III. Additional Design Guidelines for Development Types

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

The development types listed are:

Section III.A. Commercial and Mixed-Use Development

Section III.B. Multi-Family Residential Development

Section III.C. Industrial Development

Restaurant with Outdoor Terrace. El Camino Real.
III.A. Commercial and Mixed-Use Development

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

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

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

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

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

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

For each district, Design Guidelines are given for:

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

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

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

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

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

Special Guidelines for automobile service stations are illustrated at the end of Section III.A3. "Automobile-Oriented Districts.” These Guidelines should be used for service station that may be located in other districts.
Table 1. Commercial Districts

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

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

Note: Projects in the C-3 (Heavy Commercial) zone of the Los Molinos industrial area should follow the Guidelines of Section III.C. Industrial Development.
A1. Pedestrian Districts

Summary of Design Principles for Pedestrian Districts

- Place as much of the ground level front elevation of the building as possible on or near the front property line to maintain the continuity of the street edge.

- Create continuous pedestrian activity in an uninterrupted sequence. Avoid blank walls and other "dead" spaces at the ground level.

- Provide active building frontages with large window openings at ground level.

- Provide frequent street-facing pedestrian entrances.

- Provide pedestrian open spaces such as covered walkways, courtyards, and plazas.

- Locate parking to the rear of buildings or to the side when rear parking is not possible.

- Minimize spatial gaps created by parking or other non-pedestrian areas.

- Provide a 12 foot public sidewalk space with street trees planted in a rhythmic pattern.

- At select corner and mid-block locations, widened sidewalk spaces may be provided for street furniture and planting.

- Create small-scale building frontages by dividing building facades into smaller parts.

- The building wall at the street should be no more than two stories. Step back the upper story of three story buildings at least 10 feet.
1. Objective
The urban design objective in Pedestrian Districts is to create a high quality, compact and walkable area with a traditional Downtown atmosphere. Address pedestrian needs and develop creative approaches to improving pedestrian interest, access, and enjoyment through site and building design.

2. Streetscape

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

b. Sidewalk Paving.
Sidewalk paving should be continuous from the street curb to the property line, interrupted only by tree planting spaces and street furniture.
Except on Avenida Del Mar, the sidewalk surface should be broom-finished concrete with a Sunset Red clay tile decorative trimcourse.
On Avenida Del Mar, the sidewalk surface should continue the use of red interlocking pavers that now exist.

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

Street Light Fixture

d. Street Trees.
Street trees should be provided at a regularly-spaced interval of approximately 30 feet, except where driveway or utility locations prohibit. Select from the tree species listed in Appendix A.
A 4 foot x 4 foot planting space or well under the tree should be provided. The ground surface of the planting space or well should be level with the sidewalk. Use stone blocks or steel grates as approved by the City.
e. Widened Sidewalk Spaces.
Widened sidewalk spaces for pedestrian seating and planting may be provided at select mid-block and corner locations. These improvements may be implemented by a future City streetscape program, or individually with new developments. Developers should work with the City to determine if the project location is suitable for this type of improvement.

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

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

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

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

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

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

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

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

![Encouraged. Frequent street entrances.](image)

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

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

- Avoid large or long continuous wall planes without visual interest.
f. **Storefront Transparency.**

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

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

- Provide views into shops, offices, and restaurants to encourage pedestrian activity.
- At sidewalk level, buildings with commercial uses should be primarily transparent. First floor facades with street frontage should consist of pedestrian entrances, display windows, or windows affording views into retail, office, and gallery or lobby space.
- All glass in windows and doorways should be clear for maximizing visibility into stores. A minimal amount of neutral tinting of glass to achieve sun control is acceptable if the glass appears essentially transparent when viewed from the outside. Opaque and reflecting glass should not be used.
- Buildings and establishments where goods and services are not offered should contain at least passive elements focused to the pedestrian. These may include architectural detailing, art work, landscaped areas, or windows for public service use.
4. Parking and Automobile Access

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

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

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

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

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

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

c. Design.
- The design, screening and landscaping of parking areas should follow the general principles of Guideline II.E.
5. Pedestrian Spaces

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

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

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

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

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

- The design of the courtyard may provide a choice of sunny and shaded areas, variety of texture and color, movable seating and tables, sculpture or fountain as a focus.
A2. Mixed Pedestrian - Automobile Districts

Summary of Design Principles for Mixed Pedestrian-Automobile Districts

- Create a unified street edge of buildings and landscaping.

