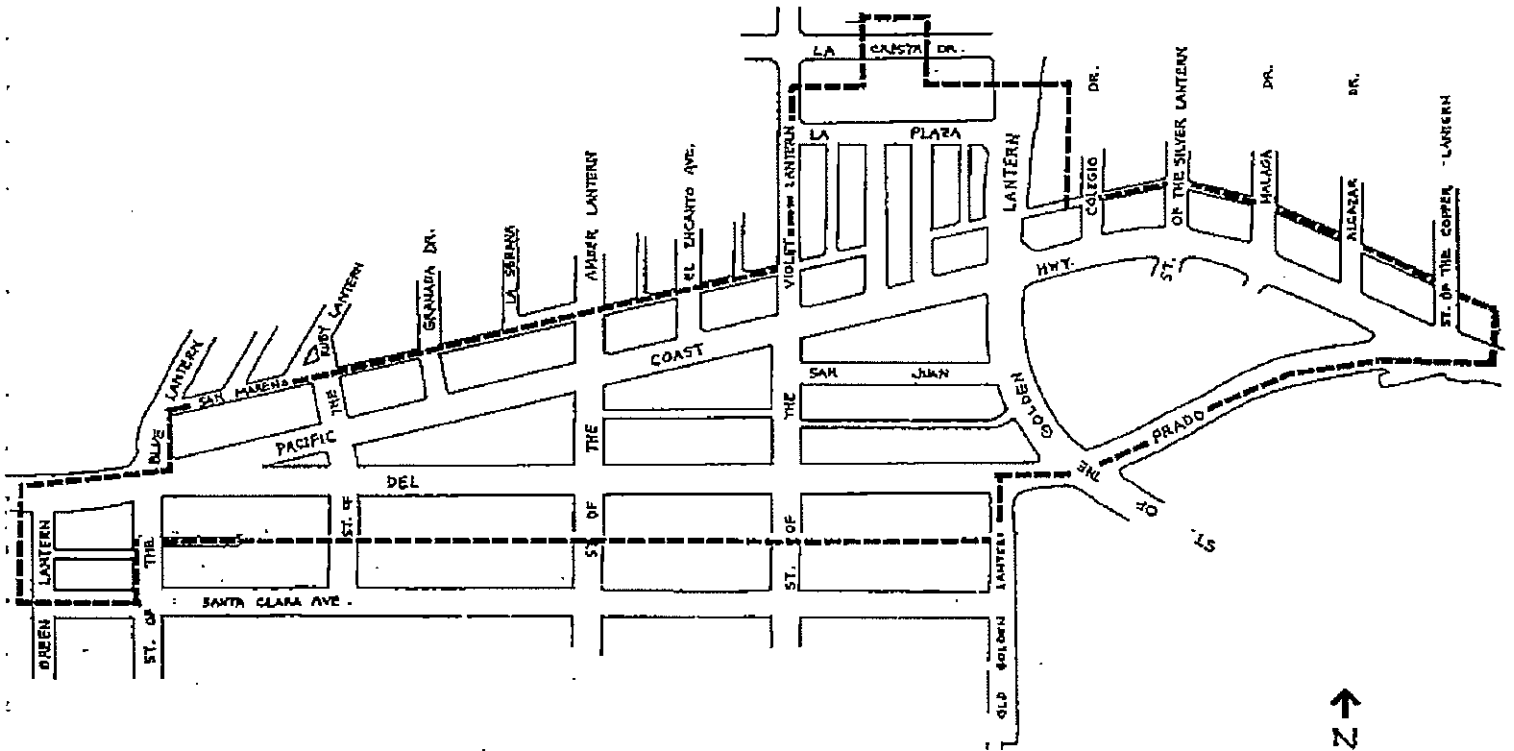
V. Additional Guidelines for Special Districts

This section provides additional Design Guidelines that should be consulted for projects within the following Special Districts:

- A. Dana Point Town Center
- B. Doheny Village
- C. Pacific Coast Highway (from the Dana Point Town Center to Doheny Village)
- D. Lantern Village

V.A. The Dana Point Town Center

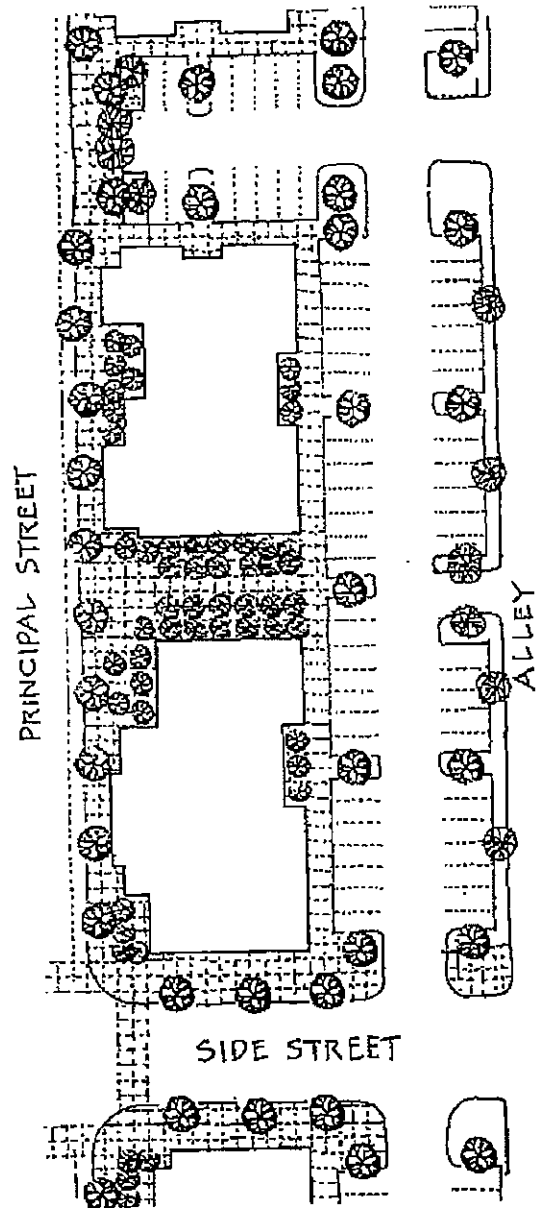
The objective for the Dana Point Town Center is to create a compact, pedestrian-oriented environment with a mix of uses. Site and building design should address pedestrian needs with widened sidewalks, regular street tree planting, street furniture, pedestrian-oriented lighting, and building frontages oriented to the sidewalk.



Map. Dana Point Town Center.

Summary of Design Principles

- Place as much of the ground level elevation of the building as possible on or near the front property line to maintain the continuity of the street edge and promote pedestrian activity. Pedestrian open spaces are encouraged along building frontages.
- Provide pedestrian open spaces (courtyards, patios, covered walkways) in all new development.
- Provide active building frontages, (shops, restaurants, outdoor and sidewalk cafes, and displays) with large window openings or sidewalk cafes not only at ground levels, but at the second floor or higher.
- Create continuous pedestrian activity along the sidewalk. Avoid blank walls and other "dead" spaces along sidewalk frontages.
- Provide street-facing pedestrian entrances.
- Locate parking to the rear of the buildings, or to the side when rear parking is not possible. Use alley access where alleys exist.
- Plant trees along the street edge in a rhythmic pattern.
- Create small-scale building frontages by dividing building facades into smaller parts.
- Provide 1 or 2 story building frontages.



Locate access and parking to the rear of buildings

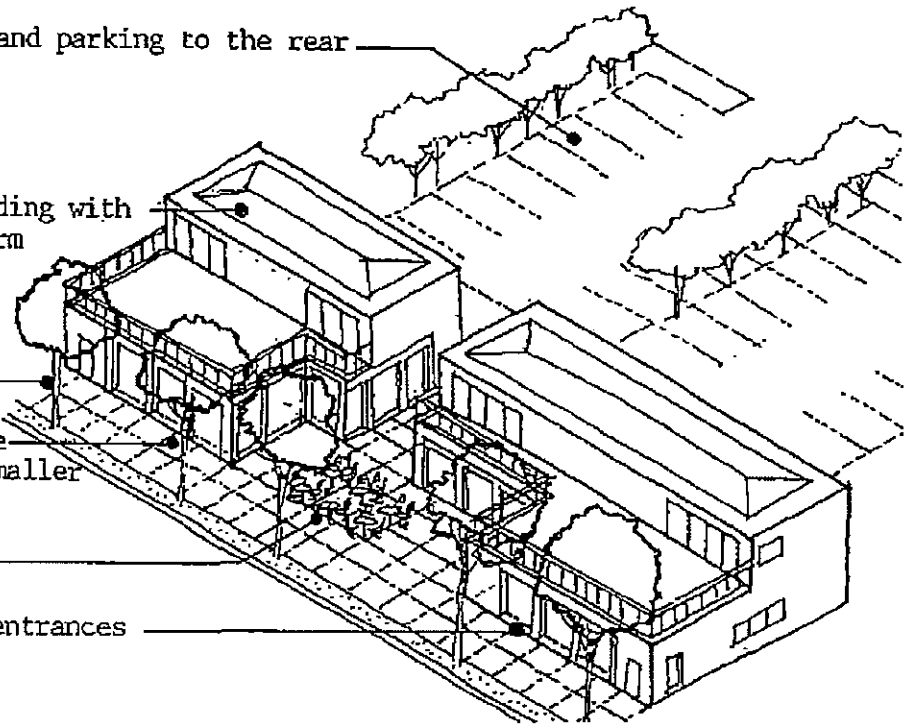
Two story building with sloped roof form

Street trees

Building facade divided into smaller parts

Dining patio

Street-facing entrances



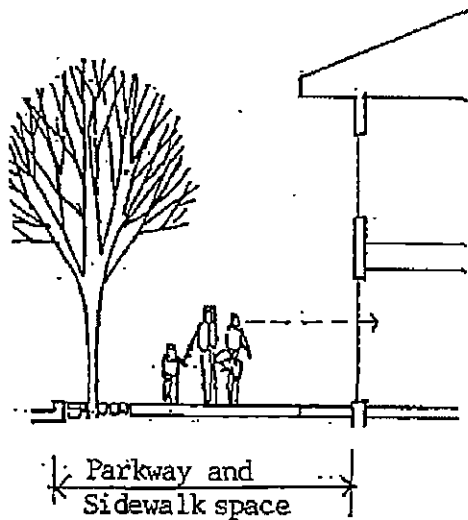
Design Principles for the Dana Point Town Center

1. Basic Principles

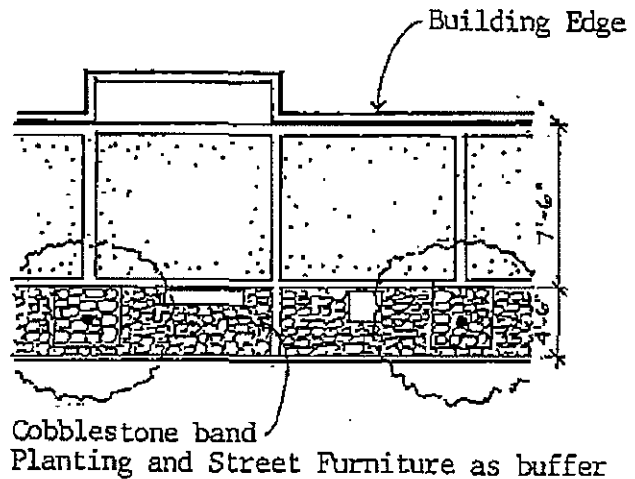
Follow all Design Guidelines for "Commercial, Mixed-Use and Office Development" as listed in Section III.B. of this document.

