

EL TORO
REDEVELOPMENT
PROJECT AREA
DESIGN GUIDELINES

Except where specifically noted below, these guidelines establish the basic standards for site design, architecture, landscape, and signage components for all development within the Lake Forest Redevelopment Project Area in the City of Lake Forest. These guidelines do not apply to single-family development or development in the area commonly known as the Light Industrial Area (El Toro Planned community). However, in any case where the guidelines are not mandatory, a property owner may elect to voluntarily adhere to the provisions that apply to his/her development.

The Design Guidelines should be viewed as qualitative rather than mandatory development standards and may be interpreted with some flexibility. Design Guidelines that utilize the term “shall” are to be applied as the preferred mechanism for developing projects. Guidelines that use the word “should” are discretionary and alternative measures may be considered if those measures meet or exceed the intent of the Guidelines.

In addition, a copy of the City’s policy for “Interpretation and Implementation Of The El Toro Development Project Area Design Guidelines” is attached.

In addition to using these guidelines to attain the character and image desired throughout the Project Area, any proposed new development that would add additional traffic to El Toro Road may require a traffic study to determine the impact of increased traffic. “Increased or additional” traffic is defined as the increased level over the level generated by the use replaced on the site. If deemed necessary by the City Engineer, or if the traffic level is increased, a traffic study may be required to determine the impact of such increase.

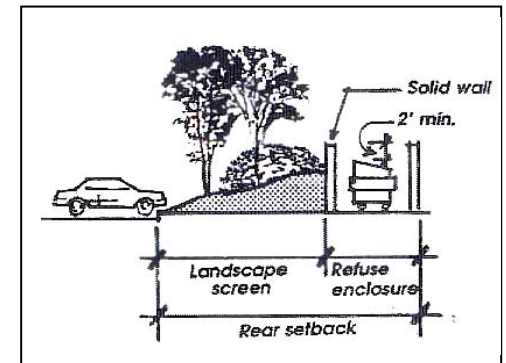
A. Site Planning

The goal of appropriate site planning within the Project Area is to present development that is arranged in an interesting mix of buildings, parking, and landscaping. The proliferation of a strip commercial appearance that is static and lacks visual interest is not appropriate for new commercial developments. Rehabilitation of existing centers should strive to enliven the commercial environment through the addition of appropriately sited pad buildings where possible.

1. Interfaces – Land Use Buffering

Structures and activities should be located and designed to complement and enhance existing adjoining properties, particularly residential properties behind El Toro Road properties.

- a. Loading areas, access driveways and circulation aisles, trash and storage areas, and rooftop equipment should be located as far as feasible and practical from adjacent residences.
- b. When adjacent residential and nonresidential uses can mutually benefit from connection rather than separation, applicable connective elements such as walkways, common landscape areas, building orientation, and unfenced property lines should be employed and are strongly encouraged.



Screen trash and storage access



Provide buffers between commercial and residential use



Evergreen tress provide a strong visual screen between commercial and residential areas

- c. Window orientation and materials in nonresidential buildings should preclude a direct line of sight adjacent to residential private open spaces located within 100 feet.
- d. When new buildings back up to the common open spaces of multiple-residential projects or mobile home parks, the setback area should be landscaped and functionally and/or visually combined with the residential open space where possible.

2. Building Placement

Buildings should generally be oriented parallel to El Toro Road with some exceptions and should be placed as close to the street as established setbacks permit. This allows buildings and landscaped setbacks, rather than parking lots, to define the street edge.

The proliferation of unscreened parking lots, drive-through aisles, and vehicular circulation routes dominating the street edge is not desirable in the Project Area.

Buildings shall be designed to include active elevation/façade elements (i.e., windows, entries, etc.) and be oriented parallel to primary street frontage or to the front portion of the center in which they are located.

- a. Buildings should generally be placed 15' to 20' from the front property lines in order to define a green buffer along El Toro Road. Exceptions may occur in areas having an established pattern of wider setbacks from the street.

- b. On larger (over 2 acres) sites, such as shopping centers, about 30% of the total building frontage should be located directly behind front setback landscaping. Such siting, together with substantial landscape treatment, reinforces and strengthens the streetscape and helps screen off-street parking areas.
- c. The site design for projects located at street corners should provide a structural or strong vertical design element to anchor the corner and assure appropriate street edge definition. This can be accomplished using an architectural element or with strong landscaping features and may not be accomplished through signs or sign structures. The proliferation of at-grade parking lots, restaurant food establishment drive-through aisles, and vehicular circulation routes dominating the street edge is not considered desirable in the project area.
- d. The building presence along public streets shall feature architecturally detailed building elevations and views of building entries or activity areas, including plazas or outdoor dining areas. Blank walls, loading areas, or service areas shall not face public streets or be easily visible

from the street or from within a shopping center.

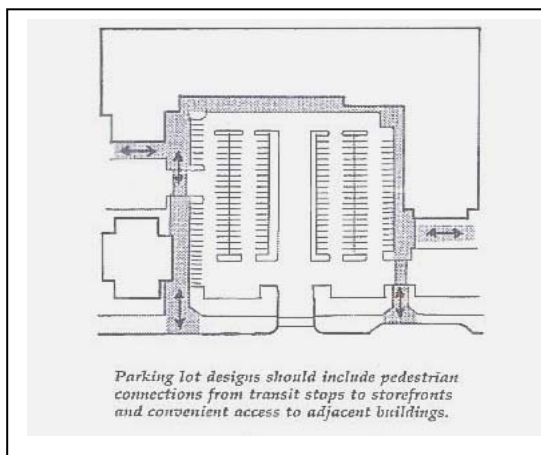
- e. Multiple buildings in a single project should create a positive functional relationship with one another. Whenever possible, multiple buildings should be clustered to achieve a “village” scale. This creates opportunities for plazas and pedestrian areas while preventing long “barrack-like” rows of buildings. When clustering is impractical, a visual link should be established between buildings.

This link can be accomplished through the use of landscape, an arcade system, trellis, colonnade, or other open structures.

- f. Make open space areas useable. On sites of 5 acres or more, open space areas should be grouped into larger, prominent pedestrian and landscape areas rather than distributing them into areas of low impact such as at building peripheries, minimal side yard setbacks, behind a structure, or to areas that have little positive impact.
- g. Avoid dated “L” shaped centers. Shopping centers should incorporate either a clustered “village oriented” site plan or utilize external pads at the street edge for visual interest.

3. General Pedestrian Oriented Commercial Area

Pedestrian oriented commercial development emphasizes building orientation that provides easy pedestrian access, and places buildings according to a human scale and within walking distance.



Promote clear site connections to offsite amenities

- a. The goal of appropriate site planning for pedestrian-oriented commercial areas or uses within the El Toro Redevelopment Project Area is to encourage building character and activities that are pleasurable and draw people to the area. These include commercial areas designed and oriented to window shopping, strolling, informal gathering, socializing,

resting, people-watching, outdoor dining, and other similar activities.

B. Parking and Circulation

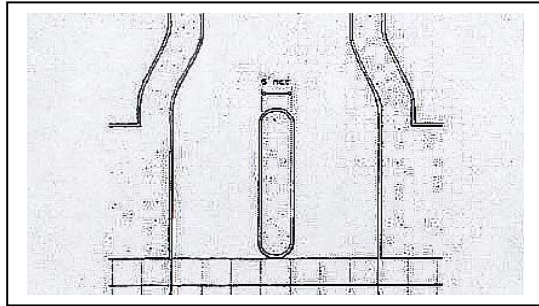
- ◇ *A properly functioning parking lot is a benefit for the property owner, the tenants and their customers. A parking lot needs to allow customers and deliveries to reach the site, circulate through the parking lot, and exit the site easily. Clear, easy to understand circulation shall be designed into the project to allow drivers and pedestrians to move through the site without confusion.*

1. General

Parking lots should be designed for convenient parking and safe circulation.

- a. Major project entries should be accessed from signalized intersections at El Toro Road or side streets, where possible. If entries or exits are not at signalized intersections, they should be right turn in and out only and located far enough away from intersections to prevent traffic conflicts.
- b. Major entry drives on larger projects (200 or more parking stalls) shall include a landscaped center median to separate incoming and outgoing traffic. The median width should be of sufficient size so

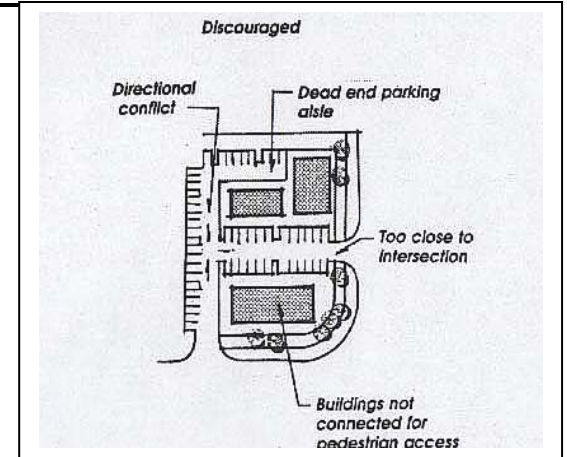
as to complement the scale of the development or center.



