

Economic catalyst - Enhance the neighborhood-serving businesses and residential environment of Doheny Village.

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Ensures consistency between the goals and policies of the City of Dana Point General Plan and this Specific Plan.

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Provides development standards and design guidance for on-site residential development.

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Develops a plan that can be implemented based on existing and anticipated future economic conditions.

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Encourages sustainable development by promoting energy efficiency, efficient water consumption, and diversion of construction waste.

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Assures appropriate financing for infrastructure, including domestic water, urban runoff and drainage facilities, and sewage disposal.

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1.2 AUTHORITY AND FORMAT OF THE SPECIFIC PLAN

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The State of California Legislature has established the authority and scope to prepare and implement specific plans. The State requires that all cities and counties in California prepare and adopt a comprehensive General Plan for the physical development of their areas of jurisdiction. To implement the policies described in the General Plan, regulating programs are adopted (e.g., zoning ordinances, subdivision ordinances, building and housing codes, etc.). California State law authorizes cities with complete General Plans to prepare and adopt specific plans (*Government Code Section 65450 – 65457*). Local planning agencies or their legislative bodies may designate areas within their jurisdiction as areas for which a specific plan is "necessary or convenient" (*Government Code Section 65451*).

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Specific plans are intended to serve as bridges between the local General Plan and the individual development proposal for a specific area. Specific plans contain both planning policies and regulations, and may combine zoning regulations, capital improvement programs, and other regulatory requirements into one document.

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The Victoria Boulevard Specific Plan has been created through the authority granted to the City of Dana Point by the California Government Code, Sections 65450 through 65453. This

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Specific Plan has been prepared in accordance with the provisions of the California Government Code, which stipulate that a specific plan contain text and diagrams specifying the following:

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Land Use: The specific plan must specify the distribution, location, and extent of the uses of land, including open space, within the area covered by the plan. This discussion is included in Section 3.2, Land Use Plan, of this Specific Plan.

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Public Facilities: The specific plan must show the proposed distribution, location, extent, and intensity of major components of public and private transportation, wastewater, water, drainage, solid waste disposal, energy, and other essential facilities located within the area covered by the plan, and needed to support the land uses described in the plan. This discussion is included in Section 3.3, Circulation Plan, and Section 3.4, Infrastructure Plan, of this Specific Plan.

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Development Standards: The specific plan must include standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable. This discussion is contained in Chapter 5, Development Standards, of this Specific Plan.

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Implementation Measures: The specific plan must include a program of implementation measures, including regulations, programs, and financing measures. A discussion of these topics is included throughout Chapter 6, Implementation, of this Specific Plan.

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General Plan Consistency: The specific plan must include a statement of the relationship of the specific plan to the General Plan.

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Optional Contents: The specific plan may address any other subject that, in the judgment of the City, is necessary or desirable for implementation of the General Plan. Community building, landscape, architectural, and sustainable design guidelines in Chapter 4, Design Guidelines, of this Specific Plan.

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1.3 SPECIFIC PLAN AREA LOCATION

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The 5.5-acre project site is located approximately a quarter-mile inland from the Pacific Ocean within the city limits of Dana Point, California. The Victoria Boulevard Specific Plan area is located along State Route 1 (SR-1) near the interchange between Interstate 5 (I-5) and SR-1. Regional access to the site is depicted on Exhibit 1.1, Regional Context and is available from the northeast via I-5 and from the southwest via SR-1. Local access to the site is depicted on Exhibit 1.2, Local Context. Local access from both I-5 and SR-1 is

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available from on- and off-ramps intersecting Doheny Park Road approximately half a mile north of the project site at I-5 and approximately a quarter of a mile south of the project site at SR-1. Direct access is provided to the project site via Domingo Avenue and Victoria Boulevard which both intersect with Doheny Park Road, and via Sepulveda Avenue which intersects with Camino Capistrano.

1.4 SPECIFIC PLAN SUMMARY

The Victoria Boulevard Specific Plan is planned as an infill redevelopment project that includes up to 356306 multi-family dwelling units on the approximately 5.5-acre project site. The project design allows for numerous public and private outdoor spaces and opportunities for recreation, including outdoor amenitized courtyard space, a rooftop amenity area, and recreation spaces surrounding the development.

The Victoria Boulevard Specific Plan and project is the result of intensive planning and careful design to create a high-quality infill project consisting of attached studio, one-, two-, and three-bedroom residential dwelling units within the City of Dana Point. The project site was most recently utilized by the CUSD as a storage and maintenance yard, and was determined in 2006 to be surplus property and ground-leased for development.