2. Streetscape

a. Sidewalk Space.



Section.

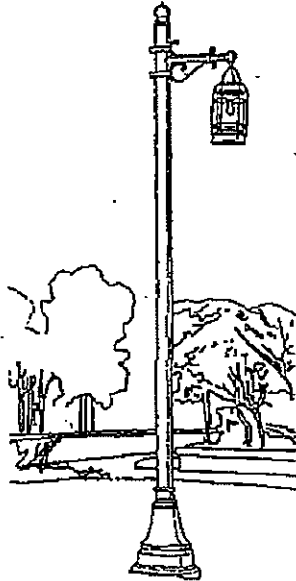


Plan.

- A 12 foot - 15 foot public sidewalk space, measured from the front property line to the planned curb, is desired where conditions permit. Sidewalk paving should be continuous from the street curb to the property line, interrupted only by tree planting spaces and street furniture.
 - The sidewalk surface should be an exposed aggregate concrete finish with a warm color tint and decorative banding (per City standard for Town Center).
 - Separate the walkway area from the curb with a "buffer" area of coarse aggregate or cobblestones. Plant street trees and place street furniture in the "buffer" area. Use a fine aggregate or broomed finish in locations adjacent to handicapped parking spaces (per City standard for Town Center).

b. Street Lighting.

- Use the historic street "Lanterns" or a similarly designed replica as the designated lighting fixture where appropriate.



- Use pedestrian-oriented site lighting to highlight pedestrian spaces and pathways.
- Develop pedestrian-oriented lighting adjacent to parks, schools, community facilities and other public or assembly places with regular evening use.

c. Street Trees.

Street Trees should be provided at a minimal interval of approximately 40 feet. Street Tree selections are listed in Appendix D.

A 4 foot by 4 foot planting well should be provided for each tree. The planting well should be covered with a metal grate and be level with the sidewalk.

d. Widened Sidewalk Spaces and Street Furniture.

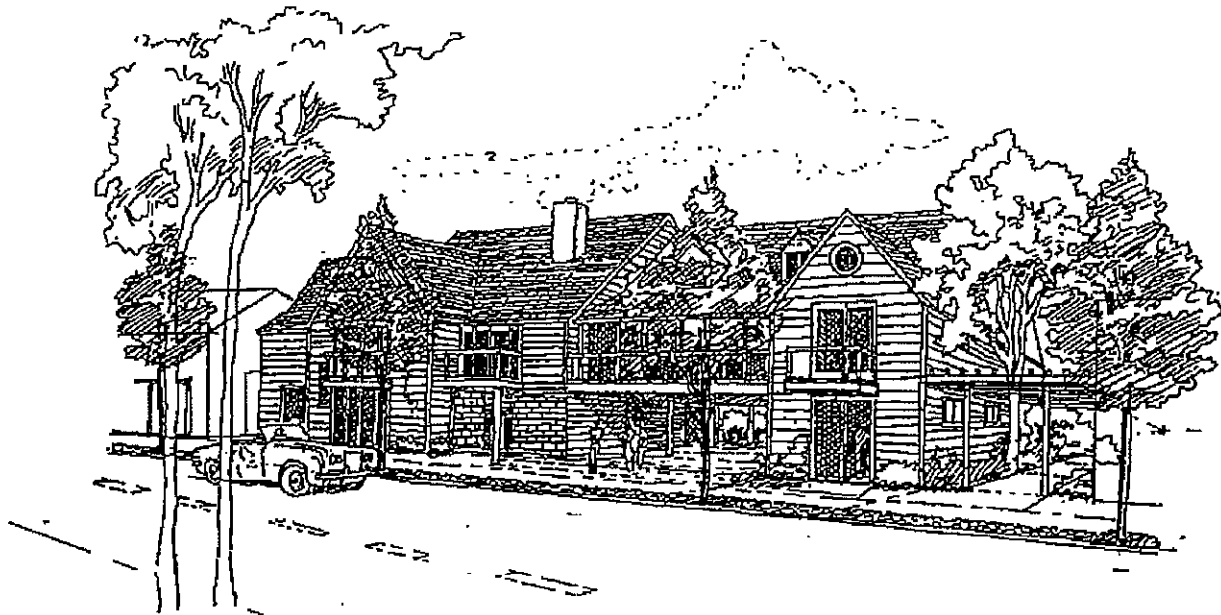
Widened sidewalk spaces for pedestrian seating and planting should be provided at select locations, including bus stops and passenger loading areas. These improvements may be implemented by future City streetscape programs.

Street furniture may be located in sidewalk spaces provided there is sufficient space for pedestrian circulation. All designs and locations must be approved by the City. Street furniture may include public art, benches, water features, planting pots and trash containers.

3. Architecture

a. The Building-Street Edge

- Buildings in the Dana Point Town Center should offer continuous pedestrian activity and interest in an uninterrupted sequence. Provide shops, sidewalk cafes, outdoor restaurant seating areas, and other active uses at the sidewalk.
 - Orient principal building frontages toward public streets.
 - Emphasize pedestrian orientation and amenities such as street-facing plazas and courtyards. Provide richly-planted landscape focus points. See Section IID.2. "Landscape Character — Landscaped Areas."
 - Buildings with long frontages should provide a major building entrance facing the street. Side or rear building entrances should always be accompanied by a street-facing entrance.
 - Entry ways to stores should be recessed for visual interest and to minimize doors swinging into the right-of-way.



Illustrative Example. New Town Center building with pedestrian orientation.

b. Building Form and Scale

- Divide building masses into small elements that reflect a pedestrian scale. See Section II.C.2. "Architectural Character — Reduction of Building Bulk."

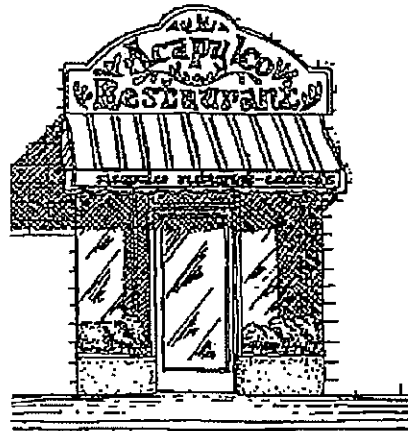


c. Storefront Transparency

- The ground level of buildings should be primarily retail uses transparent to pedestrians along the sidewalk. Large glass curtain walls not scaled to pedestrians are discouraged. First floor facades with street frontage should consist of pedestrian entrances and large display windows that provide pedestrian views into retail spaces.
 - 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 transparent when viewed from the outside. Opaque and reflecting glass is discouraged at ground level.
 - Buildings and establishments where no goods or services are offered should contain passive elements focused to the pedestrian. These may include architectural detailing, art work, landscaped areas or windows for public service use. Goods or services displayed should not be placed directly against the window or glass.

d. Awnings.

- Awnings are permitted to provide shade and entrance definition for storefronts. Awnings should not extend further from the building face than that specified in the City of Dana Point Zoning Ordinance. An encroachment permit and Design Review is required from the City for all awnings located in the public right-of-way. All Building and Fire Codes must be met.
 - The first preference for awning material is fabric, although other materials are acceptable providing the awning is of high quality.
 - Awning color should be used for building accents. Extreme colors are discouraged.