Provide a median in entry drives

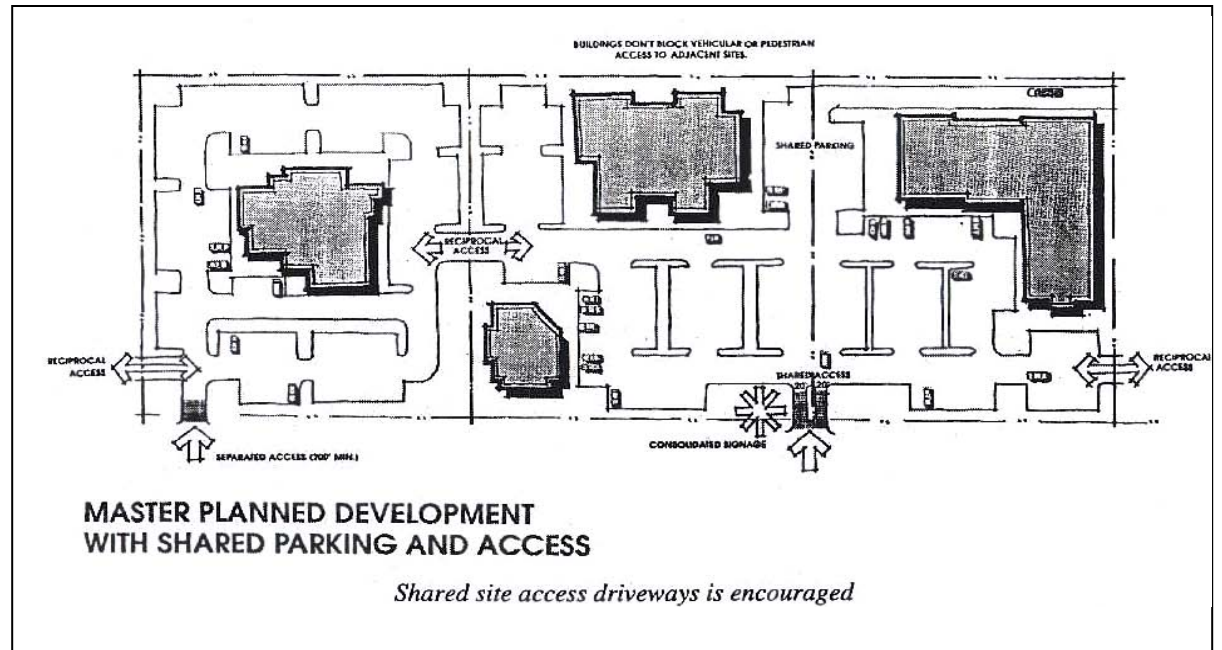
- c. Driveways should be coordinated with existing or planned median openings and traffic signals. Driveways should also line up with driveways on the opposite side of the roadway to the extent possible.
- d. Intersite connections between adjacent commercial centers are of the highest priority along El Toro Road and within the Redevelopment Project Area.
- e. While each project shall be designed to provide sufficient on-site parking. Where it enhances access, customer convenience, and furthers the concept of the El Toro Road Interconnect; reciprocal parking use among adjacent centers is encouraged. Development of land in cooperation with owners of adjoining properties is encouraged where parking, driveways, or plazas can be shared.

- f. Drop-off points (i.e., wider aisles) should be located near major building entries and plaza areas where the project is of sufficient size to warrant drop-off points.
- g. Parking areas shall be separated from buildings by either a raised walkway or landscape strip at least 7 feet wide. Situations where parking aisles or spaces directly abut the building are prohibited.
- h. Minimize parking lot intersections / dead ends. Intersections should be kept to a minimum to avoid traffic conflicts and dead-end aisles are strongly discouraged.

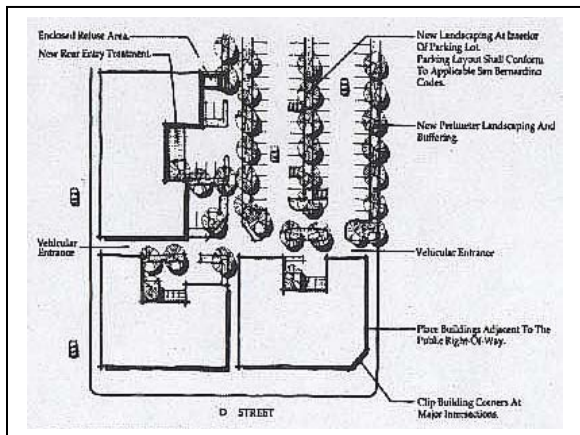


Poorly organized site layout/circulation pattern

- i. Locate major project entries away from El Toro Road intersections. Access drives, whether located on front or side streets, should be located as far as possible from street intersections.



- j. Provide adequate and safe space between access drives. Access drives for centers should be a minimum 150 feet apart to provide for adequate and safe separation to facilitate vehicular traffic and should be at least 100 feet from any street intersections. Also, entry access drives should be located a minimum of 10 feet from property lines unless a shared drive is provided.
- k. On large sites (200 or more parking stalls), provide deep entry drives. The first parking stall which is perpendicular to an entry driveway or the first aisle juncture that is perpendicular, should be at least 40 feet back from the back of the public sidewalk to provide adequate



Vehicular access from side streets is encouraged

queuing distance off the street. Smaller sites do not need to provide this entry drive depth.

- l. Separate cars and pedestrians. Design parking areas so that pedestrians walk parallel to moving cars. Minimize the need for the pedestrian to cross parking aisles and landscape areas.
- m. Screen parking lots. Utilize a 36-inch high hedge with a rolling berm to screen parking at the street periphery (Minimum shrub container size should be 5 gallon.)
- n. Lower the grade of parking lots. Where practical, lowering the grade of parking lot from the street may aid in screening views of automobiles while permitting views of architectural elements beyond.
- o. Provide on-site circulation. A vehicle entering the parking facility shall not be required to enter a street to move from one location to another within the same parking facility or premises.
- p. Use special accents at entries. Accents, such as monumentation, special textured paving, flowering accents, walls, shrubs, and the use of specimen trees (trees that are 48-inch box or larger) are strongly encouraged to generate visual interest at major entry points to centers.
- q. Whenever possible, provide common driveways which promote

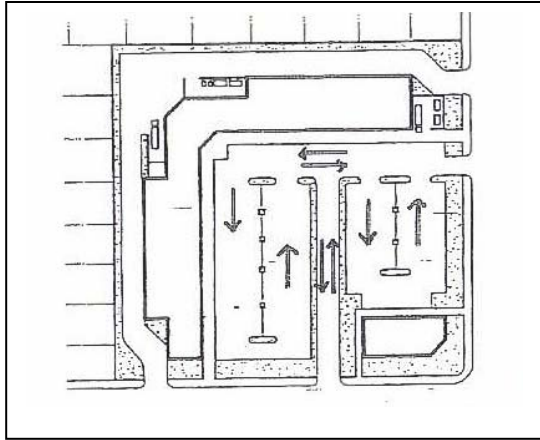
vehicular access to more than one site or center.



Common driveways are encouraged

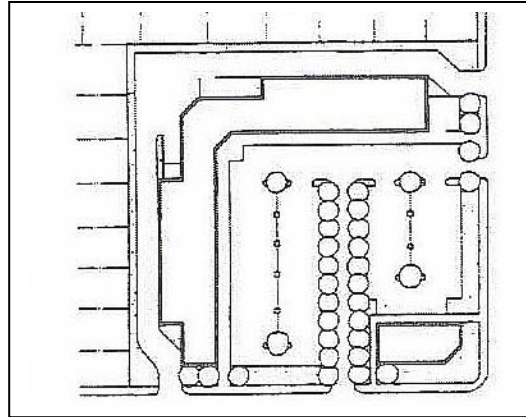
- r. Parking lots shall be designed with a hierarchy of circulation: major access drives with no parking; major circulation drives with little or no parking; and then parking aisles for direct access to parking spaces. To the maximum extent practical, small projects shall combine components of the hierarchy.

Parking lots shall include landscaping that accentuates the importance of the driveways from the street, frames the major circulation aisles, and highlights pedestrian pathways. Driveways should have visual cues for drivers such as distinctive landscaping or directional signs.

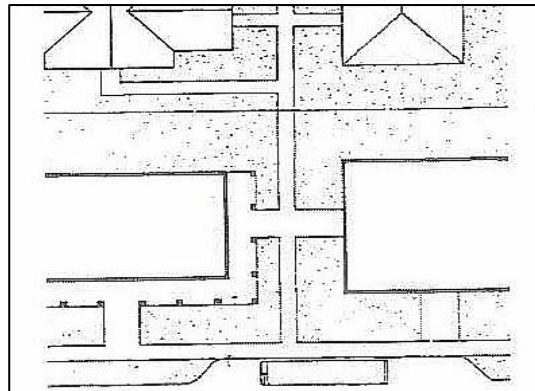


Appropriate onsite circulation hierarchy

- s. No more than 5% of the required parking should be located in the rear service area of a project.
- t. The amount of unrelieved pavement or asphalt area on the site shall be limited through the use of landscaping, contrasting pavement colors or materials, banding or pathways of alternate paver material.
- v. Vehicular ingress/egress and pedestrian access points shall be coordinated with existing street furniture and bus shelters.



Provide landscape emphasis on major entry aisle



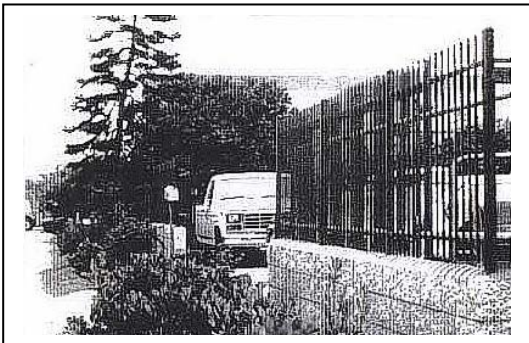
Provide pedestrian access to bus stops

2. Service Facilities

Providing adequate service facilities is critical to the efficient functioning of buildings. These facilities also present the greatest challenge in preventing nuisance (noise, odor, visual) problems in the future.