The Victoria Boulevard Specific Plan incorporates place-making principles to create a pedestrian-friendly development. Both public and private open spaces are proposed and may contain outdoor amenitized courtyard space, a rooftop amenity area, corner park and landscaped space, and recreation spaces surrounding the residential project.

The Specific Plan is designed to infill and contribute to the urban fabric of Doheny Village. Building architecture integrates with existing development by limiting height along Victoria Boulevard to three and four stories, and reflects the unique coastal setting by incorporating natural and man-made materials into the design. The Project includes an affordable component consisting of a minimum of 5 percent very low-, 5 percent low-, and 5 percent moderate-income units of the overall unit count.

The Specific Plan will have a unifying landscape theme, including a system of courtyards and amenity spaces through the project that maximize access to the outdoors.

1.5 DISCRETIONARY ACTIONS AND APPROVALS

The City of Dana Point is the Lead Agency for purposes of California Environmental Quality Act (CEQA) compliance and shall prepare an Environmental Impact Report (EIR) to

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consider the following discretionary actions. These actions are required to implement this Specific Plan:

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General Plan Amendment: A General Plan Amendment will be necessary to change the general plan land use designation of the entire property from the current "Community Facility" (CF) and "Recreation/Open Space" (R/OS) to "Specific Plan Overlay" (SPO).

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Zone Change: An approval of a Zone Change will be necessary to change the zoning of the entire property from the current "Community Facility" (CF) and "Recreation" (REC) to "Victoria Boulevard Specific Plan" (VBSP) on the City's Zoning Map.

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Specific Plan: The Victoria Boulevard Specific Plan has been prepared to realize the objectives of the proposed project as defined herein. The Specific Plan will be adopted by Resolution by the City of Dana Point City Council, with the Development Standards chapter adopted by Ordinance.

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Tentative Parcel Map (TPM): In order to consolidate the underlying lots on the project site, a TPM for the Specific Plan area will be prepared and processed through the City in accordance with Chapter 7 of the DPMC and in accordance with the Subdivision Map Act of the California Government Code.

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Development Agreement: A Development Agreement for the project will be negotiated and considered for approval. The Development Agreement will include public benefits that extend beyond those which may be forthcoming through project approvals, as well as other negotiated terms.

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Certification of the Environmental Impact Report (EIR): The City of Dana Point has determined that an EIR is required to analyze the potential environmental impacts of the project and include mitigation measures, as appropriate, to reduce potential environmental impacts. The EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) and the State of California CEQA Guidelines. The City of Dana Point will consider certification of the EIR prior to taking action on the requested approvals.

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Mitigation Monitoring and Reporting Program: The City will evaluate and adopt a Mitigation Monitoring and Reporting Program (MMRP), which will be considered by the City related to the changes made to the project or conditions of project approval that were adopted in order to mitigate or avoid significant effects on the environment.

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Local Coastal Plan Amendment (LCPA): An amendment to the Local Coastal Plan shall be processed through the City and California Coastal Commission in accordance with ~~the~~ ~~with~~ Section 9.61.080(e) of the DPMC to make the Specific Plan consistent with the City of Dana Point Local Coastal Program.

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Coastal Development Permit: A Coastal Development Permit is required to allow for the demolition of existing improvements on the site and to allow for the development of the proposed apartment community and associated amenities. The application for a Coastal Development Permit shall be made to the Director of Community Development in accordance with the procedures described in Chapter 9.69 of the DPMC.

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Site Development Permit: A Site Development Permit is required to review new multi-family construction and to allow for construction within a Floodplain Overlay District.

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All the above entitlements will require approval by the Dana Point City Council. Final Maps will require approval by the City Council. There will also be subsequent, non-discretionary permits (e.g. grading permits, ministerial approvals, and conditions of approval) that would be necessary to implement the project.

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2.1 RELATIONSHIP TO APPLICABLE PLANS AND POLICIES

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2.1.1 Dana Point General Plan

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As required by State Law, the Victoria Boulevard Specific Plan is consistent with the applicable goals and policies contained within the adopted City of Dana Point General Plan.

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This Specific Plan is an implementation tool of the General Plan for the Victoria Boulevard project area. In order to make the General Plan land use designation for the project consistent with the portions of the City of Dana Point General Plan that function as the Coastal Element of the Local Coastal Plan, a General Plan Amendment (GPA) was initiated by the City Council on February 2, 2021, in accordance with DPMC Section 9.61.080.