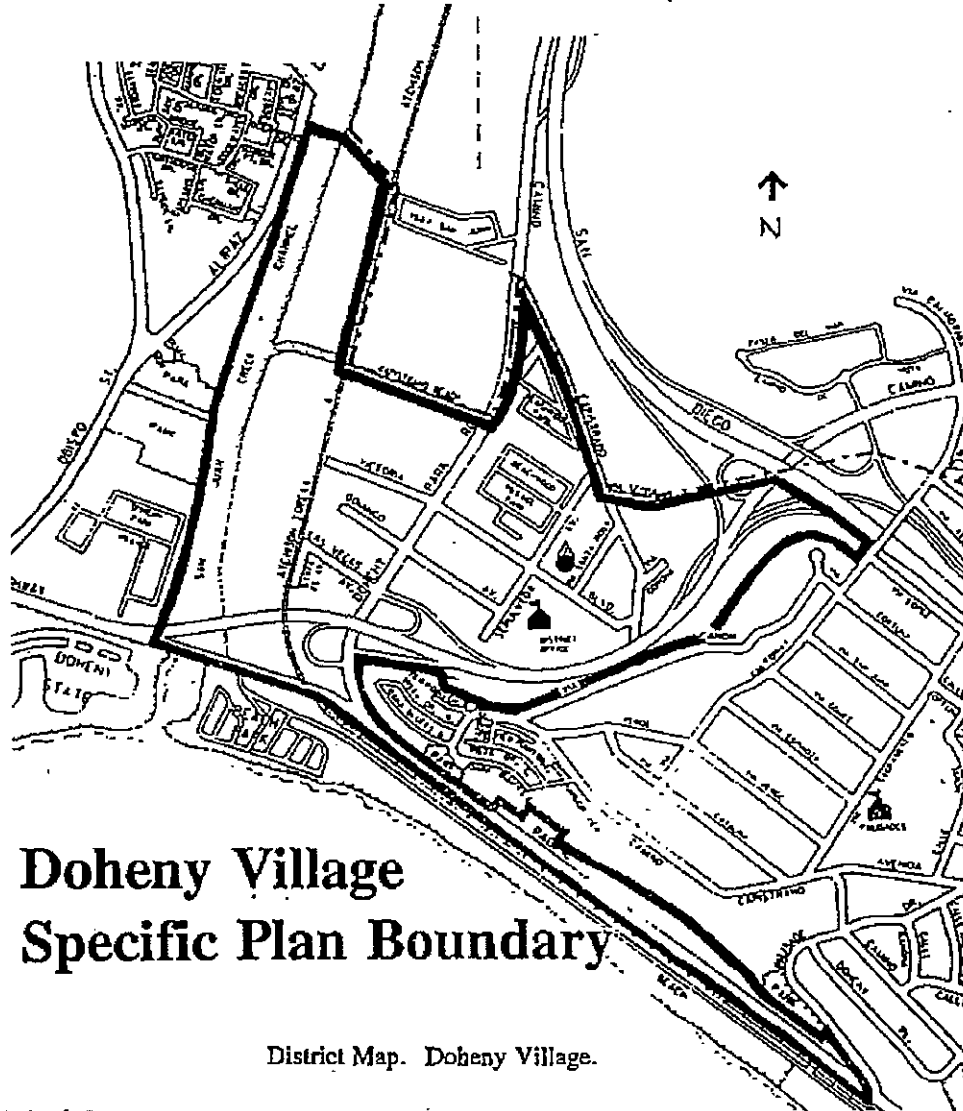


6. Town Center Parking

- Surface parking areas should be located to the rear of the property, using secondary street or alley access.
- Where alley access is not possible, driveway openings along public streets should be kept to a minimum. For corner properties, access should be on the public street of least traffic volume.
- Parking should not be located between the front or street side elevation of a building and the sidewalk.
- Where site conditions prevent a parking area from being located to the rear of a property, it may be located to the interior side. The dimension of the parking area along the public street should be kept to a minimum.
- Parking areas should be set back at least 10 feet from primary street-facing property lines, 5 feet from secondary street facing property lines, and 5 feet from the face of buildings. The setback area should be landscaped with a combination of trees and shrubs. Include pedestrian walkways where appropriate.

V.B Doheny Village

The mixed-use character of Doheny Village is unique in the City. Urban design objectives are to develop a more unified visual character through streetscape improvements, consistent site planning and architectural design, and improved pedestrian and bicycle linkages to the beachfront and San Juan Creek hiking/biking path.



Doheny Village Specific Plan Boundary

District Map. Doheny Village.

1. Basic Principles

- Development projects in Doheny Village should follow the "General Design Guidelines" listed in Section II and "Additional Guidelines for Development types" listed in Section III.
- Projects with frontages on Doheny Park Road and the Coast Highway should follow the special guidelines listed in Paragraphs 2 and 3 following.

2. Doheny Park Road

Doheny Park Road is an important entrance to the City and the visual focus of Doheny Village. The urban design objective is to create a landscaped parkway which serves as a prominent entrance to Dana Point.

- Building frontages on Doheny Park Road should follow the guidelines for Architecture outlined in Section V.A.3 for the Dana Point Town Center. Buildings should be placed at or near the front property line in order to create pedestrian interest along the sidewalk.

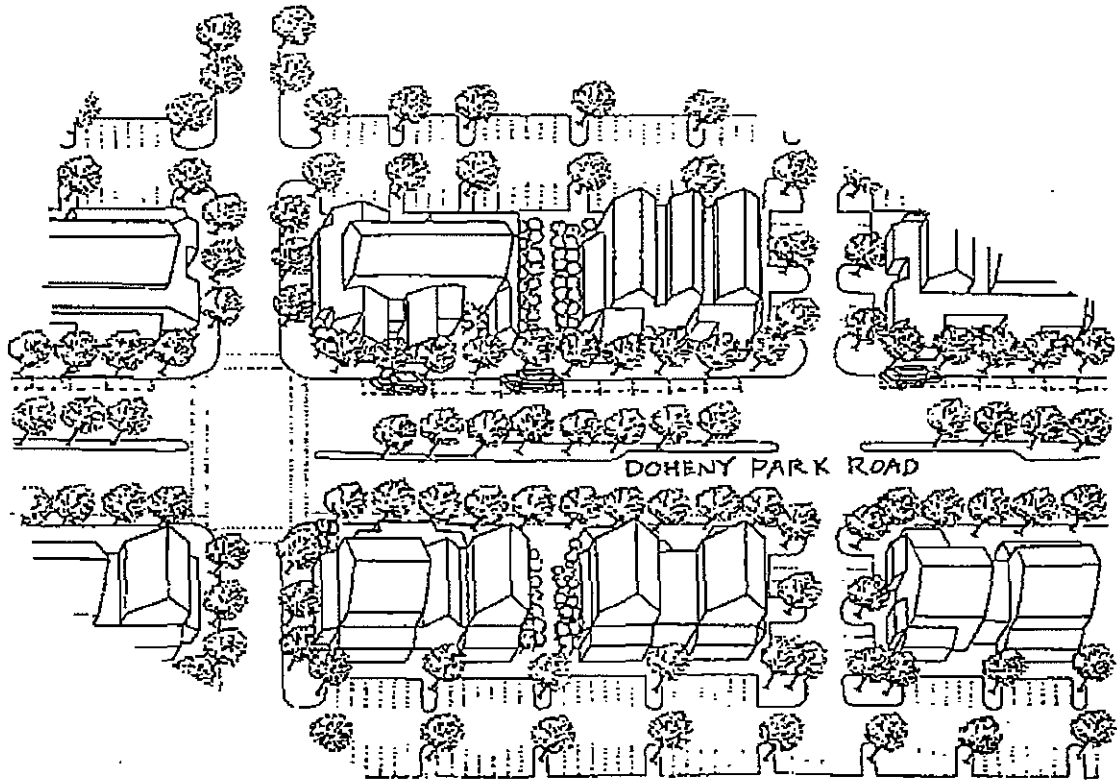


Illustration of Development on Doheny Park Road.

- Parking lots should not be located between a building and the public sidewalk. Locate parking to the rear or interior side of the building. If a parking lot faces a public sidewalk, its dimension parallel to the street should be limited to one double parking bay with circulation aisle (approximately 65 feet). The parking lot should be set back at least 10 feet from the sidewalk, and the setback area landscaped with a combination of trees and shrubs.
- Public Sidewalk Space

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

- Separate the walkway area from the curb with a "buffer" area of coarse aggregate or cobblestones. Plant street trees and place street furniture in the "buffer" area. Use a fine aggregate or finish broomed in locations adjacent to handicapped parking spaces.
- Street trees should be provided at a minimal interval of approximately 40 feet.

3. The Coast Highway (between Doheny Park Road and Palisade Drive)

This paragraph applies to development on the Coast Highway between Doheny Park Road and Palisade Drive.

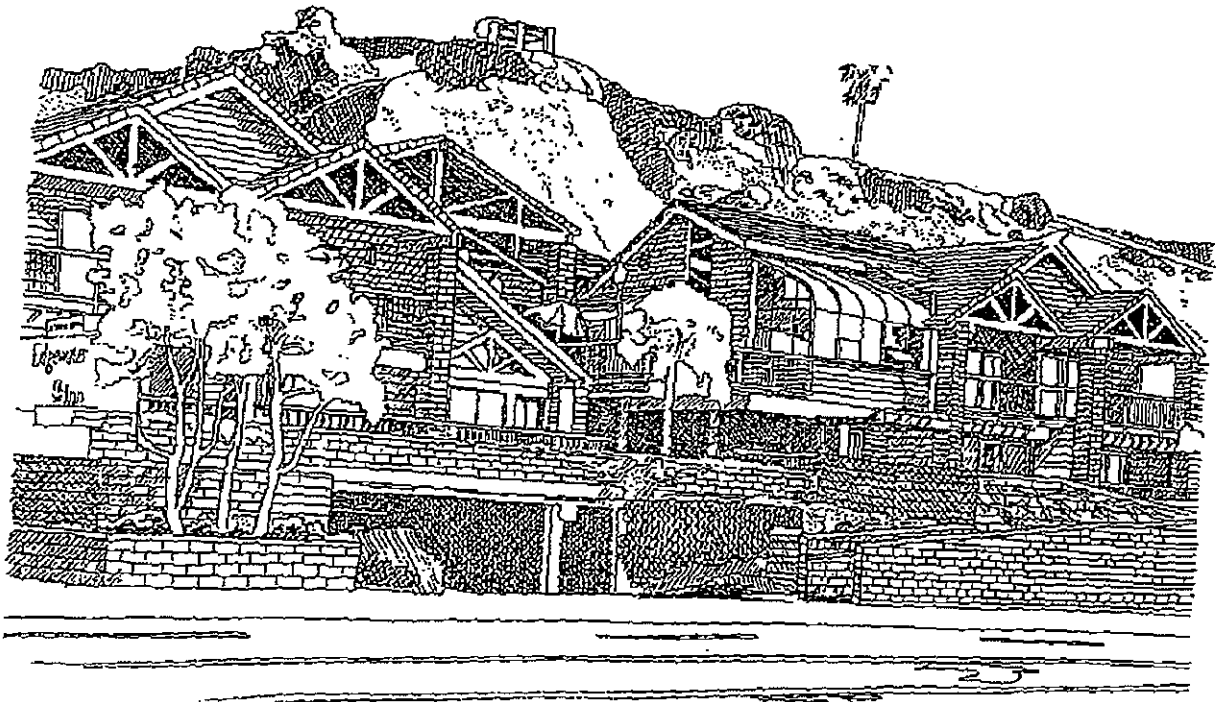
The design character of the Coast Highway is dominated by the continuous line of beachfront and coastal bluffs. Land uses are primarily visitor serving lodging, restaurants and shops. Development along the Coast Highway should maximize view opportunities and create a softened foreground of buildings and plantings in front of the coastal bluffs.

a. Architecture

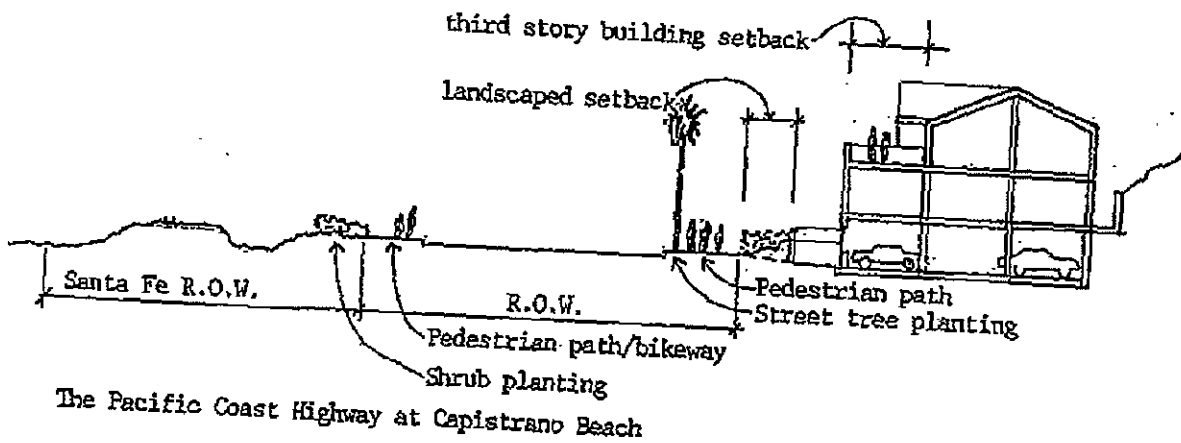
In addition to the General Design Guidelines for architectural and landscape character listed in Section II, development on the Coast Highway should give particular attention to the following principles:

- Building masses should be sensitively divided into smaller-scale components. Upper stories should be stepped back away from the highway to create a softened visual transition between the beachfront and bluff.
- Provide a landscaped setback area between the sidewalk and building frontages.
- Textured gabled and pitched roof forms are encouraged with varying heights and ridge lines.
- Materials that reflect the color and texture of the coastal bluffs are encouraged. Examples are stained wood, heavy timber, stone and brick.