- Provide a 10 foot public sidewalk space with street trees planted in a rhythmic pattern.

- Provide a continuous building edge, or a combination of building and pedestrian open space at the sidewalk.

- Place parking areas to the rear or side of buildings.

- Provide small-scale parking courts instead of large parking lots.

- Limit parking area widths to 65 feet (one double row) along the front street edge. Set back parking areas at least 10 feet from the sidewalk and provide a landscaped screen of trees and shrubs.

- Provide frequent street-facing building entrances.

- Use pedestrian open spaces such as covered walkways, courtyards, and plazas.

- Minimize the number of curb cuts for driveways. Locate access driveways on the street with least traffic volume.

Illustrative Plan. Mixed Pedestrian-Automobile District.
1. Objective

The urban design objective in the Mixed Pedestrian-Automobile Districts is to create commercial areas scaled to both the pedestrian and automobile. While convenient automobile access and visibility of businesses and parking areas from the street is important, give equal consideration to the pedestrian experience, from both the public sidewalk and within the site.

2. Streetscape

a. Sidewalk Space.
   A 10 foot public sidewalk, measured from the front property line to the planned curb, should be provided. This may require a public dedication or easement where the existing sidewalk is less than 10 feet, or where a future street widening is planned.

b. Sidewalk Paving.
   Sidewalk paving should be continuous from the street curb to the property line, interrupted only by tree planting spaces. The walking surface should be concrete finish in accord with the City standard. On El Camino Real, all locations should use the Design Guidelines for sidewalk paving specified for Pedestrian Districts (Section IIIA1.2a and 2b).

c. Street Lighting.
   Street lighting should be provided as per City Standard. For locations on El Camino Real, the double-lamp El Camino Real fixture specified in Section II1A1.2f should be used.

d. Street Trees.
   See Design Guidelines for Pedestrian Districts - Street Trees (Section III.A1.24).

e. Street Furniture.
   See Section IIIA1.2f.
3. The Building-Street Edge

a. Objective.
The Mixed Pedestrian-Automobile Districts should create a unified street edge composed of buildings and landscaping.

Use the following street edge conditions, in order of preference:

- First preference is a continuous building edge at the sidewalk, a continuous building edge set back from the sidewalk by a covered walkway or pedestrian plaza, or a street edge combining a building and pedestrian open space.

- Second preference is a combination of building, pedestrian open space, and parking, with the parking frontage held to a minimum dimension along the street. As a general rule, the street-frontage of a single parking area should be limited to one double row with circulation aisle (65 feet). A building or building element should occur before an additional parking row is added. All parking areas should be setback at least 10 feet from front and side street property lines, with the setback area fully landscaped. This second preference should be used if the first preference is not feasible due to site characteristics.

b. Design Guidelines.
The following Design Guidelines for the Building-Street Edge listed for Pedestrian Districts should be followed in the Mixed Pedestrian-Automobile Districts:

- Building profile (Section III.A1.3c.).
- Building entrances (Section III.A1.3d.).
- Building form and scale (Section III.A1.3e.).
- Storefront transparency (Section III.A1.3f.).
4. Parking and Automobile Access

a. Location.
The primary objective of parking design in this district is to create small-scale parking courts, rather than large parking lots. To achieve this objective, separate parking areas into smaller parts by building placement, landscaping, or pedestrian spaces.

• The preferred location of parking areas is to the rear or sides of buildings. Do not locate parking areas between the front elevation of the building and the street, except in multi-building projects.

• When a parking area is located along the front sidewalk of a project, limit its maximum dimension measured parallel to the sidewalk to 65 feet. All parking areas should be setback at least 10 feet from front and side street property lines, with the setback area fully landscaped. Adjustments to this guideline may be made as deemed appropriate for small and shallow lots.

b. Access.
• Minimize the number of driveway openings on public streets.

• Use. the street with least traffic volume for ingress and egress for properties with frontage on more than one street.

c. Parking Area Design.
See Section I.E. "Parking Facilities."