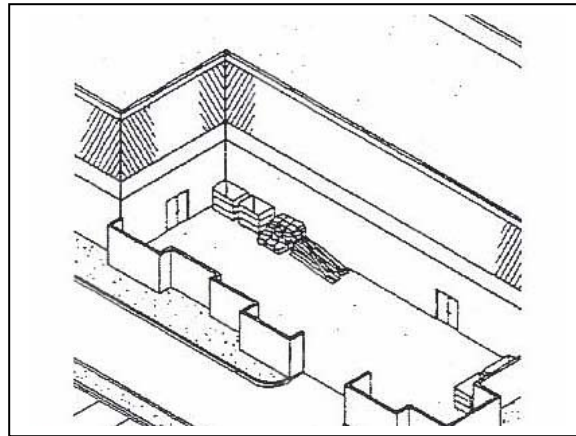
Service Yards – Loading and storage activities shall be concentrated and located where they will not create a nuisance for adjacent uses (especially residential uses).

- 1) Where appropriate and feasible, ‘service yards’ are encouraged over the dispersal of service facilities around the site. Service yards should include provisions for loading, trash bins, storage areas, utility cabinets, utility meters, transformers, etc.



Enclosed service yard provides screening and security

- 2) Service yards, storage areas, and all areas for storage of maintenance equipment or vehicles, shall be enclosed or completely screened from view from outside the service yard or area. Screening may include walls, buildings, gates, landscaping, berming, or combinations thereof.



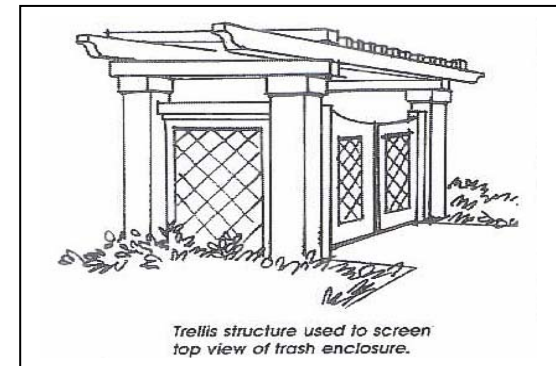
Appropriate storage area screening

- 3) Service yards shall be located and designed for easy access by service vehicles and for convenient access by each tenant. They should also be located to avoid circulation conflicts with other site uses, sight line issues, and should not create a nuisance for adjacent property owners.

- 4) Service yards, by definition, preclude public circulation through them.
- 5) The design of service yard walls and similar accessory site elements should be compatible with the architecture of the main building(s), and should use a similar palette of materials.

- b. Garbage/Trash – Adequate provisions should be made for storing the anticipated number of garbage/trash bins for the project in a manner that does not create problems on-site or for adjacent properties.

- 1) All trash and garbage bins shall be stored in an approved enclosure unless bins are otherwise stored in an approved service yard, not visible from public view.



Elaborate trash enclosure design

- 2) Trash enclosures shall allow convenient access for each tenant. Enclosure locations shall not be blocked by parking spaces.
- 3) To the maximum extent feasible, trash enclosures shall be located away from residential uses and shall not create a nuisance for the adjacent property owners.



Appropriate trash enclosure design

- 4) Trash enclosures should be constructed with masonry walls and metal doors and should be architecturally compatible with the project. Anti-graffiti paint should be used and vines should be planted to grow on walls to help deter graffiti.
- 5) The entrance to trash enclosures shall not face the primary street fronting the project.

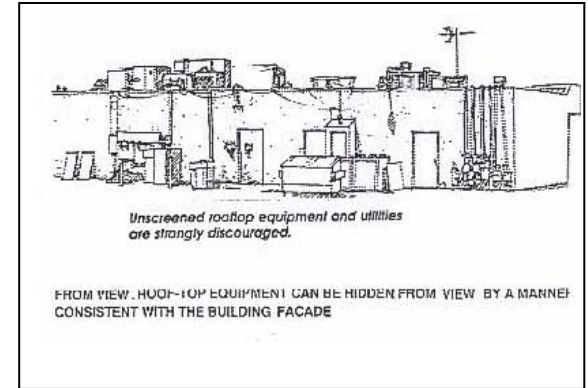
c. Storage – Provisions should be made for the storage needs of commercial occupants.

- 1) Open (unscreened) paved or dirt areas cannot be used for storage.
- 2) Outdoor storage should only occur within approved storage areas which are permanently screened from view.
- 3) No required parking or loading areas shall be used for storage.
- 4) The use of chain link fencing, barbed or razor wire is prohibited.

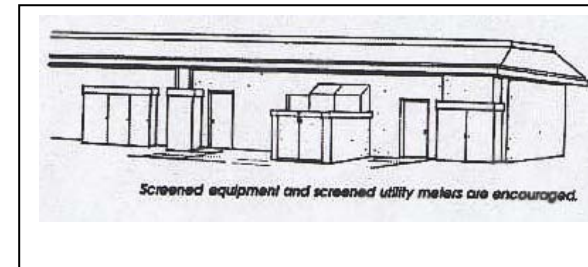
d. Utility Equipment – Utility equipment should not be visible from the street or within the front or public areas of a shopping center.

- 1) Utility equipment such as electric and gas meters, electrical panels, and junction boxes shall be located in a utility room within the building or hidden behind a screenwall.
- 2) Transformers shall never be the dominant element of the front landscape area. When transformers are unavoidable in the front setback area, they should be completely screened

by walls and/or thick landscaping, and should not obstruct views of tenant spaces, monument signs, and/or driveways.

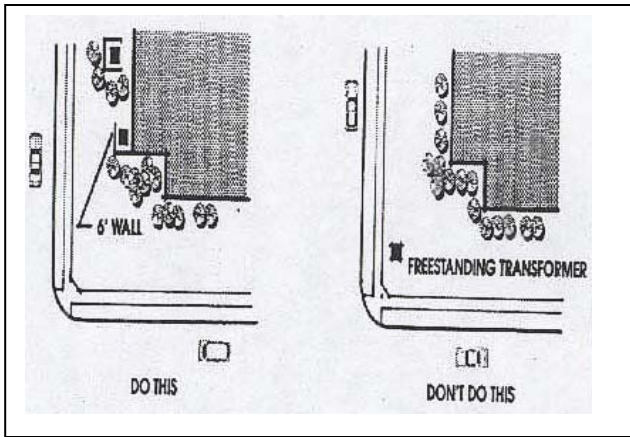


Inappropriate utility equipment screening



Appropriate utility equipment screening

- 3) All utility lines from the service drop to the site shall be underground.

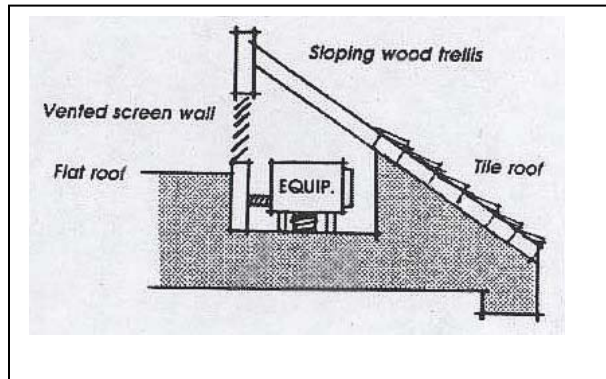


Screen transformers from street view

e. Mechanical Equipment - Mechanical equipment shall be screened from public view and be located and operated in a manner that does not disturb adjacent occupants.

- 1) All mechanical equipment such as compressors, air conditioners, antennas, pumps, heating and ventilating equipment, emergency generators, chillers, elevator penthouses, water tanks, stand pipes, solar collectors, satellite dishes and communications equipment, and any other type of mechanical equipment for the building shall be concealed from view of public streets, neighboring properties, and nearby higher buildings.

- 2) For new construction, mechanical equipment shall not be located on the roof of a structure unless the equipment can be hidden by building elements that are designed for that purpose as an integral part of the building design.
- 3) For modifications of existing structures, all roof-mounted equipment must be screened in a manner that is compatible with the architecture and materials of the building.



Appropriate screening solution

C. Building Architecture

Craftsman-style architecture is the established architectural theme for commercial projects in the Arbor District (I-5 Freeway to Muirlands) of the El Toro Redevelopment Project Area. Continuing the Craftsman theme from Muirlands to Trabuco is strongly encouraged. Additionally, the architectural design of a building should positively respond to Lake Forest's general historical background as a community and to the immediate surrounding area. A building's design should be complex enough for visual and functional interest, but simple enough to retain its basic integrity.

1. Desirable Building Elements

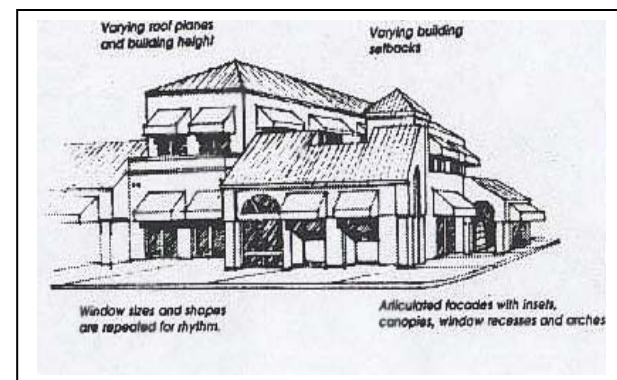
There are architectural elements that the City of Lake Forest desires to see included in commercial project designs. Other elements may be appropriate. These elements should logically relate to one another:

- a. Significant wall articulation (insets, pop outs, wing walls, etc.)
- b. Multi-planned pitched roofs
- c. Full roof treatments
- d. Roof overhangs, arcades
- e. Articulated mass and bulk
- f. High quality wall materials

- g. Courtyards and plazas
- h. Vertical elements including towers, spires, turrets, dormers, and cupolas.
- i. High quality building materials that include wood or wood-look siding; wood, brick, or stone trim; and wood-look roofing materials.
- j. Signage placement shall be considered in the façade design.