- Light earth tone colors that blend with and enhance the natural colors of the coastal bluffs and landscape are encouraged.

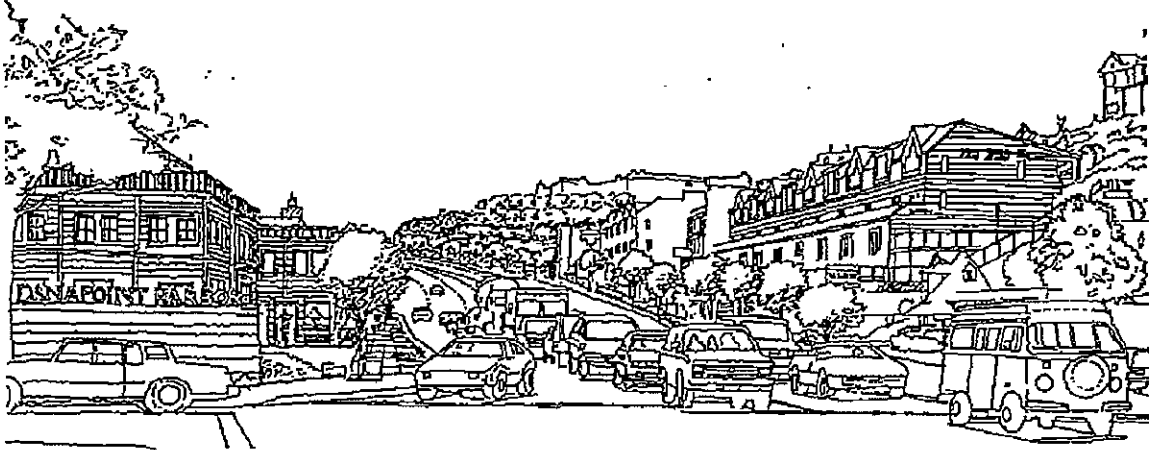


Edgewater Inn. Desired example of building mass divided into small-scale components and stepped back from the Coast Highway.



Section. Coast Highway and Building with Setbacks.

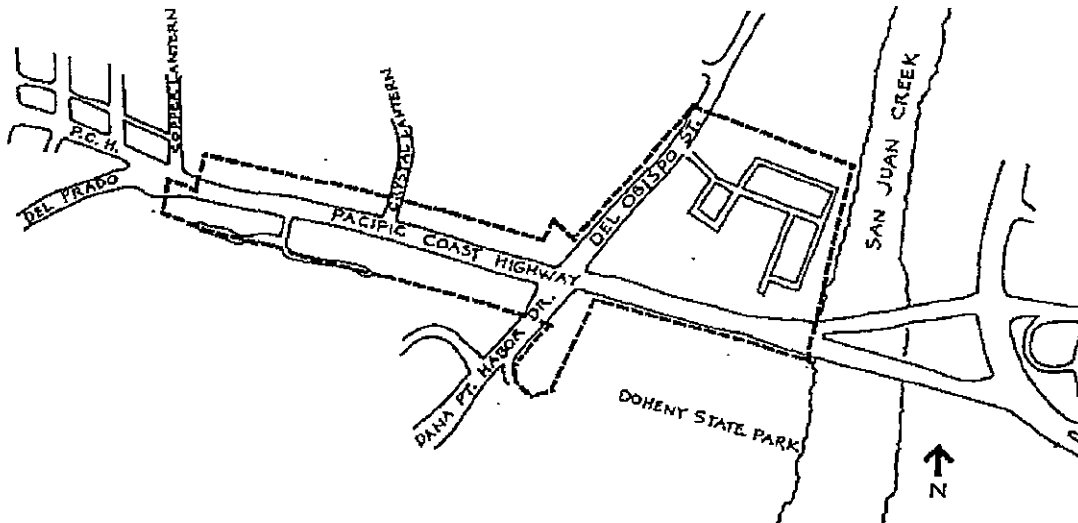
V.C. The Pacific Coast Highway (from the Dana Point Town Center to Doheny Village)



Illustrative View. Looking west from Del Obispo with potential new development and street tree planting.

The Pacific Coast Highway corridor connects the Dana Point Town Center with the Harbor, the Beach, and Doheny Village. The major objective in new development is to provide design continuity and improve the pedestrian experience along the public sidewalk.

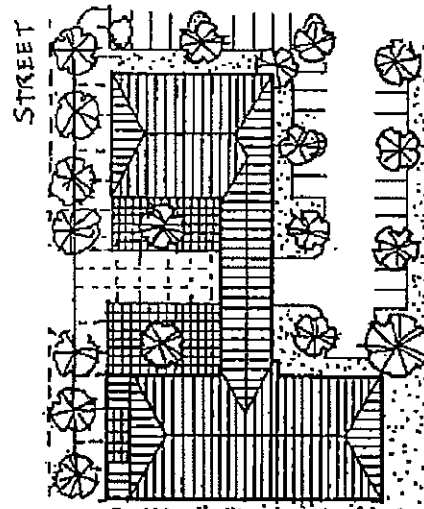
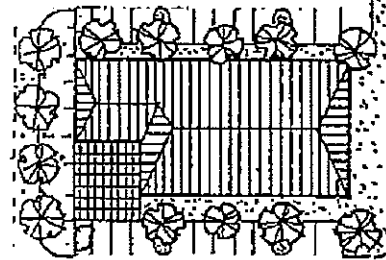
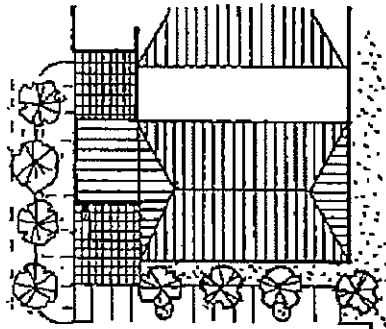
These guidelines apply to all parcels with frontages on The Pacific Coast Highway between the Street of the Copper Lantern and San Juan Creek.



Map of the Pacific Coast Highway from the Dana Point Town Center to Doheny Village

Summary of Design Principles

- Create a unified street edge of buildings and landscaping.
- Provide a public sidewalk space with street trees planted in a rhythmic pattern.
- Pedestrian open spaces such as covered walkways, courtyards, and plazas are encouraged.
- Provide street facing pedestrian entrances.
- Buildings should be placed at or near the front property line in order to create pedestrian interest along the sidewalk. Parking lots should be located to the rear or interior side of the building.
- The number of driveway openings on the Pacific Coast Highway should be kept to a minimum. Developments will be limited to one driveway opening on the highway. If a cross street exists, the cross street should be used for ingress and egress. Driveways shared by adjacent developments are encouraged, as are common parking lots and common parking structures.



V.D Lantern Village

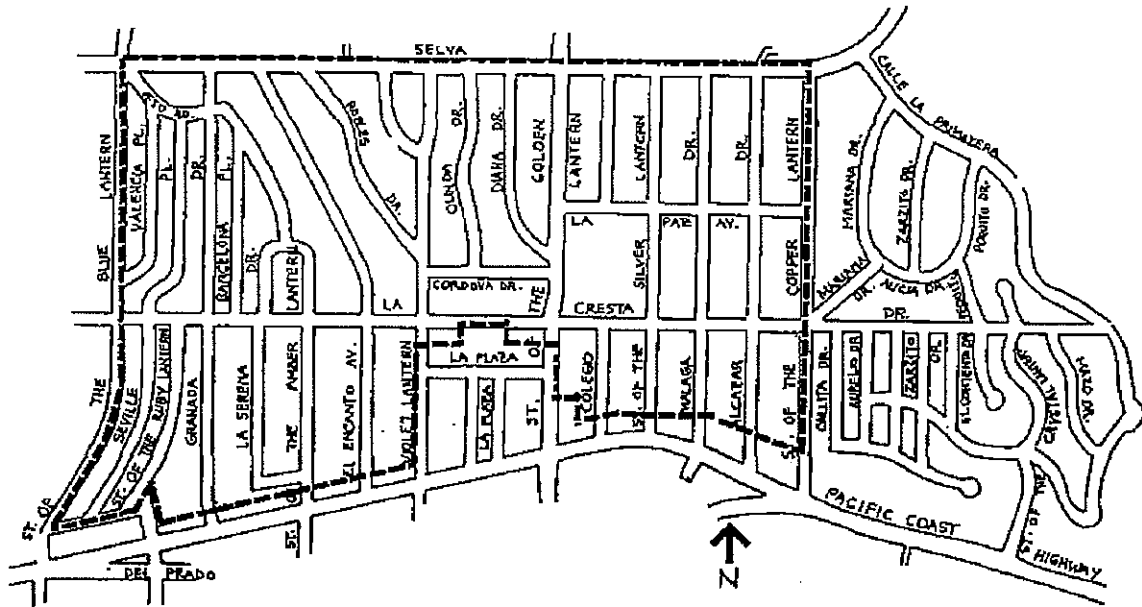
Lantern Village was established in the 1920's and 1930's as part of Dana Point's early development as a "community by the sea." Its pattern of small lots facing ocean-oriented streets, and steep, curving topography, gives the neighborhood a strong physical framework.