5. Pedestrian Spaces

Provide outdoor pedestrian spaces as specified for Pedestrian Districts. See Section IILA1.5.
A3. Automobile-Oriented Districts

Summary of Design Principles for Automobile-Oriented Districts

- Create a unified street edge of buildings and landscaping.

- Provide a 10 foot public sidewalk space with street trees planted in a rhythmic pattern.

- Pedestrian open spaces such as covered walkways, courtyards, and plazas should be provided where possible.

- Minimize the number of curb cuts for driveways. Locate access driveways on the street with least traffic volume.
1. Objective

The urban design objective of the Automobile-Oriented Districts is to accommodate automobile access with minimal impact on public streets, neighboring properties and the visual character of the surrounding neighborhood. The landscaped street edge and regular street trees are important means of unifying separate developments into a coherent district.

2. Streetscape

See the Streetscape Design Guidelines for Mixed Pedestrian-Automobile Districts (Section III.A.2.).

3. The Street Edge

a. Objective.

The Automobile-Oriented Districts should create a unified street edge composed of buildings and landscaping.

It is preferable that the street edge be a combination of buildings and landscaping, although all buildings may be set back on the site.

b. Design Guidelines.

Automobile-related uses such as service stations, car washes, etc., should locate bay or door openings to service areas away from, or be screened from, streets and residential uses.

See the following Design Guidelines for the Building-Street Edge listed for the Pedestrian Districts:

- Building profile (Section III.A.1.3c.).
- Building form and scale (Section III.A.1.3e.).

4. Parking

a. Parking Courts.

Divide parking lots into smaller parking courts with landscaping and clear pedestrian linkages to buildings (See Section III.A.1.4a).

b. Access.

See Design Guidelines for Access in Mixed Pedestrian-Automobile Districts (Section III.A.4b.).

c. Parking Area Design.

See Section III.E. "Parking Facilities."

5. Pedestrian Spaces

Outdoor pedestrian spaces should be provided as specified for Pedestrian Districts. See Section III.A.5.

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

- Orient dwelling unit entrances to both the street and outdoor courtyards or gardens.

- Minimize the adverse visual impacts of parking areas and garage openings on the residential character of the street.

Introduction

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

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

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

The building types described suggest a pattern that is consistent with San Clemente's "Spanish Colonial Revival" architecture. Protected courtyards, arcades, verandas, porches and overhangs all had purpose and gave buildings character and meaning. The potential remains to work with these basic elements to create developments expressive of the city's special character.
B1. Site Planning Principles

1. Clear Site Organization
and Sense of Address

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

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

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

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

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

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

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

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

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

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

  -- Provide a sidewalk on at least one side of a private drive.
  -- Create landscaped yard spaces between the buildings and the private drive.
  -- Orient buildings and some building entrances toward the private drive.
  -- Minimize the visual impact of garage doors; refuse containers and other service facilities along private drives.

- Refer to Paragraph B4. "Parking" of this Section for guidelines relating to parking lot location and garages.
B2. Open Space

1. Private Open Space

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

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

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

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

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

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

• Consider the following in providing private outdoor space:

  • Site terracing for sloped sites.

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

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

2. Group Open Space

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

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

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

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

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

• At least one designated children's play area of at least 400 square feet should be provided for all projects of 15 or more dwelling units. This Guideline does not apply to senior citizen residential developments.
B3. Building Facades

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

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

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

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

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

Illustration. Multi-Family Building Elevation.
B4. Parking and Garages

1. Parking Location and Access.

- Parking lots should not be located in required yard setback spaces, nor should they 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.

- Keep the number of driveway openings to public streets to a minimum. When access is possible on more than one public street, use the street with least traffic volume. If alley access is available, and if feasible, only the alley should be used for access.

- Parking Courts. On larger projects that may include a large number of surface parking spaces, separate parking areas into smaller "parking courts" of 16 or fewer spaces. Parking Courts should be separated from each other by at least 30 feet in each direction using building elements, landscaped areas, or pedestrian spaces.

- Parking Drives. A less satisfactory solution to Parking Courts is to use Parking Drives that incorporate open parking spaces, carport 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 may be used as secondary circulation, however, similar to traditional alleys.