The project consists of a change of the land use designation from "Community Facility" (CF) and Recreation/Open Space" (R/OS) to "Specific Plan Overlay" (SPO).

2.1.2 Dana Point Municipal Code

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This Specific Plan serves as zoning for the Victoria Boulevard project site. In July 2021, the City adopted the Doheny Village Zoning Code Update, which was added to the Dana Point Municipal Code (DPMC) and included the Victoria Boulevard project site. The City's current zoning designations for the project site are "Community Facility" (CF) and "Recreation" (REC). Since this Specific Plan and the Doheny Village District both implement guidelines and standards for the project site, they will be consistent with one another. In instances where the DPMC and the Specific Plan regulate the same subject matter, the standards of the Specific Plan shall prevail.

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To provide for the orderly development of the project site and enhanced implementation of the City's General Plan and the Doheny Village Zoning Code Update, this Specific Plan was initiated for the project site. To implement the Victoria Boulevard Specific Plan, a zone change is necessary. The zoning of the site would change to "Specific Plan Overlay, Victoria Boulevard Specific Plan" (SPO VBSP).

2.1.3 Local Coastal Program Compatibility

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The entire Specific Plan area is within the Coastal Zone and is subject to the California Coastal Commission's larger authority over the public resource of the California coast. The General Plan, along with City's Zoning Ordinance, must be certified by the Commission as a Local Coastal Plan (LCP) to ensure policy compatibility between state and local

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authorities, particularly with respect to specific issues related to public access and environmental quality related to coastal resources.

In order to make the Specific Plan consistent with the LCP consistent, a LCP amendment must be initiated by the City Council, Planning Commission, or the property owner of the project site in accordance with DPMC Section 9.61.080.

2.1.4 Local Agency Surplus Land and Affordable Housing

California Government Codes Sections 54220-54223 (Local Agency Surplus Land and Affordable Housing) – AB 2135 (2015) requires that: 1) the qualified entity (including school districts) proposing purchase or lease of the surplus land for affordable housing to agree to make available a minimum of 25% of total units at an affordable housing cost for a period of at least 55 years; and 2) requires any surplus property developed with 10 or more residential units to include at least 15% of the total units at affordable housing costs (as defined in Section 50052.5 of the Health and Safety Code) or affordable rent (as defined in Section 500523 of the Health and Safety Code).

The Specific Plan complies with the AB 2135 requirements by providing 15 percent of the total on-site residential units as housing for very low-, low-, and moderate-income households, as described in Section 3.2.2 of this Specific Plan.

2.2 PROJECT CONTEXT

The site is surrounded by a number of external influences that impact the design of the project. These influences are shown on Exhibit 2.5, Surrounding Uses, and described below:

The adjacent SR-1, which runs along the site's southern property line and descends southwest on a cutslope ranging approximately 45 to 12 feet in height.

Existing one- and two-story light industrial, commercial, and residential land uses occur in proximity to the project site across Victoria Boulevard.

Existing church facilities located adjacent to the project site, across Sepulveda Avenue.

Proximity to the Doheny Village Zoning Code Update commercial and industrial areas.

An OCTA Metrolink rail line located approximately 1,000 feet to the west and south of the project site.

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Proximity to I-5 and SR-1 on- and off-ramps, which are located one-half (1/2) mile north and one-quarter (1/4) of a mile south, respectively.

Capistrano Valley Plaza, a retail center, located approximately 1,000 feet northwest of the Specific Plan area.

Regional serving retail uses within San Juan Capistrano, located on Camino Capistrano approximately 2,000 feet northwest of the Specific Plan area.

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2.2.1 Existing Surrounding Land Uses

The Specific Plan area is located in the southern portion of the Doheny Village area, as designated by the City of Dana Point General Plan. Within Doheny Village, parcels surrounding the project site to the north are predominantly zoned Commercial/Residential (C/R), with several adjacent parcels zoned Community Facility (CF). Multi-family residential and uses dominate the area south of the site, across the SR-1. A neighborhood of multi-family and single-family residential uses is east of the site. The adjacent existing land uses are as follows:

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To the north of the site is a mix of ~~commercial~~ single-family, and multi-family residential uses.

Orange County Fire Station (OCFA) No. 29 and Nobis Preschool are also located in this area. A regional retail center exists just beyond the northern Dana Point city limit, in San Juan Capistrano.