Steep hillside sites are common, requiring special design sensitivity.

The following Sections of the Guidelines are particularly important in Lantern Village:

Section III.A. "Residential Development."

Section IV.A. "Multi-Building Hillside Residential Development."



Map of Lantern Village.

1. Site Planning Principles

- Provide direct visual relationships between buildings, streets and sidewalks.

Buildings and individual dwellings should be oriented to either the street or an interior courtyard. If 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 clear "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.

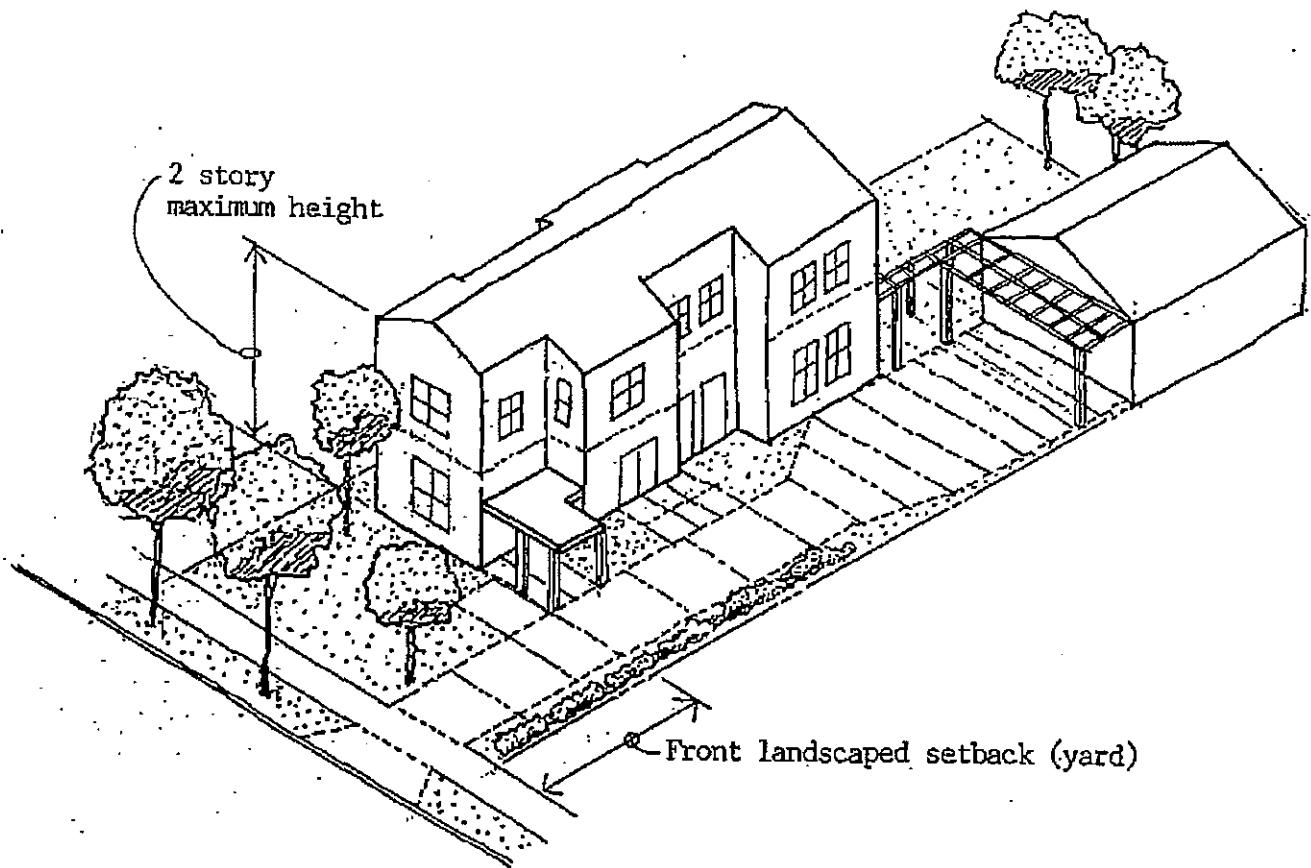


Illustration of desired Lantern Village development.

2. Parking and Access

- Parking lots and garages should not be located in required yard setback spaces, nor should they be located between the front elevation of a building and the public street. Place parking facilities to the rear, interior side or internal locations on the property.
- See Section II.F. "Parking Facilities" and Section III.A.4. "Residential Development-Parking and Access."

3. Planting

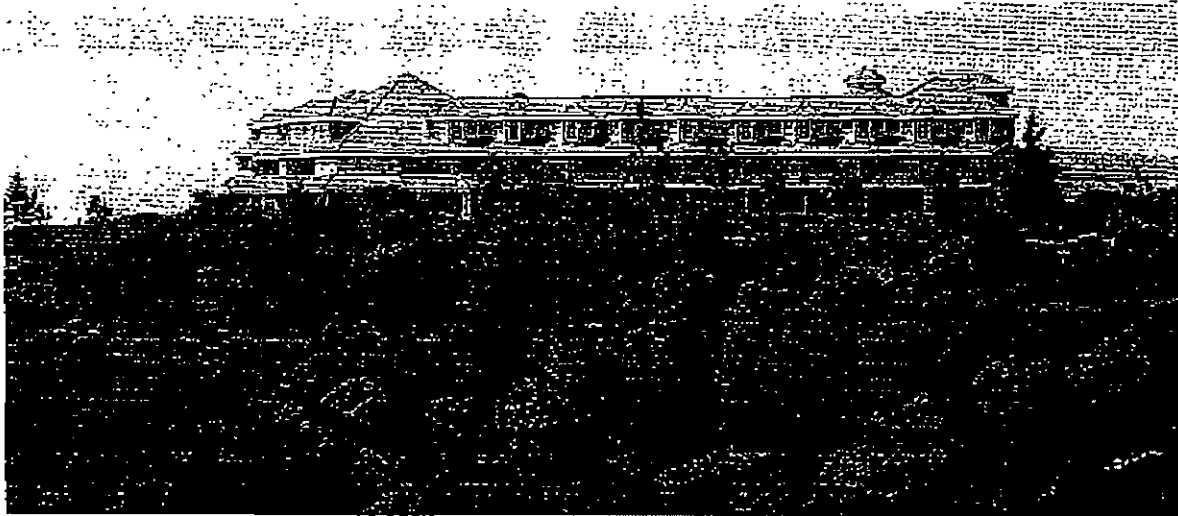
- Street Trees. All developments should provide street trees. See Section II.D., "Landscape Character."
- Yard Planting. Required Front, Side and Rear Setback spaces, and Common Open Spaces, should be fully-landscaped with trees and shrubs. Decoratively-paved pedestrian spaces such as courtyards, as well as playground spaces, are an acceptable substitute for planted space.

4. Architecture

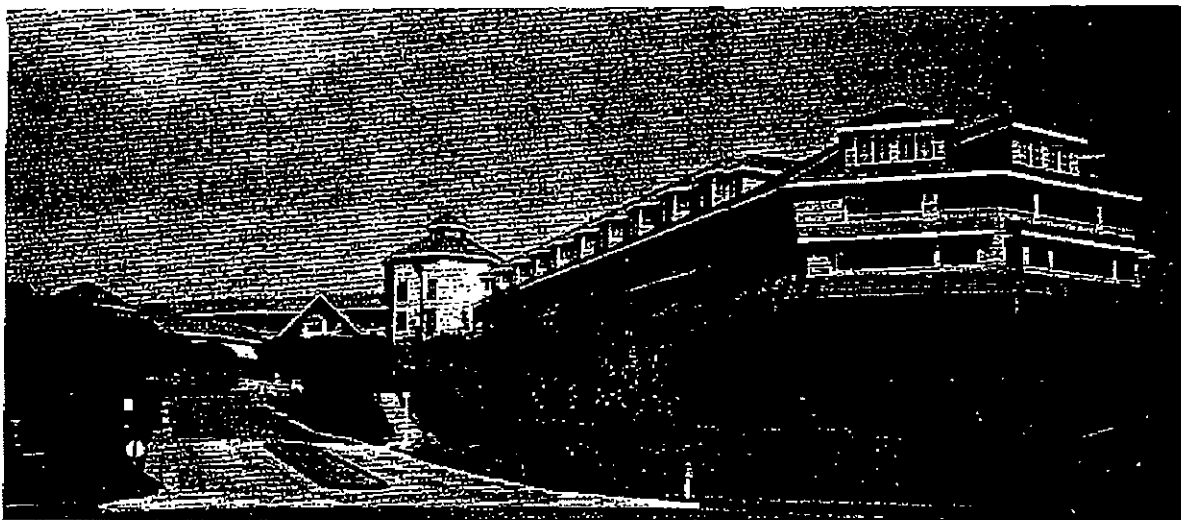
- On building frontages facing public streets, architectural elements such as bays, bay windows, balconies, porches, and verandas are encouraged to add scale and character to the street.
- Architectural projections should be used to emphasize important design elements such as entrances, bay windows, stair towers, balconies, and verandas.
- Buildings should be of one or two stories.
- New building forms should be articulated to create interesting rooflines and strong patterns of shade and shadow.
- Architectural elements such as columns, exposed beams, ornament and sculptural detail, 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.
- Driveway materials should be of decorative quality such as stone, brick pavers, embossed concrete, colored concrete with ribbons, or exposed aggregate. Where the drive width is a major part of the property frontage, planting wells should be utilized to 'break-up' the excessive hardscape.