Craftsman character defining features and materials include:

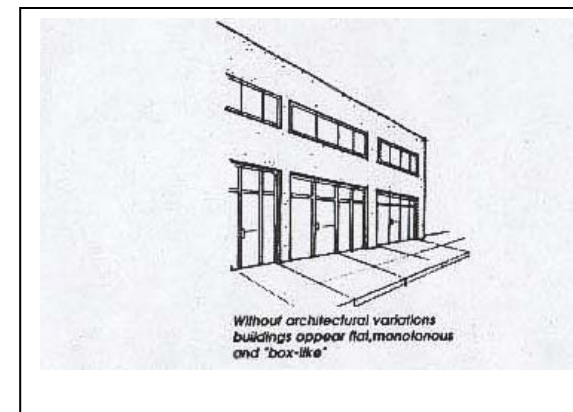
- **Natural woods**
- **Earth tone colors**
- **Common brick, clinker brick**
- **Stone, river rock**
- **Clapboard or shingle siding**
- **Exposed structural elements (i.e. rafters)**
- **Square or tapered columns**
- **Projecting brackets/beams**



Encourage articulated building mass

2. Undesirable Architectural Elements

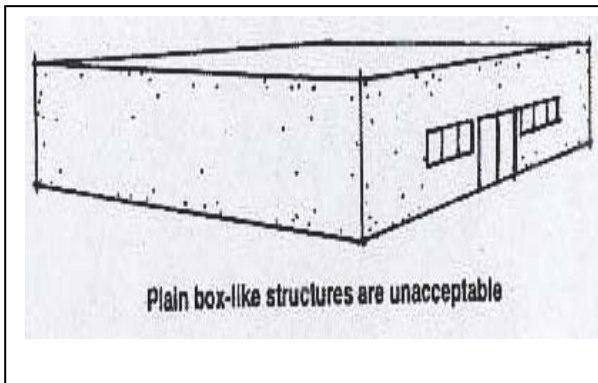
There are building types and materials which convey a lack of quality or are too urban for the desired visual environment within the El Toro Redevelopment Project Area. These elements are to be avoided:



Discouraged unarticulated building mass

- a. Large, blank, flat wall silhouettes

- b. Flat roofs without decorative cornice or parapet
- c. Unpainted concrete or cinder block walls
- d. Highly reflective surfaces
- e. Square “box-like” buildings
- f. Mixing of unrelated exterior materials (i.e. rustic wood shingle and modernistic chrome)
- g. Exposed pipe columns
- h. Red or orange tiled roofs
- i. Exterior walls composed only of stucco
- j. ‘Franchise’ architecture that is inconsistent with the desired character for the El Toro Redevelopment Project Area

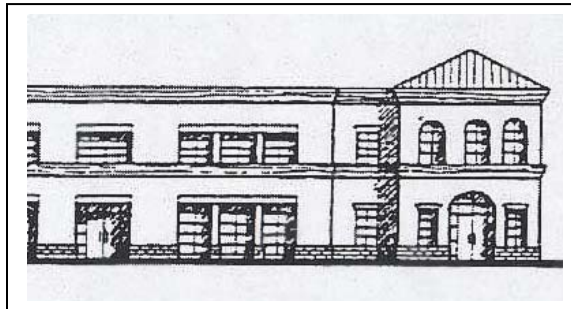


Inappropriate commercial design solution

3. Building Form and Scale

The elements of a building, whenever possible should relate logically to each other, as well as to quality surrounding buildings, to enhance the given or potential characteristics of particular buildings and areas.

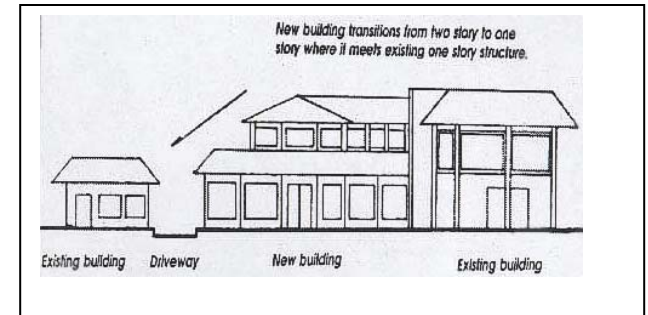
- a. Buildings should contain the three traditional parts of a building: base, mid section, and top. On low-rise buildings, the different parts may be expressed through detailing at the building base and eave or cornice line. On taller structures, different treatment of the first, middle, and top stories should be used to define the three parts.



Building which incorporates three traditional parts

- b. The scale of new buildings should be compatible with, not necessarily the same as, adjacent buildings. Special care, however, should be taken to achieve compatibility of larger buildings next to small scale

buildings; techniques should include limited size, building articulation, and shadow patterns. The scale of the building should also consider building setback, lot size, and relationship to street width.



Appropriate building design with existing neighbors

- c. Franchise architecture is strongly discouraged, unless the design is compatible with or complements the design theme of the Project Area. Building elevations should be designed to fit into the surrounding commercial area. Architectural gimmicks such as roof lights, distinctive roof shapes, and large false cornices and parapets that sacrifice the integrity of a consistent architecture to promote a single structure should be avoided.

4. Architectural Elements

All new buildings and/or major modifications to existing buildings within the El Toro Redevelopment

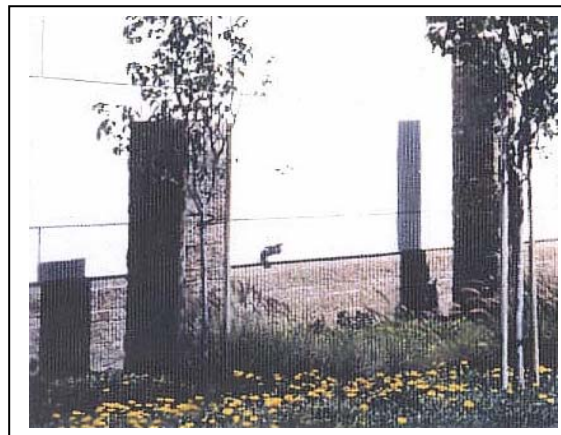
Project Area shall strive to contain some, if not most, of the following desirable architectural elements. Architecture not containing such elements may be permitted; however, the architect should be prepared to explain his/her design and how it meets the intent of these guidelines.

a. Building Base - Where the building meets the ground plane, and extends two (2) more feet up the building face, is the opportunity to establish an architectural base. This base may be as simple as a change in surface texture, a projection or break in the wall plane, or a change in material or color. A substantial base may incorporate all of the above, and may extend quite high up the face of the building, sometimes incorporating the entire ground floor of a two or three story building.

1) It is desirable to provide a base material that is highly resistant to damage, defacing, and general wear and tear. Pre-cast decorative concrete, stone masonry, brick, slate, and commercial grade ceramic tile are examples of excellent base materials. The use of anti-graffiti coating on base materials is encouraged.

2) Stucco may be used at the building base, but its use is strongly discouraged due to susceptibility to cracking, staining, and discoloration. Where stucco is used at the building base, it should be thoroughly sealed with a commercial grade sealer to enhance its resistance to such damage.

3) Be certain to compare materials and colors being used for the building base with the materials and colors for the walls. In general, the base materials should appear “heavier” and “darker” in appearance.



Appropriate building base material



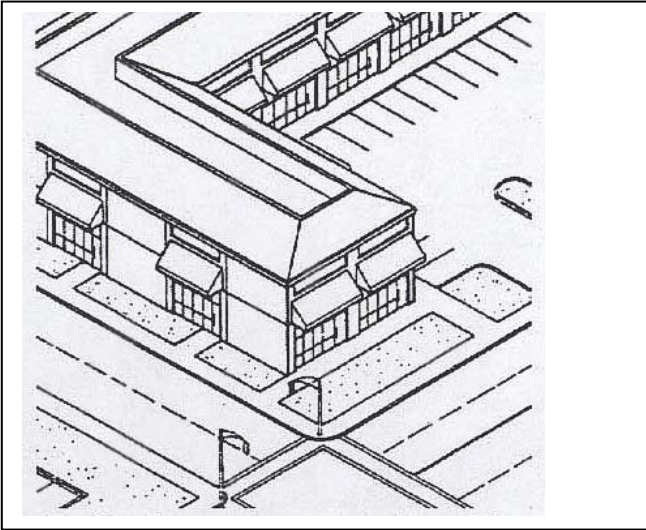
Appropriate building base material

b. Windows, Doors, and Openings – Windows, doors, and other openings should be detailed to establish them as important parts of the total façade composition.

1) In general, storefront openings should be horizontal, while upper level windows should be vertical or square in orientation.

2) Upper level windows may be paired to create a proportionate unit which is nearly square. They may also be clustered to create pattern combinations. This establishes a rhythm of features of varying proportions which are related by the over-all façade composition.