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Existing uses to the west of the project site include two places of worship, as well as ~~single family and~~ multi-family residential uses.

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To the south of the project site, on the opposite side of SR-1, are existing multi-family uses.

To the east of the project site, on the opposite side of SR-1, is a neighborhood composed primarily of multi-family and single-family residential uses.

2.3 EXISTING SITE CONDITIONS

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The Specific Plan area was most recently known as the South Transportation Yard, and was utilized as a bus storage building, school grounds, and maintenance and operations facility by CUSD. The project site consists of a large expanse of asphalt and concrete parking and storage areas. ~~Seven~~Six permanent structures exist on the site, which include bus maintenance and storage facilities, bus dispatch facilities, storage buildings, and transportation department buildings. Previously, gasoline and diesel fuel was stored in underground tanks on the east side of the Specific Plan area. The Phase 1 Environmental

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Site Assessment performed in August 2015 indicated the presence of underground diesel and gasoline storage tanks on the property. A study performed on March 15, 2019 indicated that these underground storage tanks can be excavated, removed, and backfilled to restore the existing grade. Permits for this activity is currently being reviewed by the City of Dana Point.

2.3.1 Site Topography

The site contains topography that gently slopes from 60 feet above mean sea level (asml) in the eastern corner of the site to 40 asml in the southeastern corner of the site, with surface drainage being directed towards the western Specific Plan boundary. The existing topography of the project site is consistent with surrounding existing development on Victoria Boulevard and Sepulveda Avenue. An approximately 12 to 45-foot high cutslope descends south and west of the Specific Plan area, varying substantially from the existing grade of the Project.

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2.3.2 Existing Circulation

The entire site fronts onto two streets: Sepulveda Avenue and Victoria Boulevard, which are both identified as local streets by the City of Dana Point General Plan. Both streets are comprised of two lanes with parallel parking on both sides. Traffic at the intersection of Victoria Boulevard and Sepulveda Avenue is controlled by a four-way-stop. These streets are also identified as being improved with future Class II bike lanes.

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The nearest bus stop is located approximately 4,500 feet to the southwest, at the intersection of Del Obispo and Pacific Coast Highway. This bus stop is serviced by Orange County Transportation Authority (OCTA) Routes 1 and 91. Route 1 provides service between Long Beach and San Clemente via the Pacific Coast Highway. Route 91 provides service from between Laguna Hills and San Clemente.

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2.4 PROJECT OBJECTIVES

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The Specific Plan is designed to support the applicable goals and policies of the City of Dana Point General Plan and the intent and purpose of the DPMC to ensure the project develops as a high-quality addition to the community. The objectives for the Specific Plan are identified below:

Increase the supply and diversity of housing types in the City of Dana Point, consistent with the goals and policies of the Housing Element.

Implement infill development on ~~underutilized~~under-utilized parcels, consistent with the General Plan and Housing Element.

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Ensure height and massing of future development within the Specific Plan area is sensitive to the scale of existing streetscapes, especially along Victoria Boulevard.

~~Address statewide housing crisis with a local approach by increasing density and availability of multi family residential uses in Dana Point.~~

Promote the character and surf heritage of the historical Doheny Village District.

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~~Increase the supply of affordable housing by mandating that no less than 5% of the units be developed for very low income housing, 5% of the units be developed for low income housing, and 5% of the units be developed for moderate income housing.~~

Promote pedestrian-oriented development, consistent with the Doheny Village Zoning Code Update by providing housing within walking distance of places of business and employment.

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Utilize architectural and landscape design to create public street frontages with pedestrian interest.

Incorporate landscaping and streetscaping enhancements as a means of investing in City beautification.

Reinforce a sense of place through unique and project-specific identity signage that adds interest and variety to the public realm ~~and complements the harbor and coastal zone features of Dana Point.~~

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Incorporate ~~amenitized~~public open spaces within the Specific Plan area, including a focal element (Victoria Shore Park) to enhance the public realm and public access at the corner of Sepulveda Avenue and Victoria Boulevard.

~~Utilize a planning process that is driven, all of which would be maintained, by the needs and desires of the community. project developer in perpetuity.~~

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~~To prepare specific provisions tailored to the particular conditions of the Dana Point Coastal Zone and Doheny Village Zoning Code Update.~~

Create a funding mechanism which yields a substantial contribution to be utilized exclusively on improvements to Dana Hills High School at the earliest commercially feasible time.

Utility undergrounding for all utilities along the project frontages at Victoria Boulevard and Sepulveda Avenue.