Appendix A. Examples of Recent Architecture in Dana Point

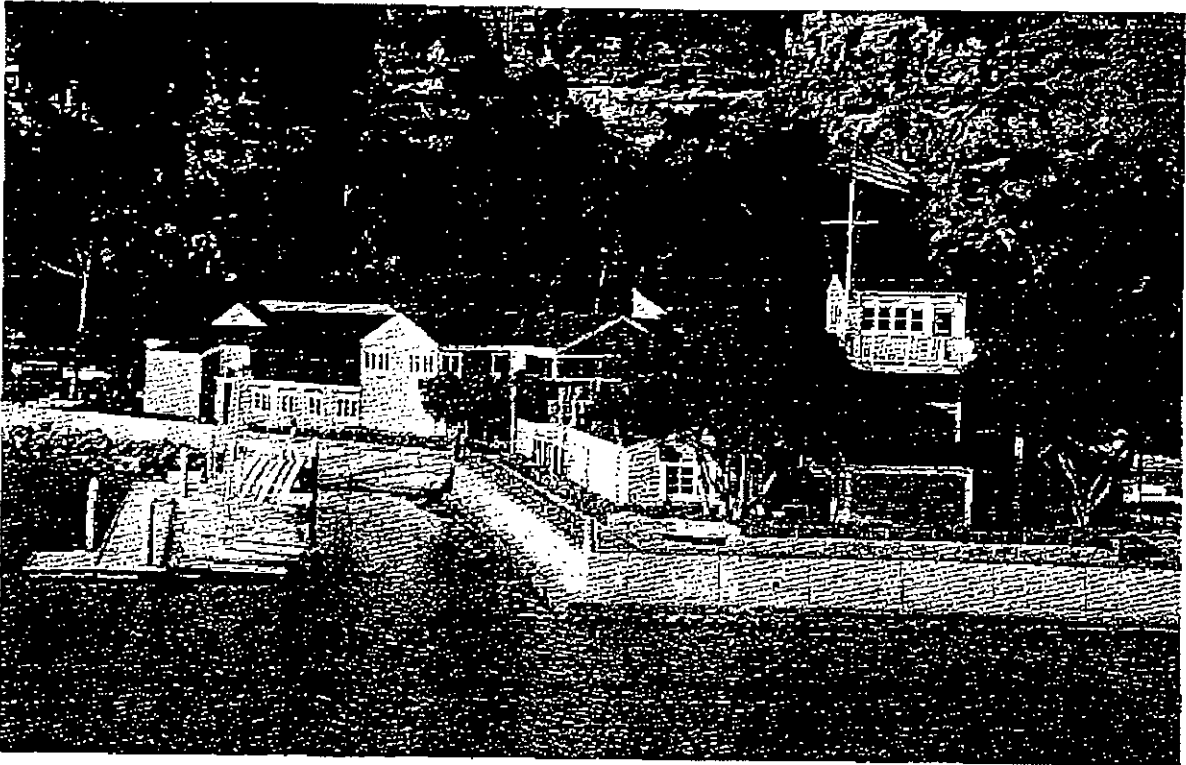
The following pages contain examples of recent architecture which illustrate positive qualities desired of new projects in Dana Point. The examples represent a variety of building types, architectural character and functions. Desirable elements found in all examples are sensitive site design in relationship to the natural setting, high-quality pedestrian spaces and carefully-scaled architecture which reflects the city's coastal "village" atmosphere.



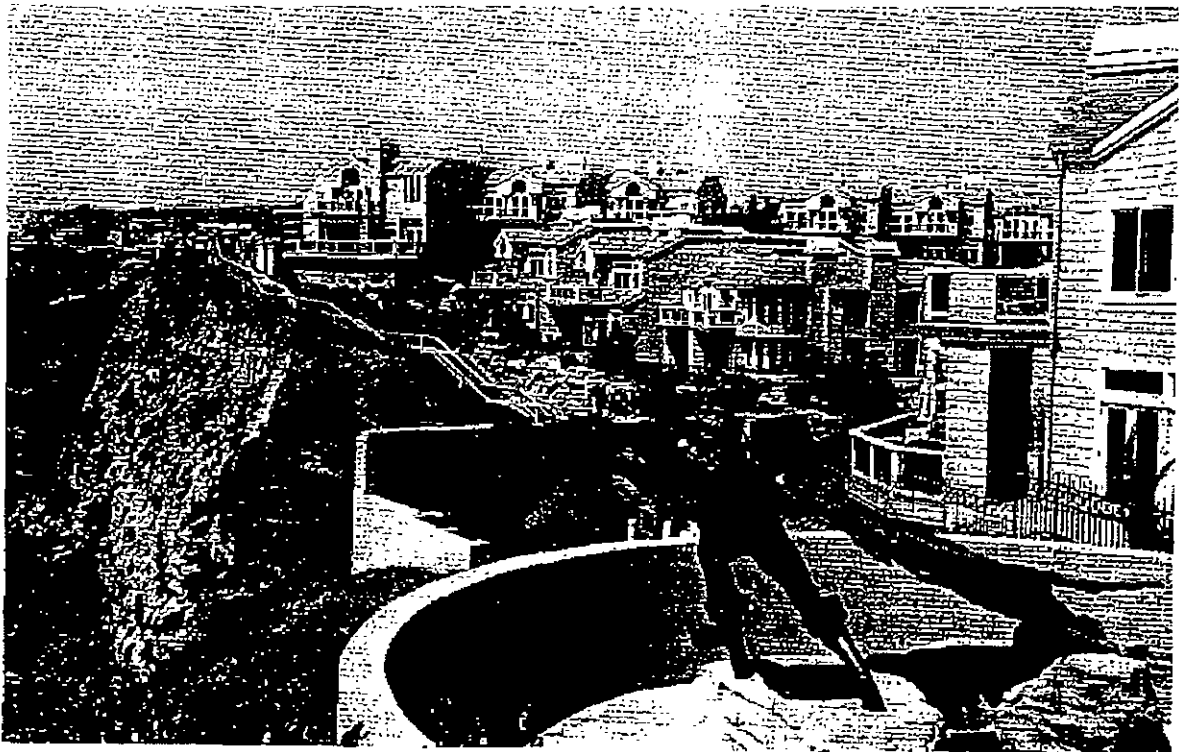
Dana Point Resort. Strong relationship to the blufftop natural setting, high-quality open spaces and excellent landscape design. The building mass has depth and scale created by the recessed balconies and strong shadow patterns.



Dana Point Resort



Orange County Youth Facility. Architecture which reflects the harbor location and maritime character. High-quality pedestrian spaces exemplified by the courtyard and continuous walkway along the water's edge.



The Admiralty, blufftop walk and "Hyde Drogher" sculpture. Creative relationship to the blufftop setting with sensitive building form, incorporation of site historical elements into the design and an exceptional pedestrian opportunity (the blufftop walk).



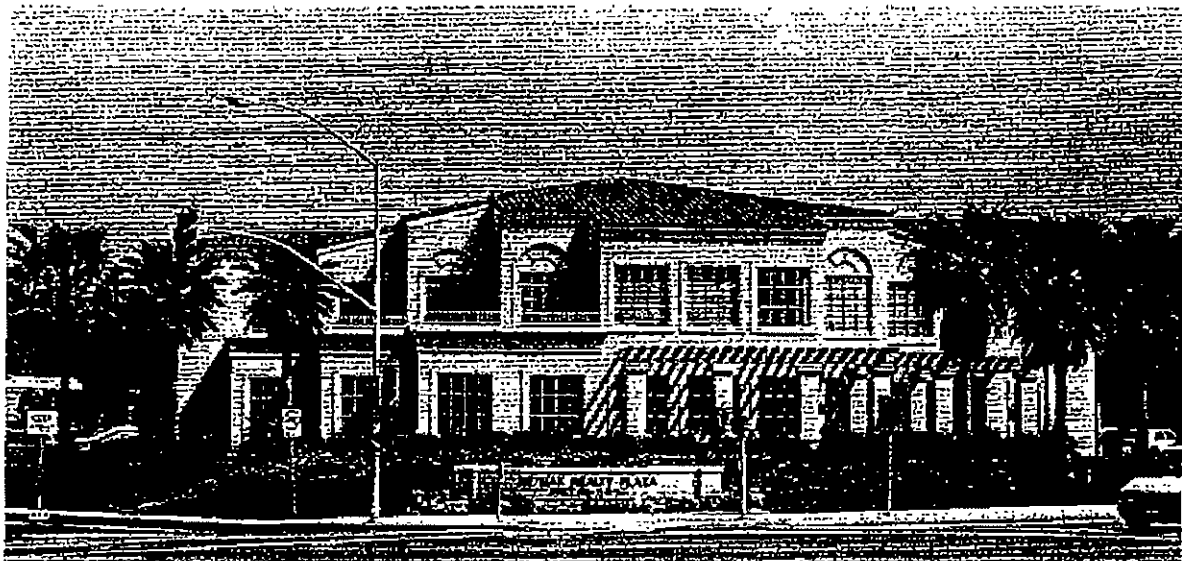
The Blue Lantern Inn, 34343 Street of The Blue Lantern. Architectural design influenced by Eastern coastal buildings. The building bulk is carefully divided into smaller parts to achieve a "village" scale. The covered porch establishes a strong pedestrian link to the sidewalk.



The Edgewater Inn, 34744 Coast Highway. The roof forms, porches and recesses give the building a good sense of scale and architectural character that relate well to Capistrano Beach's history and natural setting. Parking is enclosed under a podium out of view.



Ritz Carlton Resort. The building's restrained and sensitive design achieves an excellent integration with the blufftop site. The arcades, covered porches, recesses and gently-sloped roof form give an excellent sculptural quality to the facade. The courtyards, gardens, walkways, viewing opportunities and landscaped grounds create an exemplary set of pedestrian spaces.



Office Building at Pacific Coast Highway and Niguel Road. The building successfully relates to its corner location with a strong form, careful scaling of facades and high-quality landscape design. The structure is located near the front of the site, adjacent to the sidewalks for good pedestrian orientation, with parking to the sides and rear.