<p>3) Sills, headers, and moldings can be used to frame and enhance the significance of an opening. In some cases, an opening may warrant greater attention, such as at an entry. The molding and header may be enlarged or receive special detail in order to signify its importance in the over-all façade composition. Sills and headers can also be used to tie two adjacent windows together, or to unify actual windows and decorative wall panels.</p> <p>4) Modern metal and glass storefront systems are not consistent with the desired character for the Project Area and should not be used.</p> <p>c. <u>Building Entries</u> – In all cases, entries accessible to the general public should be pronounced and easily recognizable.</p> <p>Main Building Entries – The main entry to a building leading to a lobby, stairway, or central corridor, should be emphasized at the street to announce a point of arrival, in one or more of the following ways:</p> <ul style="list-style-type: none"> ◆ flanked by columns, decorative fixtures, or other details; 	<ul style="list-style-type: none"> ◆ recessed within a larger or cased decorative opening; ◆ covered by means of a portico projecting from or set into the building face; ◆ punctuated by means of a change in roof line, a tower, or a break in the surface of the subject wall; ◆ emphasized by a pedestrian plaza, accent tree, alley, or an expansion of the sidewalk area projecting out into the parking lot. <p>d. <u>Cornices and Parapets</u> – Where flat roofs are used in the building’s design, decorative cornices and parapet walls should be used to screen the roof and to delineate the building’s profile.</p> <p>Buildings with roofs as described above should utilize the following design elements:</p> <ul style="list-style-type: none"> ◆ decorative and substantial parapet walls incorporated to establish a distinct and interesting profile at the street elevation(s); ◆ a substantial cornice should be used at the top of a parapet wall or roof curb, providing a distinctive cap to the building façade. Lesser cornices of a similar architectural character 	<p>may be used to complete the design at side or rear elevations which do not front on a public street.</p> <p>e. <u>Roofs</u> – Roofs should be an integral part of the building design and overall form of the structure and should respond to the general design and nature of other roofs along the street.</p> <ol style="list-style-type: none"> 1) Roof design should conform to legitimate forms (i.e., hipped, gabled, flat, etc.) Superficial applications of artificial roof elements such as a piecemeal brow mansard to disguise a flat roof should not be used. This does not preclude roof top equipment wells when set behind conventional roof forms. 2) Roof tower elements to balance the ends of or call attention to the center of a shopping center are strongly encouraged.
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Good roof top equipment screening solution

- 3) Special attention should be given to the finish of parapets when buildings have flat roofs. Parapets should be finished with cornices.
 - 4) Earth tone roofing materials are strongly encouraged throughout the El Toro Redevelopment Project Area to create a unifying image for the architectural style in the area. Terra cotta colored tile roofs should be minimized. Brightly colored roofs are strongly discouraged, unless they substantially contribute to the design theme of the Project Area.
- f. Amenities – Pedestrian and building amenities are an important design feature of commercial center's

character. The color, materials, and design of amenities, such as awnings, canopies, umbrellas, sidewalk and patio furniture, and other features, should be selected to contribute to a consistent overall theme within a commercial center and to facilitate a cohesive and unified center image. These amenities shall not be used for advertising or signage purposes.

D. Landscaping

- ◇ Landscaped areas are used to frame and soften structures, to define site functions, to enhance the quality of the environment, and to screen undesirable views. Landscaping should express the ~~three~~ three dimensions of the project and should continue patterns of landscaping in the surrounding area.

1. General

Landscaping should work with buildings and surroundings to make a positive contribution to the aesthetics and function of both the specific site and the area.

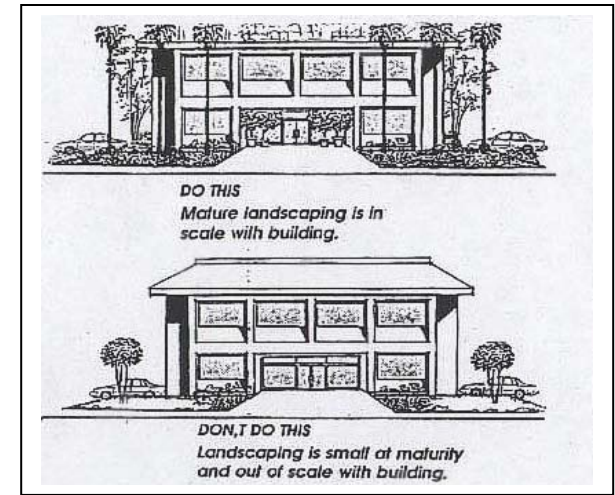
- a. Landscaped areas shall generally incorporate planting utilizing a three tiered system: 1) grasses and ground covers, 2) shrubs and vines, and 3) trees.

All areas not covered by structures, service yards, walkways, driveways, plazas or pedestrian areas, and parking spaces should be landscaped.



Complete three-tiered landscape solution

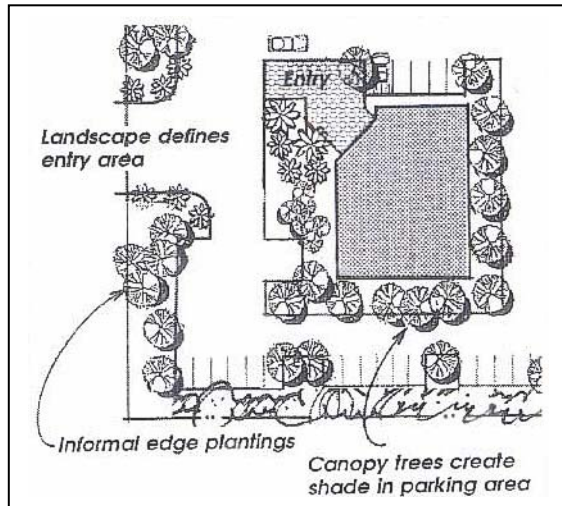
- b. The following are common planting design concepts that should be used whenever possible:
 - ◆ specimen trees (36-inch box or larger) used in informal groupings and rows at major focal points
 - ◆ use of flowering vines both on walls and arbors
 - ◆ use of planting to create shadow and patterns against walls
 - ◆ sufficient trees to create a substantial canopy and shade, especially in parking areas
 - ◆ berms, plantings, and/or walls to screen outdoor areas from wind.



Use plant material in scale with building mass

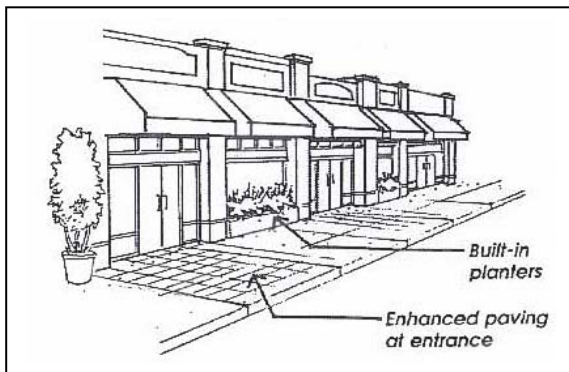
- c. Landscape design and construction should emphasize drought-tolerant landscaping whenever/wherever possible. The use of palm trees and cactuses, however, should be very limited and used only in small areas for accent. Nonmessy (Sugar Gum, Lemon Scented Gum, Silver Dollar Gum) Eucalyptus trees are encouraged. Tree types need to be consistent with the dominant theme established in the area and need to be appropriate for the proposed location, e.g., no trees in parking lots that excessively drop leaves or residue onto vehicles.
- d. Landscaping around the entire base of buildings is encouraged to soften the edge between the parking lot and the structure. This should be

accented at entrances to provide focus.



Landscape entire base of commercial building

- e. Landscaping should be protected from vehicular and pedestrian encroachment by raised planting surfaces, depressed walks, or the use of curbs. Concrete mow-strips separating turf and shrub areas should be provided.



Appropriate Landscape Island screens parking lot

- f. Vines and climbing plants on buildings, trellises, and perimeter walls not only look good but also help discourage graffiti. A few plants to consider for this purpose are grape ivy and wisteria vines.
- g. The landscape irrigation system shall be designed to prevent run-off and overspray to the greatest degree possible and shall comply with current water quality standards.

2. Perimeter Landscaping

The perimeter of the site shall be landscaped to provide parking lot screening, a buffer for adjacent uses, and an attractive view from El Toro Road and other streets. Landscaping adjacent to El Toro Road shall complement the landscaping used for

the El Toro Road Traffic and Landscape Improvement Project.

- a. Street front landscaping should consist of the following:
 - 1) Materials and specifications that are in compliance with requirements of the Zoning Code.
 - 2) A mixed planting of trees, shrubs, and groundcover in the area between buildings and the sidewalk.
 - 3) Street trees that match the existing street tree type and spacing for that street.
- b. Interior site or property line landscaping should consist of:
 - 1) A perimeter landscape strip at least 5 feet wide (inside dimension), when the site adjoins other commercial uses.
 - 2) A 10-foot-wide landscape strip or a minimum 6-foot-high masonry wall when a driveway, service yard, loading area, or parking lot is adjacent to residential uses.
 - 3) Pathways, incorporating trellises and plants, should be used to connect adjacent commercial and residential development.

c. Screening of parking lots is encouraged and may be achieved by several means including:

- 1) Masonry walls, approximately 4 feet in height, which may consist of stone, patterned concrete, brick, or other similar types of solid masonry materials.
- 2) Earthen berms approximately 3 feet tall and covered with a drought-resistant ground cover.