Provide a substantial contribution to the City to be utilized for community benefits as directed by the City Council.

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3.1 PURPOSE AND INTENT

This Chapter contains a discussion of the various plan elements for The Victoria Boulevard Specific Plan, including the following:

- Land Use and Circulation Plan
- Infrastructure Plan
- Public Services and Utilities Plan
- Grading Plan

Each plan works in tandem with the other plans to establish a framework for the Specific Plan area, ensuring that the Project will develop as a quality and cohesive member of the overall urban fabric of the City of Dana Point and the Doheny Village area.

3.2 LAND USE PLAN

The Victoria Boulevard Specific Plan is planned as an infill redevelopment project that includes up to 356306 dwelling units on the approximately 5.5-acre project site. The project allows for numerous outdoor spaces and opportunities for recreation, including outdoor amenitized courtyard space, a rooftop amenity area, and recreation spaces surrounding the development.

Exhibit 3.1, Land Use and Circulation Plan, depicts the land use specified in the Specific Plan area.

3.2.1 Village Multi-Family Residential (VMFR)

The Village Multi-Family Residential zone constitutes the entirety of the ~~approximate~~approximately 5.5-acre Specific Plan area. The VMFR zoning designation allows for the development of a combination of studio, one-, two-, and three-bedroom market rate and affordable unit types within the Specific Plan area. On-site ancillary recreational, administrative mechanical, and equipment uses/facilities are also permitted in order to support the residential community. A central shared parking structure is intended to serve the development.

3.2.2 Land Use Plan General Development Standards

Development density within the Specific Plan area shall not exceed 6555.5 dwelling units per gross acre or 356306 total dwelling units.

Of the total unit count, a minimum of 5 percent very low-, 5 percent low-, and 5 percent moderate-income units shall be designated throughout the development.

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Unit types within the Specific Plan shall be limited to studio, one-, two-, and three-bedroom attached dwelling units with ancillary uses and parking facilities.

Parking facilities intended to serve the residential community shall be located to minimize visual impacts upon the public realm.

Portions of the common, ground-level open space courtyards and amenity areas shall be oriented towards the public realm.

A minimum of 1.1065 acres of public open space and 0.80 acre of frontage, open space, as defined in Section 5.2, Definitions, shall be provided within the Specific Plan area.

Design criteria for the Project is included in Chapter 4, Design Guidelines, of this Specific Plan. Development standards are included in Chapter 5, Development Standards, of this Specific Plan.

3.3 CIRCULATION PLAN

The purpose of this section is to establish the general layout and standards for vehicular, pedestrian, bicyclist, and transit access to the project site. Exhibit 3.2, Land Use and Circulation Plan, depicts existing public circulation and primary vehicular access to the Specific Plan area.

3.3.1 Adjacent Public Streets

3.3.1.1 Sepulveda Avenue (Local Street)

A. Sepulveda Avenue is an existing local street that parallels the northwestern boundary of the Specific Plan area. Parallel parking exists on both sides of the street.

B. The Circulation Element of the Dana Point General Plan designates Sepulveda Avenue as a local street.

C. The typical Sepulveda Avenue street section is shown in Exhibit 3.2, Typical Street Cross Sections.

D. The pedestrian sidewalk on Sepulveda Avenue will have a minimum width of 10 feet to accommodate pedestrian and bicycle travel.

E. Two driveways from Sepulveda Avenue currently provide access to the project site. These two driveways will be removed and be replaced by one primary project entry driveway and one emergency vehicle access (EVA) driveway. The EVA driveway will be connected to a proposed cul-del-sac located at the southern terminus of Sepulveda Avenue.

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F. The Doheny Village Zoning Code Update identifies enhanced public parking opportunities throughout the Village. The Specific Plan area will provide an increased supply of on-street parking on Sepulveda Avenue and Victoria Boulevard (totaling a minimum of 30 percent increase) and adequate parking facilities for residents, guests, and employees for uses within the Specific Plan area.

3.3.1.2 Victoria Boulevard (Collector Street)

A. Victoria Boulevard is an existing street that parallels the northeastern boundary of the Specific Plan area. Parallel parking currently exists on both sides of the street.

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B. The Circulation Element of the Dana Point General Plan designates Victoria Boulevard as a Collector Street. Map 4.1 of the City of Dana Point Bicycle and Pedestrian Trails Master Plan (February 2006) identifies a proposed Class III bike route along Victoria Boulevard. The Specific Plan will provide a ~~Class~~ Class III route with signing on the eastbound side of Victoria Boulevard.