Appendix B. Design Checklist

The following Checklist provides an overview of key Design Guidelines and is intended as a quick reference. It highlights the Guidelines, but does not list all Guidelines which may be applicable to a project. The Checklist is best used as a tool to check a project design or submittal, but is not intended as a substitute for the full text of this document.

| Section | Guideline | Page Reference |
|--------------|---|----------------|
| II.A. | Site Design | |
| | <ul style="list-style-type: none"> ___ 1. Provide analysis of existing conditions on and adjacent to the site. 4 ___ 2. Develop compatible relationships to buildings and open spaces on adjacent properties. 5 ___ 3. Provide a clear circulation pattern for pedestrians, autos, and service vehicles. 6 ___ 4. Site plan and planting design should consider influences of climate. 6 | |
| II.B. | Relationship to Neighboring Development | |
| | <ul style="list-style-type: none"> ___ 1. Establish circulation linkages between adjacent commercial projects. 8 ___ 2. Provide complementary building form and massing relationships with neighboring buildings. 8 | |
| II.C. | Architectural Character | |
| | <ul style="list-style-type: none"> ___ 1. Provide pedestrian orientation, promote pedestrian activity and create outdoor spaces for pedestrian enjoyment. 9 ___ 2. Divide building masses into smaller parts to reduce bulk and improve building scale. 9 ___ 3. Terrace back the upper story of all buildings over two stories. 9 ___ 4. Provide sloped roof forms. 11 | |
| II.D. | Landscape Character | |
| | <ul style="list-style-type: none"> ___ 1. Emphasize drought tolerance and low water use in all plant selection. 14 ___ 2. Provide street trees in all new projects and follow the street tree selection guide in Appendix D. 14 ___ 3. Provide defined courtyards and other landscaped pedestrian spaces. 15 ___ 4. Avoid large turfed lawn areas that require high water use. 15 ___ 5. Use reclaimed water when possible. 15 | |

| Section | Guideline | Page Reference |
|---------------|---|----------------|
| II.E. | Historic Preservation | |
| | __ 1. Review the Secretary of the Interior's <i>Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings</i> when dealing with a Designated Historic Site. | 16 |
| | __ 2. Design compatible relationships with existing historic resources. | 16 |
| II.F. | Parking and Loading Facilities | |
| | __ 1. Minimize the number of driveway openings on public streets. | 19 |
| | __ 2. Organize parking lots into smaller parking courts with clear, attractive pedestrian pathways to buildings. | 19 |
| | __ 3. Soften off-street parking lots from street view with perimeter planting or a solid wall. | 19 |
| | __ 4. Provide internal tree canopies in parking lots. | 21 |
| | __ 5. Common parking areas are encouraged in commercial districts. | 24 |
| | __ 6. Underground and decked parking is encouraged in the Town Center and other densely-built areas of the city. | 24 |
| II.G. | Building Equipment and Services | |
| | __ 1. Locate and design building services to minimize visual impact on public streets and neighboring properties. | 25 |
| | __ 2. Locate service access and trash collection on alleys where alleys exist. | 25 |
| | __ 3. Minimize roof-mounted mechanical equipment. | 25 |
| III.A. | Residential Development (Attached Single Family, Duplex and Multi-Family) | |
| | __ 1. Orient dwellings to the street, interior courtyards or garden spaces. | 28 |
| | __ 2. Interior corridors are discouraged as primary entrances to dwellings. | 29 |
| | __ 3. Provide a fully-landscaped yard in all street-facing setback areas. | 29 |
| | __ 4. Integrate new streets and sidewalks with neighboring properties. | 30 |
| | __ 5. Provide usable open space for each dwelling. | 31 |

| Section | Guideline | Page Reference |
|---------------|---|----------------|
| III.A. | Residential Development (Attached Single Family, Duplex and Multi-Family) (Continued) | |
| | __ 6. Divide the bulk and mass of residential buildings into smaller parts. | 32 |
| | __ 7. Create street frontages with architectural and landscape interest. | 32 |
| | __ 8. Minimize the number of garage doors facing public streets. | 33 |
| | __ 9. Provide "parking courts" and "parking drives." Minimize large parking lots. | 33 |
| III.B. | Commercial, Mixed-Use and Office Development | |
| | __ 1. Orient principal building elevations to public streets and sidewalks. | 35 |
| | __ 2. Locate buildings near the front property line and place parking to the rear and side of the building. | 36 |
| | __ 3. Provide active building frontages with pedestrian interest. | 36 |
| | __ 4. In most locations, separate the sidewalk from the curb with a parkway. Provide street trees and other plantings in the parkway strip. | 37 |
| III.C. | Industrial and Business Park Development | |
| | __ 1. Provide a 20 foot Landscaped Street Edge along public streets. | 40 |
| | __ 2. Screen storage yards and service areas from off-site views. | 40 |
| | __ 3. Follow special Architectural Guidelines for industrial and business park development. | 41 |
| IV.A. | Multi-Building Hillside Residential Development | |
| | __ 1. Use varied materials, colors, and forms to achieve visible distinctions between buildings. | 43 |
| | __ 2. Locate buildings on different levels to achieve height variation. | 43 |
| | __ 3. Retain significant trees and other vegetation. | 44 |
| | __ 4. Minimize grading impacts in the layout of streets and lots. | 44 |
| | __ 5. Create slopes that approximate natural grades. | 44 |
| | __ 6. Design terracing with small incremental steps. | |
| | __ 7. Select plant materials for erosion control, fire protection, drought tolerance, and visual criteria. | 46 |
| | __ 8. Provide transitional planting zones in fire hazard areas. | 48 |

| Section | Guideline | Page Reference |
|--------------|---|---|
| IV.B. | Scenic Highways and Public View Corridors | |
| | <ul style="list-style-type: none"> <li data-bbox="407 331 1122 394">___ 1. Projects that impact public views must provide a View Analysis (see Page 50). <li data-bbox="407 401 1122 533">___ 2. Site planning and building design should preserve existing public views. Building setbacks and other development standards may be modified, if necessary, to preserve public views. | <p data-bbox="1268 365 1300 396">50</p> <p data-bbox="1268 499 1300 531">50</p> |
| | Guidelines for Special Districts: | |
| V.A. | The Dana Point Town Center | |
| | <ul style="list-style-type: none"> <li data-bbox="407 669 1122 1026">___ 1. Design sites and buildings to emphasize a pedestrian orientation and create a high-quality pedestrian district. <ul style="list-style-type: none"> <li data-bbox="488 732 1024 764">• Building frontages oriented to the sidewalk. <li data-bbox="488 770 1122 833">• Street trees, street furniture and pedestrian-oriented lighting. <li data-bbox="488 837 943 869">• High-quality pedestrian open spaces. <li data-bbox="488 873 813 905">• Active building frontages. <li data-bbox="488 909 1089 972">• Parking located to the rear of buildings with alley access where alleys exist. <li data-bbox="488 976 1008 1039">• Small-scale building frontages to achieve a "village" atmosphere. <li data-bbox="407 1043 1122 1131">___ 2. Provide a 12-15 foot sidewalk space with "buffer" area between the walking surface and street. Plant street trees in the buffer area. | <p data-bbox="1268 732 1300 764">54</p> <p data-bbox="1268 1100 1300 1131">56</p> |
| V.B. | Doheny Village | |
| | <ul style="list-style-type: none"> <li data-bbox="407 1205 1122 1501">___ 1. Doheny Park Road <ul style="list-style-type: none"> <li data-bbox="488 1247 1105 1310">• Locate buildings on or near the front property line to create pedestrian interest along the sidewalk. <li data-bbox="488 1314 1089 1377">• Locate parking lots to the rear or interior side of buildings. <li data-bbox="488 1381 1122 1501">• Parking lots located to the sides of buildings should limit their dimension parallel to the street to one double parking bay (65 feet). Setback the parking lot at least 10 feet from the sidewalk. | <p data-bbox="1268 1268 1300 1299">62</p> <p data-bbox="1268 1341 1300 1373">63</p> <p data-bbox="1268 1478 1300 1509">63</p> |

| Section | Guideline | Page Reference |
|---------|--|----------------|
| V.B. | Doheny Village (Continued) | |
| | <ul style="list-style-type: none"> • Provide a continuous sidewalk from the front property line to the curb. Separate the sidewalk from the curb with a buffer area of street trees, other plantings, and street furniture. | 63 |
| | <ul style="list-style-type: none"> ___ 2. The Coast Highway (between Doheny Park Road and Palisade Drive) <ul style="list-style-type: none"> • Provide a landscaped setback between the sidewalk and building frontages. • Divide building masses into smaller-scale components. | 63 64 |
| V.C. | The Pacific Coast Highway (from the Dana Point Town Center to Doheny Village) | |
| | ___ 1. Locate buildings on or near the front property line to create pedestrian interest along the sidewalk. | 66 |
| | ___ 2. Locate parking lots to the rear or interior side of the building. | 66 |
| | ___ 3. Minimize the number of driveway openings on the Pacific Coast Highway. Developments are limited to one driveway opening on the highway. | 66 |
| | ___ 4. Shared driveways and parking facilities are encouraged. | 66 |
| | ___ 5. Provide street-facing pedestrian entrances. | 66 |
| | ___ 6. Provide a public sidewalk and street trees. | 66 |
| V.D. | Lantern Village | |
| | ___ 1. Orient buildings and individual dwellings to the street or an interior courtyard. | 68 |
| | ___ 2. Locate parking lots and garages to the rear or interior side of the property. | 69 |
| | ___ 3. Fully-landscape all required Front, Side and Rear Setback spaces. | 69 |
| | ___ 4. Provide 1 and 2 story buildings. | 69 |
| | ___ 5. Articulate buildings with bays, balconies, recesses, sloped roofs, detail, and interesting roof lines to achieve architectural interest. | 69 |

Appendix D. Street Trees, Street Utilities and Street Furniture Selection Guide

1. Designated Scenic Highways

The following Street Tree species should be used along the designated Scenic Highways listed below. Other species may be acceptable, if approved by the City.

- **Coast Highway (between the San Clemente boundary and Del Obispo Street)**

- Washingtonia robusta (Mexican Fan Palm)
 - Arecastrum romanzoffianum (Queen Palm)
 - Phoenix canariensis (Canary Island Date Palm)

- **Pacific Coast Highway (between the Laguna Beach boundary and the Dana Point Town Center)**

- Arecastrum romanzoffianum (Queen Palm)
 - Liquidambar styraciflua (American Sweet Gum)
 - Cupaniopsis anacardioides (Carrot Wood)
 - Robinia ambigua (Locust)
 - Podocarpus gracillior (Fern Pine)

- **Pacific Coast Highway (between the Street of the Green Lantern and the Street of the Copper Lantern)**

- Tipuana Tipu (Tipu Tree)

- **Pacific Coast Highway (between the Street of the Copper Lantern and Del Obispo Street)**

- Arecastrum romanzoffianum (Queen Palm)
 - Cupaniopsis anacardioides (Carrot Wood)

- **Del Prado**

- Tipuana Tipu (Tipu Tree)

- **Del Obispo Street**

- Eucalyptus ficifolia (Red Flowering Gum)
 - Pinus canariensis (Canary Island Pine)

- **Doheny Park Road**

Pinus canariensis (Canary Island Pine)
Phoenix canariensis (Canary Island Date Palm)
Arecastrum romanzoffianum (Queen Palm)

- **Street of the Golden Lantern**

Parkway trees:

Pinus canariensis (Canary Island Pine)
Ficus rubiginosa (Rusty Leaf Fig)
Cupaniopsis anacardioides (Carrotwood)
Trachycarpus fortunei (Windmill Palm)

Median trees:

Washingtonia robusta (Mexican Fan Palm)
Trachycarpus fortunei (Windmill Palm)

- **Selva Road**

East of Pacific Coast Highway:

Pinus pinea (Italian Stone Pine)
Brachychiton populneus (Bottle Tree)

West of Pacific Coast Highway:

Phoenix dactylifera (Date Palm)
Pinus canariensis (Canary Island Pine)
Cupaniopsis anacardioides (Carrot Wood)

- **Niguel Road**

Podocarpus gracilior (Fern Pine)
Washingtonia robusta (Mexican Fan Palm)

- **Crown Valley Parkway**

Median tree:

Eucalyptus camaldulensis (Red Gum)

Parkway tree:

Cinnamomum Camphora (Camphor Tree)

- **Stonehill Drive**

Cupaniopsis anacardioides (Carrot Wood)

Tipuana Tipu (Tipu Tree)

Baileyana Acacia (Bailey Acacia)

- **Camino Capistrano**

Araucaria heterophylla (Norfolk Island Pine)

Washingtonia robusta (Mexican Fan Palm)

Arecastrum romanzoffianum (Queen Palm)

Phoenix canariensis (Canary Island Date Palm)

- **Camino de Estrella**

Phoenix canariensis (Canary Island Date Palm)

Pinus pinea (Italian Stone Pine)

Appendix E. Recycling Design Guidelines

State Law Requirements for Recycling

The California Solid Waste Reuse and Recycling Access Act (Act), AB1327, was passed to meet the urgent need for state and local agencies to address access to solid waste for source reduction, recycling, and composting activities.