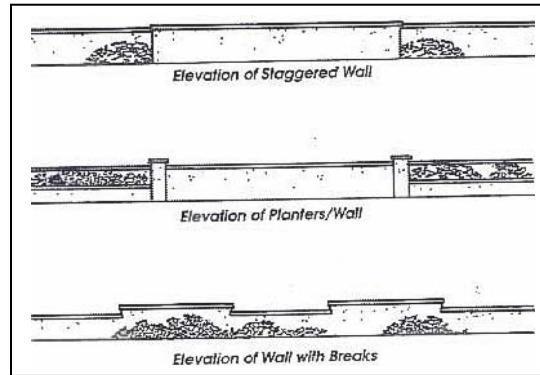
Appropriate screening of parking lot

- 3) Shrubs, such as Photinia, Shiny Xylosma, etc., planted close together to grow into a dense 4-foot-tall screen in a short period of time.

3. Walls and Fences

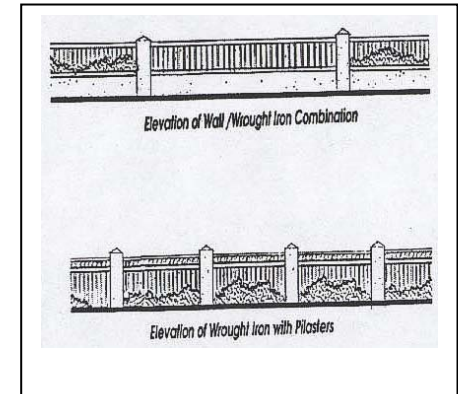
Walls and fences are generally used for security purposes and to screen areas from public view. If they are not required for a specific purpose, they should not be utilized.

- a. Keep walls low – Walls and fences should be kept as low as possible while performing their screening and security functions.
- b. Materials and colors – Walls viewed from the street or parking lots should be designed to blend with the site’s architecture through the use of similar materials and colors.



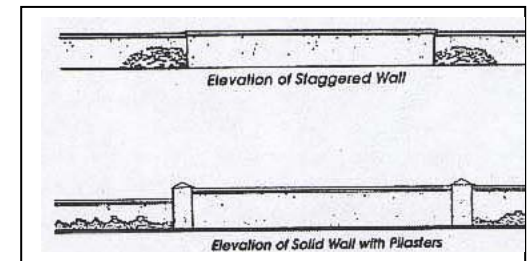
Alternative wall design solutions

- c. Landscape walls – Landscaping shall be used in combination with walls to soften the otherwise blank surfaces. Vines planted on walls are strongly encouraged to hide flat wall surfaces and to help reduce graffiti.
- d. Security fencing – When security fencing is required, it should be a combination of solid walls with pillars and offsets, or short solid wall segments and segments with simple wrought iron grill work.



Appropriate wall/fence security fencing alternatives

- e. Offset long walls – Walls should be offset every 50 feet and architecturally designed to reduce monotony. Landscape pockets along the wall should be provided at regular intervals.

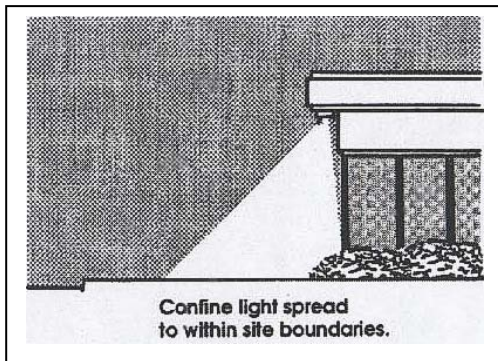


Walls should provide some visual interest

4. Lighting

Lighting levels should be sufficient for the safety of site occupants and visitors, but should not spill onto adjacent properties.

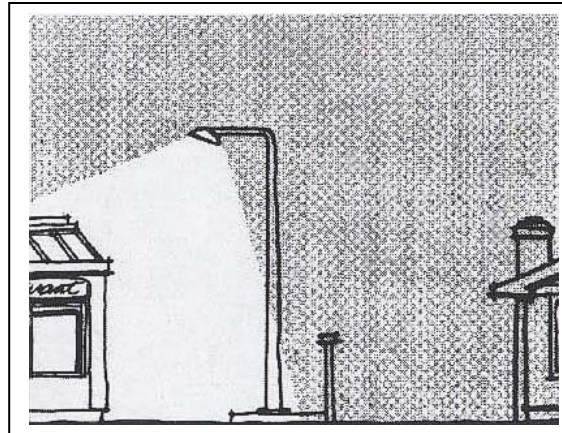
- a. Lighting shall be provided in all loading, storage, and circulation areas.
- b. Light fixtures shall not exceed 12 feet in height when adjacent to residential uses.
- c. Parking area and vehicular circulation lighting should consider metal halide or high-pressure sodium cut-off type fixtures. Lighting for pedestrian activity areas (e.g., plazas, walkways) may use other lighting sources.



A building's lighting must not spill over to adjacent properties

- d. The light source (or element) from a light fixture should not be visible from off the site.
- e. Lighting fixtures in parking lots shall be located to assure adequate light levels and to avoid displacing planned trees. Light fixtures shall be shown on landscape plans.

- f. Light standards should not exceed 25 feet in overall height from the finished grade of the parking facility. Light standards may be taller in larger parking areas (more than 500 spaces) if there will be no impact on surrounding uses, especially residential.
- g. Roof lights, wall washes, lighted roof panels, internally illuminated awnings, and other methods of illuminating buildings are discouraged.
- h. Light fixtures shall complement the architectural style of the project and add to overall design of the project.



Parking lot lighting should avoid illuminating off-site

E. Service Stations/Mini Marts and Car Washes

◇ *Service Stations / Mini Marts and Car Washes are intensive uses that are characterized by larger areas of paving which permit vehicles to maneuver freely and have the potential to create significant adverse impacts for adjoining streets and properties. Service Stations, in particular, have historically enjoyed several points of access from adjacent streets to maximize maneuvering flexibility for vehicles. When weighed against the safety risk inherent in multiple driveways onto congested streets and the negative environmental and visual impacts of large areas of asphalt, fully flexible circulation clearly can no longer be accommodated. Driveway cuts needs to be limited, circulation needs to be channeled, and paved areas reduced.*

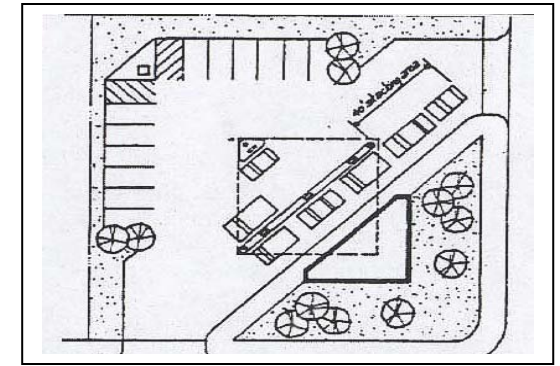
Although reduced in area, substantial paving can still be expected and should be compensated for by perimeter landscaping.

1. Site Organization

- a. The establishment of automobile service uses should only be considered if located in a commercial park, industrial park or business center with a minimum site area of not less than five (5) acres, with a maximum of one such use per center. The use should be located within the interior/center portion of

the project and not be adjacent to any street frontage. “Commercial, industrial park, or business center” shall include any configuration of contiguous legal parcels developed for commercial or industrial use regardless of ownership.

- b. Structures on the site should be spatially related; buildings should be organized into a simple cluster.
- c. The site should be designed to provide well-designed circulation patterns, but those patterns should be defined by reduced areas of paving and well-placed landscaped areas. Driveway cuts should be limited to one, occasionally two per street.
- d. Service bays and other vehicle-access openings in structures shall not face public streets/rights-of-way or residential properties, and shall not be directly visible as the primary view from the street into the project site. Drive-through service bays are prohibited
- e. All future service stations along El Toro Road shall employ the “reverse layout” site plan shown on this page. Gas pumps and canopies shall not be located between the service station / mini mart and El Toro Road.



A reversed service station site layout

2. Building Design

- a. All structures on the site (including kiosks, car wash buildings, gas pump columns, etc.) shall be architecturally consistent with the main structure.
- b. All building elevations facing public streets, whether such elevations function as the front, side, or rear of the building, should be architecturally detailed to avoid the appearance of the “back of the building”; buildings should contribute a positive presence to the street scene.
- c. Building materials should have the appearance of substance and permanency; lightweight metal or other temporary appearing structures are not appropriate.
- d. All structures should employ pitched roofs. The canopy shall include a pitched roof or, if another

design is proposed, demonstrate architectural compatibility with the main building.

- e. Franchise architecture is strongly discouraged unless the design is compatible with or complementary to the design theme of the Project Area. Building elevations should be designed to fit into the surrounding commercial area. Architectural gimmicks such as roof lights, distinctive roof shapes, and large false cornices and parapets that sacrifice the integrity of a consistent architecture to promote a single structure should be avoided.

3. Special Requirements

- a. Car wash facilities should include appropriate noise control measures to reduce machinery and blower noise levels.
- b. Areas should be provided on self service station sites to allow patrons to service their vehicles with water and air. These facilities should be located where they do not obstruct the circulation patterns of the site.
- c. On automatic car wash sites, facilities should be provided for vacuuming of vehicles and for drying of vehicles upon exiting the car wash building. These areas should be carefully located to avoid obstructing legitimate circulation.

- d. Each pump island should generally include stacking for a minimum of two vehicles (40 feet) on site so that driveways or the street are not utilized for waiting customers.



Desirable stacking space at pump islands

- e. Truck circulation patterns and positions for tank filling should not conflict with critical customer circulation patterns or cause a potential for stacking overflow onto a street.
- f. No dismantling of wrecked cars is allowed on the site, and no outdoor storage is allowed.
- g. Trash areas should be designed to accommodate disposal of junk parts as well as packing from parts shipments.
- h. Specific site locations should be made for the storage of used oil and

lubricants pending recycling, screened from public view, preferably inside a building.