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

-- Arrange parking in bays. Separate each eight spaces of continuous perpendicular or angled parking from others by planting areas not less than one parking space wide.

-- In Multi-family projects over 30 dwelling units, the location of Parking Drives around the periphery of the project is discouraged. This type of edge condition isolates the development from the neighborhood.
2. Garages

- Use covered parking by means of garages, carports, and trellised canopies.
- Keep the number of garage door openings to the street to a minimum.
- Carports and garages should be compatible with the architecture of the principal buildings.

![Garage off of Alley](image)

B5. Planting

- Street Trees. New streets in residential developments should plant street trees at rhythmic intervals throughout the development. Consult Appendix A "Plant Selection Guide."

- Yard Planting. Required Front, Side, and Rear Setback spaces, and required Group 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. At least one tree, minimum 15 gallon size, should be used for each 300 square feet of required landscaped area.

- Parking Lot Screening. Screen views to surface parking lots from public streets, adjacent properties, and Private and Group Open Spaces by using a combination of trees and shrubs.

  -- Screen perimeters of parking lots with low walls or shrubs that reach a minimum height of 30 inches and two years growth. The planted perimeter should be at least 5 feet wide and should not exceed maximum allowable heights within front setback areas.

  -- When walls are used for screening parking areas, a planted edge at least 5 feet wide (measured between the propery line and the wall) should be used along all street-facing sides of the walls.

- Plant Selection. See Section 11.D. "Landscape Character."
III.C. Industrial Development

Industrial development should be carefully sited and designed with concern for views from public streets, public places, and neighboring commercial and residential districts.

The Design Guidelines of this section apply to the M-2 and C-3 zones of the Los Molinos industrial area west of Interstate 5. Within these zones, the guidelines of this Section should be followed in place of Section II.C. "Architectural Character."

1. Landscaped Street Edge

Provide an area of Landscaped Street Edge along all front and side street property lines. 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.

2. Screening

• Screen storage yards and service areas from view using plantings alone or in combination with fences and walls.

• Roof top equipment should be screened from view. Where this is not possible due to grade changes, the roof top equipment should be enclosed in a housing which is compatible with the architecture of the main building; or it should be organized on the roof to give an orderly, uncluttered appearance, with painting to match roof color. Due to the amount of roof top equipment that may exist in industrial projects, it may be necessary to provide a roof top equipment layout plan for proper evaluation of roof top screening during the Design Review process.

• For all screening, special considerations should be made where changes in grade occur. If adjacent streets or neighboring commercial and residential properties are higher than the developing industrial site, consider more stringent measures to accomplish the screening goal.

3. Architecture

• Exterior wall materials that contain integral color and texture such as precast concrete, brick, split faced block and ribbed metal wall systems are encouraged. Bright colors and highly-reflective wall surfaces are discouraged. Earth-tones and warm, light colors are preferable.

• Locate entrances at street frontages when possible. Avoid placing long blank walls on the street.

• When long walls are necessary and are visible from off-site locations, provide visual relief through pilasters, reveals, color and material change, or small offsets in plan.

• Vary building heights and setbacks to define different functions such as offices and ware housing.

• Give careful attention to the appearance of large flat roof surfaces from off-site properties. Built-up roofs should be accompanied by parapets; roof aggregate should be earth tone color and applied dense enough to completely cover the roof surface.

• Metal roofing systems with integral color (earth tone) may be used; however, bright colored and highly reflective roof surfaces, including unpainted galvanized metal roofing, are strongly discouraged.
a. Landscaped Street Edge

- Planting Requirements for the Landscaped Street Edge.

Trees: At least one tree should be provided for each 300 square feet of total area of the Landscaped Street Edge. Trees should be 15 gallon minimum size. See Appendix A. "Plant Selection Guide."

Shrubs: Use shrub planting for screening and ornamental purposes.

When shrubs are used for screening, they should provide a visual screen of a minimum height of 5 feet after 2 years growth. Shrubs and walls should not obstruct views of oncoming traffic at driveways. Species with branches that intertwine after two year's average growth should be used.

b. Internal Parking and Service Areas

Where the total square footage of a parking or service area exceeds 6000 square feet, in addition to all other Guidelines, an internal area equivalent to a minimum of 5 percent of the total area should be planted with a combination of trees and shrubs.