In accordance with the California Integrated Waste Management Act of 1989 (AB939), the City of Dana Point must divert fifty percent (50%) of all solid waste by January 1, 2000, through source reduction, recycling, and composting activities. As such, diverting 50% of all solid waste will require the participation of all residential, commercial, industrial, and public sectors.

Assembly Bill #1327 requires all local jurisdictions to adopt an Ordinance by September 1, 1993, requiring developments to provide adequate areas for collecting and loading of recyclable materials. If the City does not adopt an Ordinance, then a State Model Ordinance will become effective for the City on September 1, 1993.

The City's Ordinance #93-13, adopted on July 27, 1993, will fulfill the requirements of State Law, while being tailored to address issues specific to the City of Dana Point.

Purpose of Guidelines

The purpose of these Guidelines is two-fold. First the Guidelines are to be used to implement the requirements of State Law and Dana Point Ordinances with respect to developing Trash, Recycling and Green Waste storage facilities. The Guidelines will assist developers and property owners in siting facilities for collecting and loading recyclable materials, and provide contact telephone numbers of Staff that can assist in siting these facilities.

Secondly, the Guidelines can be used as a resource to help educate persons on recycling and disposing of household hazardous waste products.

The "Recyclable Guidelines" may be amended in the future to address future technological advancements. As such, when using the "Recyclable Guidelines", the Dana Point Community Development Department should be contacted to determine which is the latest edition.

Additional Size, Design and Location Standards

The following Size, Design and Locational Standards should be used in conjunction with those noted in Ordinance # . The additional standards will help property owners and developers to meet the requirements of this Ordinance.

Additional Size Standards:

1. Table 1 indicates the minimum size for required Trash, Recyclable and Green Waste facilities. The Minimum Space Allocated represents a combination of recyclable (50%) and non-recyclable materials (50%).
2. Residential developers and property owners are encouraged to include recycling areas or systems within the residence; such as roll-out drawers below the sink for storing recyclable materials; fireproof cleanable, secure chutes from the living space to the space for collecting and loading recyclable materials, etc. Existing residential property owners are encouraged to do the same. Recommended internal storage space for an individual dwelling is three (3) cubic feet.

Additional Design Standards:

1. The design and construction of Trash, Recyclable and Green Waste storage areas shall be compatible with the surrounding land uses. The materials and colors of the Trash, Recyclable and Green Waste storage area shall complement the design of the surrounding structure(s) on site.
2. Methods to protect developments and transportation corridors adjacent to recycling areas from any adverse impacts such as noise, odor, vectors, or glare should include measures such as maintaining adequate separation, fencing, and landscaping.
3. Trash, Recyclable and Green Waste storage areas serving bin containers should be equipped with the following:
 - a. Bumpers to guard against damage to the structure.
 - b. A concrete apron constructed at the point of receptacle pick-up by the recycling or waste removal vehicle to minimize damage to the surrounding asphalt paving.

- c. Each structure shall have decorative solid wood or heavy gauge metal gates and be designed with cane bolts to secure the gates when in the open and closed positions. The gate shall be mounted on a free standing metal post that is footed in concrete.
4. Whenever possible, the perimeter of the Trash, Recycling and Green Waste enclosure shall be planted with landscaping, including a combination of shrubs and/or climbing vines.

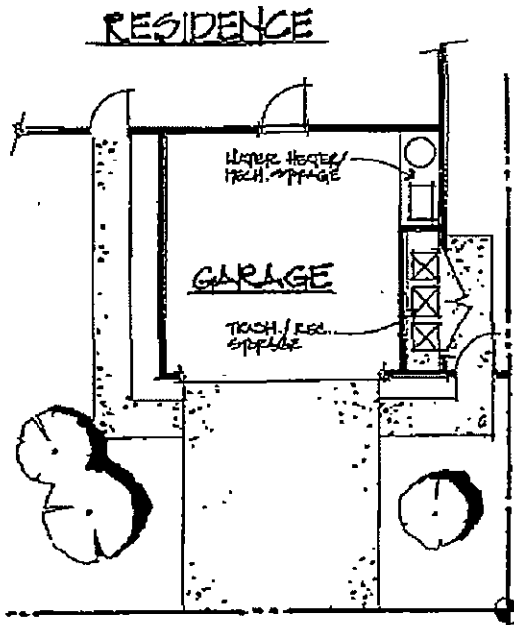
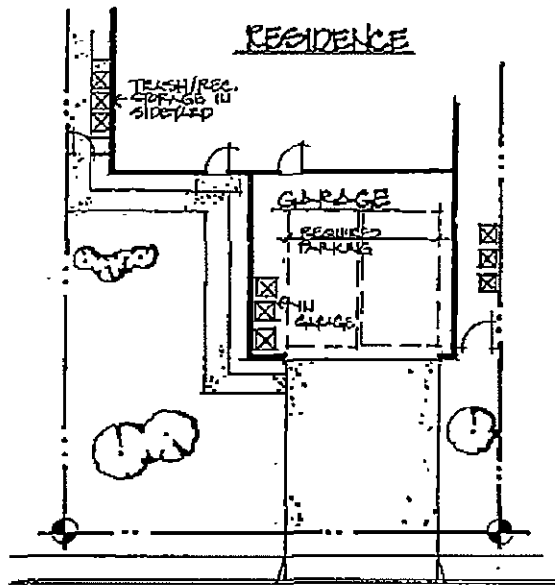
Additional Location Standards:

1. Any Recycling area(s) shall be located so they are as convenient as the location(s) where solid waste is collected and loaded. Whenever feasible, areas for collecting and loading recyclable materials should be adjacent to the trash collection areas.

Table 1 - Minimum Space Allocation for Co-Mingled Trash,
Recyclable and Green Waste Material Pick-up

| Building/Use Type | Curb Serv? | Bin Serv? | Minimum Space Allocation | Type Container |
|--------------------------------------|------------|-----------|---|--|
| Residential: | | | | |
| -Single Family Detached | Yes | No | 133 Cu. Ft.: Min. 84" w x 38" d x 72" h | (3) -35 or 60 gallon |
| -Multi-Family, 2 to 4 Dwelling Units | Yes | No | 133 Cu. Ft.: Min. 84" w x 38" d x 72" h | (3) -35 or 60 gallon/D.U. |
| -Multi-Family, 5 to 8 Dwelling Units | No | Yes | 81 Cu. Ft.: Min. 7'-6" w x 64" d x 72" h | (1) - 3 Cu. Yd. Bins |
| -Multi-Family, +8 Dwelling Units | No | Yes | 81 Cu. Ft./8 units: Min. 7'-6" w x 64" d x 72" h | (1) - 3 Cu. Yd. Bin/8 units |
| Office/Retail: | | | | |
| 0-5,000 square feet | No | Yes | 81 Cu. Ft.: Min. 7'-6" w x 64" d x 72" h | (1) - 3 Cu. Yd. Bin |
| 5,001-25,000 square feet | No | Yes | 162 Cu. Ft.: Min. 15' w x 64" d x 72" h | (2) - 3 Cu. Yd. Bins |
| +25,000 square feet | No | Yes | 162 Cu. Ft. + 81 Cu. Ft. for each 5,000 sq. ft. over 25,000; Min. 15' w x 64" d x 72" h | (2) - 3 Cu. Yd. Bins + (1) - 3 Cu. Yd. Bin/ add. 5,000 sq. ft. |
| Restaurant: | | | | |
| 0-3,000 square feet | No | Yes | 81 Cu. Ft.: Min. 7'-6" w x 64" d x 72" h | (1) - 3 Cu. Yd. Bin |
| 3,001-6,000 square feet | No | Yes | 162 Cu. Ft.: Min. 7'-6" w x 64" d x 72" h | (2) - 3 Cu. Yd. Bins |
| +6,000 square feet | No | Yes | 162 Cu. Ft. + 81 Cu. Ft. for each 3,000 sq. ft. over 6,000; Min. 15' w x 64" d x 72" h | (2) - 3 Cu. Yd. Bins + (1) - 3 Cu. Yd. Bin/ add. 3,000 sq. ft. |
| Motel/Hotel: | | | | |
| 0-50 Rooms | No | Yes | 81 Cu. Ft.: Min. 7'-6" w x 64" d x 72" h | (1) - 3 Cu. Yd. Bin |
| 51-100 Rooms | No | Yes | 162 Cu. Ft.: Min. 15' w x 64" d x 72" h | (2) - 3 Cu. Yd. Bins |
| +100 Rooms | No | Yes | 162 Cu. Ft. + 81 Cu. Ft. for each 50 Rooms over 100; Min. 15' w x 64" d x 72" h | (2) - 3 Cu. Yd. Bins + (1) - 3 Cu. Yd. Bin/ 50 add. rooms |

Examples for Locating Trash, Recyclable and Green Waste Storage Areas for Single-Family Dwellings (One Dwelling Unit/Building Site)



Examples for Locating Trash, Recyclable and Green Waste Storage Areas for Multi-Family Dwellings (More than One Dwelling Unit/Building Site)