- i. All compressors should be located in the interior of the site or within buildings to minimize any impacts on adjacent properties.
- j. Paved areas should be made more visually attractive by the use of movable landscaping containers near pump islands, perimeter landscaping, and enhanced paving accents.

F. Drive-Through and Drive-In Businesses

◇ *There are special design issues related to drive-through restaurants, banks with drive-up tellers, drive-through dry cleaners, and other drive-in and drive-through businesses. If not designed properly, these uses can visually detract from a strong building edge along the street; result in incompatible design character within the Project Area; disrupt organized vehicular access and on-site circulation; and make it difficult to adequately buffer these uses from adjacent uses.*

1. Site Organization

- a. It is strongly desirable that drive-through facilities and businesses should not proliferate along the frontage of El Toro Road or within the Redevelopment Project Area. Consequently, drive-through facilities are prohibited along the frontage of El Toro Road, with special emphasis within the Arbor commercial corridor from the I-5 freeway to Muirlands.
- b. The establishment of a drive-through business, including restaurants, should only be considered when not located on the frontage of El Toro Road, and where the drive-through business or

facility is located in a commercial, industrial park or business center with a minimum site area of not less than five (5) acres, with a maximum of two drive-through businesses or facilities per center. All circulation for drive-through businesses and facilities should be internal to the overall center and should not have direct access to a public street. A minimum of 300 feet of separation should exist between the proposed drive-through facility or business and another drive-through facility or business. “Commercial, industrial park, or business center” shall include any configuration of contiguous legal parcels developed for commercial or industrial use regardless of ownership.

- c. Where drive-through facilities are determined consistent with the spirit and intent of these Guidelines, the following design elements should apply in addition to the above:
 - 1) Drive aisles for drive-through facilities should be adjacent to two or less sides of the building served. Drive-through elements should be architecturally integrated into the building, rather than appearing to be applied or “stuck-on” to the building.

- 2) Drive-through facilities should not be visible from the public right-of-way.
- 3) Drive-through aisles should provide adequate on-site queuing distance to accommodate 6 cars before the first stopping point (e.g. menu board, teller window, automatic teller machine). No portion of the queuing aisle shall serve double duty as a parking aisle or interfere or otherwise obstruct access to the parking.
- 4) Pedestrian linkages to the drive-through business and the public sidewalk system should be provided using enhanced paving materials. Pedestrian walkways should not intersect or conflict with the drive-through drive-aisle. Where they cannot be avoided, pedestrian walkways should have a minimum 15-foot clear visibility.
- 5) Whenever physically possible, the main structure should be sited so as to maximize the distance for vehicle queuing while screening the drive-through operations located on the back side of the structure.
- 6) Menu board speakers shall be located so as to protect

adjoining residential areas from excessive noise.

- 7) Place a menu “preview” board 20-30 feet prior to “order placing” menu board.
- 8) Menu and order boards shall not be visible from the public right of way. The back side of menu and order boards should be screened with landscaping unless adjacent to the side of the building served. The landscaping should exceed the height and width of the menu and order board, unless adjacent to the side of the building served.
- 9) Drive-through aisles should be adequately screened by a continuous 36-inch high solid wall, architecturally consistent with the main structure, and appropriately landscaped.
- 10) Enhanced paving materials should be used to differentiate drive-through aisles from other circulation and parking areas.
- 11) A minimum of one 24-inch box tree should be provided between the drive-through business and the street frontage for every 20 feet of street frontage.
- 12) Restaurants and businesses having drive-through facilities

should not be located as an independent freestanding development, unless they fully comply with these Guidelines.

- 13) In no instances should parking or drive-through facilities be located contiguous or adjacent to the public street frontages or public rights-of-way. The primary presence along all public street frontages and other public rights-of-way should be the building and mature landscaping.
- 14) Drive-through businesses are strongly encouraged to include the following architectural elements:
 - (a) Consistent architectural treatment on all building sides
 - (b) Significant wall articulation (insets, wing walls, etc.)
 - (c) Full roof treatments, including multi-planed pitched roofs
 - (d) Roof overhangs
 - (e) High quality wall materials
 - (f) Tower elements
- 15) Drive-through restaurants are strongly encouraged to provide outdoor seating areas in front of

the primary building façade, oriented towards the primary public street frontage. Play equipment areas provided by drive-through restaurants shall be located behind the horizontal planes of building facades facing public street frontages. In no instances shall play equipment areas be located in front of or as a component of the primary building façade. Outdoor seating areas, play equipment, and perimeter fencing shall be reviewed by the City for attractiveness of design and compatibility with the main building architecture.

2. Building Design

- a. All building elevations facing public streets, whether such elevations function as the front, side, or rear of the building, shall be architecturally detailed to avoid the appearance to the “back of the building”; buildings should contribute a positive presence to the street scene.
- b. Building design should be consistent with the established architectural theme, be clean and simple, stylistically consistent, and related to surrounding buildings

through use of similar scale, materials, colors, and/or detailing.

- c. Franchise or corporate style architecture and/or the use of highly contrasting color schemes that attempt to draw attention to the building are strongly discouraged, unless the design is compatible with or complements the design theme of the Project Area.

3. Special Requirements

- a. Landscaping is required in all street front setback areas, adjacent to customer entrances to buildings, and along property lines visible from off-site or from customer access areas.



An encouraged “back of building” architectural detail

G. General Sign Design Guidelines

◇ Signs within the El Toro Redevelopment Area have a dramatic effect on how the area is perceived by motorists moving through it. Simple, quality signage is the most effective method of communicating and attracting customers. Planned Sign Programs are encouraged to create comprehensive sign planning for shopping centers. All signs are subject to the requirements contained within the City's Zoning Ordinance.

1. The Message

- a. Use a brief message. The fewer the words, the more effective the sign. A sign with a brief, succinct message is simpler and faster to read, looks cleaner and is more attractive.
- b. Avoid hard-to-read, overly intricate typefaces. These typefaces are difficult to read and reduce the sign's ability to communicate. Refer to Figure A
- c. Lettering should be in proportion to the size of the sign fascia and the letters should be centered horizontally and vertically on the sign fascia.

- d. The sign shall occupy no more than 75% of the sign area, both horizontally and vertically as shown in Figure B.



Figure A



Figure B

- e. Avoid signs with strange shapes. Signs that are unnecessarily narrow,

oddly shaped, or unrelated to the products or services being provided on site can restrict the legibility of the message. If an unusual shape is not symbolic, it is probably confusing.

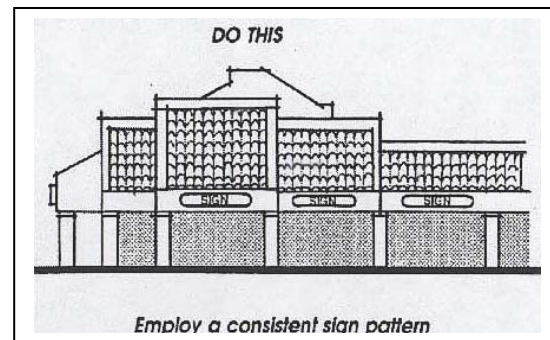


Figure C

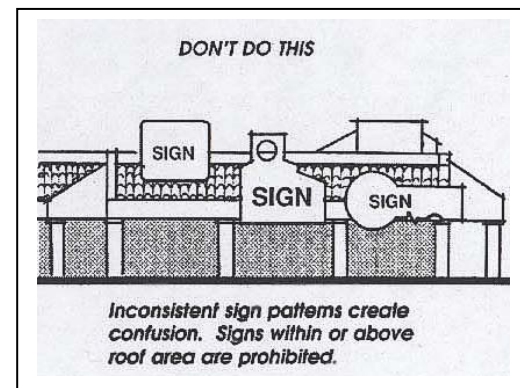


Figure D

- f. Signs should employ a consistent sign pattern (Figure C). Inconsistent signs in a single project can create confusion and detract from the visual qualities of a project. Signs within or above the roof are prohibited.

- g. It may be appropriate to use widely recognized logos rather than text in some cases.
- h. Make signs similar if they are oriented to pedestrians. The pedestrian-oriented sign is usually read from a distance of fifteen to twenty feet; the vehicle oriented sign is viewed from a much greater distance. The closer a sign's viewing distance, the smaller that sign need be.
- i. Building wall signs shall be composed of individual letters, including reverse channel letter signs and channel letter signs. These sign types are virtually indistinguishable from one another except for the manner in which they are illuminated. Reverse channel letter signs are not internally illuminated, while channel letter signs are. Reverse channel letter signs are typically backlit, which creates a halo effect around each letter when wall mounted. Channel letter signs have colored translucent fronts or faces, which become more intense and noticeable when illuminated. For both types of sign, exposed raceways and electrical housing are prohibited unless extraordinary structural justification can be made.

- j. Logos and trademarks shall be permitted, but may not exceed the height of the letters.



Channel Letter Sign



Reverse Channel Letter Sign

2. Sign Color

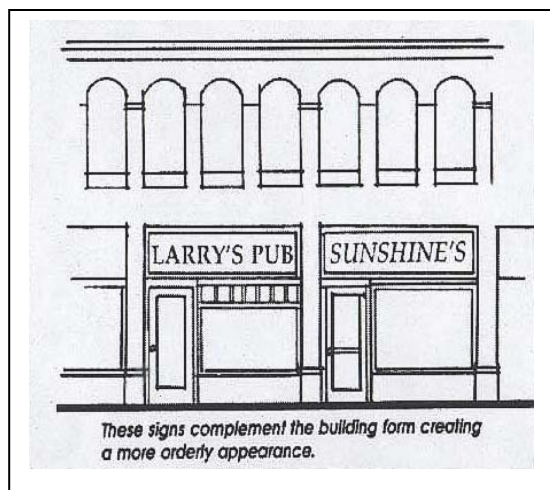
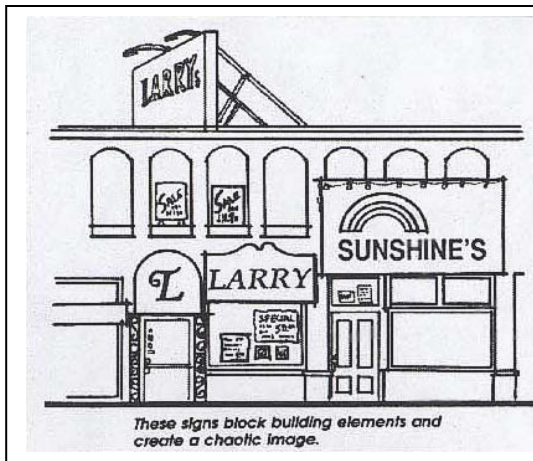
- a. Colors should be selected to contribute to legibility and design integrity of signage. Even the most carefully thought out sign may be unattractive and a poor communicator because of poor color selection.

- b. A substantial contrast should be provided between the color and material of the background and the letters or symbols to make the sign easier to read in both day and night.
- c. Limit colors to three on a single sign (not including the sign structure). Color is most effective when used simply. Too many colors, particularly accent colors, may distract the reader, reduce legibility, and make the sign less effective. Multiple colors on individual letters or individual letters exhibiting a different color per letter are strongly discouraged unless it significantly contributes to the aesthetic quality of the sign.
- d. Gold color trim caps shall not be permitted. The trim cap color shall match either the sign face color or the color of the letter return.

3. Sign Architectural Compatibility

- a. Signs should make a positive contribution to the general appearance of the project and the street on which they are located.
- b. Sign size should be proportionate. The size and shape of a sign should be proportionate with the scale of the structure or structures in the shopping center.

- c. Signs should be appropriate scale with the building on which they are placed and should not overwhelm the architecture of the building.



- d. Place wall signs to establish façade rhythm, scale and proportion when façade rhythm doesn't exist. In many buildings that have a monolithic or plain façade, signs

can establish or continue design rhythm, scale, and proportion.

- e. Signage design and materials should be compatible with the design and materials used on the building.

4. Monument Sign Guidelines

A monument sign is a freestanding sign at ground level, supported from grade to the bottom of the sign with the appearance of having a solid base. Generally, monument signs are of a higher architectural quality than other freestanding signs, such as pole signs. It is not preferred to have a proliferation of monument signs along El Toro Road. Instead, strategically placed monument signs that identify the center and businesses are encouraged. The following standards apply to monument signs in addition to the general sign guidelines:

- a. A monument sign shall be architecturally compatible with the design, theme, colors, and materials of the center/building for which it is intended to identify.
- b. Multi-tenant center monument signs should not identify more than four (4) tenants and no less than two (2).
- c. Monument signs should be limited to a height of seven (7) feet, unless a taller sign is approved as part of a Planned Sign Program in

accordance with the Lake Forest Municipal Code.

- d. A minimum of 10 percent of the sign area of a monument sign should be dedicated to the identification of the street address. Shopping centers along El Toro Road should display the range of store addresses for that development on their sign.
- e. Monument signs should be located as close as practical to main entrances to the center on any street frontage.
- f. Monument signs should generally be placed perpendicular to the street and located to ensure that vehicular and pedestrian sight distances at entry driveways and sidewalks are not impaired.
- g. Monument signs should be constructed of a solid architectural base and side or durable, long-lasting materials. Each sign should incorporate a base which is a minimum of 24 inches in height. The design and materials used should match the architecture of the development itself and the established architectural theme of the Project Area.



Monument Sign Featuring Craftsman Architectural Details

- h. Signalized entrances are strongly preferred to have single-faced monument signs located at either side of the entrance that include the center name and no more than four tenant names.



Signalized Entrance Monument Sign

- i. Pole signs shall be prohibited.

H. Pedestrian Amenities

◇ *It is important to compliment positive building design with amenities that create an inviting atmosphere for shoppers and business patrons. Amenities, such as outdoor seating, attractive window displays, pedestrian plazas, public art, water features, and pleasant pedestrian pathways can attract people to a commercial area, invite them to stay longer, and encourage them to return soon. These amenities can attract shoppers by enlivening the atmosphere, but can also create an activity for everyone just because of the pleasant environment.*

1. Appearances of Amenities

Pedestrian and building amenities are an important design feature for creating character within a commercial center.

- a. The color, materials, and design of amenities, such as awnings, canopies, umbrellas, sidewalk and patio furniture, and other features should be selected to facilitate a cohesive and unified image for individual buildings and commercial centers that are consistent with the desired character and established theme for the El Toro Redevelopment Project Area.
- b. These amenities shall not be used for advertising or signage purposes.

2. Outdoor Seating

Outdoor seating for restaurants within the El Toro Redevelopment Project Area is

seen as a positive element in enlivening the pedestrian atmosphere. It also provides much needed outdoor activity in shopping centers. The following guidelines should be followed whenever outdoor seating is being considered.

- a. Maintain a “clear” distance for chairs, fences, tables, and other obstructions to allow for handicapped access per Building and Safety standards for the general public to proceed past the “seating area.”
- b. Outdoor seating shall require parking per the City’s Zoning Code. Seating for 17 or more patrons will require providing additional parking.
- c. Tables and chairs should be constructed of durable materials.
- d. Chain-link is prohibited and may not be utilized around the patio area.
- e. Outdoor seating areas should be enhanced through the use of landscape materials. Such landscape should be protected from vehicular and pedestrian encroachment by raised planting surfaces or curbs.

3. Plazas and Water Features

- a. Plazas should contain both functional and aesthetic elements (i.e., seating and landscaping) so that activity and use of the area is encouraged.



This water feature provides varying water patterns and a place to sit



An interactive water feature, seating with Umbrellas, and landscaping create a vibrant activity area

- b. Plazas and water features should be placed in locations that are central, near pedestrian circulation paths, and easily visible.
- c. Water features are encouraged to be interactive, to incorporate kinetic

elements or variation of water patterns, and/or to incorporate functions such as a seating ledge.

4. Pedestrian Pathways

Pathways for pedestrians should be designed for both function and aesthetics in mind.

- a. Pathways should provide visual elements throughout to hold the attention of pedestrians (i.e., storefront display windows, seating areas, landscaping, water features).
- b. Enhanced pathways should be provided for pedestrian use.
- c. Pleasant and functional pathways should be provided between adjacent buildings as often as possible.
- d. In parking lots of major centers (with over 200 parking spaces), enhanced pathways should facilitate pedestrian access from the parking area to the entry of major uses.
- e. Pedestrian pathways through large parking areas (with over 500 spaces) should use enhanced paving materials, landscaping, and pedestrian-scaled lighting fixtures that are compatible with the building appearance. Structures such as covered arbors are also encouraged in large parking lots.



An attractive arbor creates a pleasant pedestrian walkway

**LAKE FOREST CITY COUNCIL
POLICY**

**Interpretation And Implementation Of
The El Toro Development Project Area
Design Guidelines
(Adopted June 19, 2001)**

The City Council adopted the El Toro Redevelopment Project Area Design Guidelines as an Interim Zoning Ordinance on August 18, 1998 and extended the Interim Zoning Ordinance on September 15, 1998 and August 3, 1999. The City Council by Ordinance No. 114 permanently adopted the El Toro Redevelopment Project Area Design Guidelines (“Design Guidelines”) on August 15, 2000.

It is the policy and direction of the City Council that the Design Guidelines are to be used as the foundation for property owners, developers, project architects as well as City staff, Planning Commissioners, and the City Council in developing, reviewing, and evaluating development projects within the territory covered by the Design Guidelines. The focus of the Design Guidelines is to enhance the community character and create an individual identity for Lake Forest. The Design Guidelines should be used by the property owners, staff and decision-makers as the basis for the creative design process and should not be looked upon as the only solution for design.

The Design Guidelines should be viewed as qualitative rather than mandatory development standards and may be interpreted with some flexibility. Design Guidelines that utilize the term "shall" are to be applied as the preferred mechanism for developing projects. Guidelines that use the word “should” are discretionary and alternative measures may be considered if those measures meet or exceed the intent of the Guidelines. Guidelines using the words “encouraged” or “discouraged” are not mandatory, but express a more or less desirable solution.

It is important that the intent of the Design Guidelines be achieved in those instances where a project proponent cannot meet the strict and literal interpretation of a particular guideline. Furthermore, projects should be reviewed on a sum total basis. When making findings of health, safety, and welfare, the decision-makers should consider how and if a project meets the guidelines, the intent of the guidelines, and/or offers alternatives which meet the spirit of the guidelines.

The City Council directs that staff, project architects and Planning Commission utilize flexibility in promoting diversity and creativity in the development of building structures, site relationships and aesthetic considerations. Further, flexibility is encouraged in utilizing the Design Guidelines with the purpose and intent being to develop the best and highest quality projects possible in light of the

circumstances appropriate for each property and preserving property values throughout the project area.

RDA PROJECT ON EL TORO



CITY OF LAKE FOREST

Scale: None



LEGEND:

- CITY LIMIT LINE
- RDA BOUNDARY LINE