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C. The Victoria Boulevard street section is depicted in Exhibit 3.2, Typical Street Cross Sections.

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D. The sidewalk on Victoria Boulevard will have a minimum width of 10 feet to accommodate pedestrian and bicycle travel.

E. Three driveways currently provide access from Victoria Boulevard to the project site. These driveways will be removed upon implementation of the Specific Plan and replaced by a single secondary access point at the eastern edge of the Project site.

F. Access to the loading area of the residential community will occur from the secondary driveway off Victoria Boulevard at the northeastern corner of the project site. This driveway also serves as an EVA for the residential community.

G. The Doheny Village Zoning Code Update identifies enhanced public parking opportunities throughout the Village. The project frontage along Victoria Boulevard will be reconfigured to include angled parking to provide additional parking and amenities for the surrounding area. The Specific Plan area will provide an increased supply of on-street parking on Victoria Boulevard and Sepulveda Avenue (totaling a minimum of 30 percent increase), and adequate parking facilities for residents, guests, and employees for uses within the Specific Plan area.

3.3.2 Project Access

Primary access to the site is proposed to occur along Sepulveda Avenue, opposite the existing Capo Beach Church as depicted on Exhibit 3.1, Land Use and Circulation Plan. The terminus of Sepulveda Avenue will be improved with a full cul-de-sac. This cul-de-sac will connect to a gated emergency vehicle access (EVA) that runs along the rear of the residential community and terminates at the community loading area. From the loading area, this driveway continues to Victoria Boulevard and acts as a secondary entry point and EVA egress from the resident parking facility. This EVA is depicted on Exhibit 3.2, Typical Street Cross Sections. Due to the proposed elimination of existing driveways, the build-out of the Project will result in an increase of on-street parking along Sepulveda Avenue and Victoria Boulevard by over 30 percent.

Pedestrian circulation is provided throughout the development by a system of interior and exterior pathways. These pathways will connect entrances to the residential community to the network of City sidewalks.

The Specific Plan proposes a Class III bicycle route is proposed along the eastbound side of Victoria Boulevard. The Project will provide direct bicycle access from the Class III bicycle route to the residential community via the project's secondary driveway. The Project will also increase the sidewalk width to 10' along project frontage on Victoria Boulevard and Sepulveda Avenue to facilitate pedestrian and bicycle travel.

A bike wash, maintenance, and storage amenity will be included on the building's ground floor, facilitating easy access between the City's cyclist network and development within the Specific Plan area.

3.3.3 Transit

Transit access to the Project is available via bus lines operated by Orange County Transportation Authority (OCTA). The nearest OCTA bus stop is located approximately 4,500 feet southwest of the Specific Plan area, at the intersection of Del Obispo and Pacific Coast Highway. This bus stop is serviced by Orange County Transportation Authority (OCTA) routes 1 and 91, providing access to Long Beach, San Clemente, and Laguna Hills.

3.4 INFRASTRUCTURE PLAN

Infrastructure facilities, including but not limited to, water, sewer, and storm drains, shall comply with any requirements of the City of Dana Point and/or relevant service agencies.

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3.4.1 Water System

Potable water service for the Specific Plan area is provided by South Coast Water District. Other than the abutting improvements, there are no off-site improvements to domestic service water lines. Proposed water service improvements within the Specific Plan area are located in the east corner of the Specific Plan area and include potable water, irrigation, fire sprinklers, and fire hydrant service lines. These new facilities are proposed to connect to an existing 10" domestic water line located within the Victoria Boulevard right-of-way, northeast of the project site. Existing and proposed potable water improvements are depicted in Exhibit 3.3, Water and Sewer Plan.

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3.4.2 Sewer System

Sewer service for the Specific Plan area is provided by South Coast Water District. Other than the abutting improvements to the existing sewer main lines within the right-of-way of Sepulveda Avenue, there are no proposed off-site improvements to the sewer lines. Sewer service for the Specific Plan area is proposed to be provided by three 6" sewer service laterals connecting the residential community to the existing 8" sewer main located within the Sepulveda Avenue right-of-way. Existing and proposed sewer improvements are depicted in Exhibit 3.3, Water and Sewer Plan.

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3.4.3 Drainage Plan

Development within the Specific Plan area will utilize existing storm drain line infrastructure owned and maintained by the City of Dana Point. New storm drains are proposed to drain runoff from the interior to the edges of the Specific Plan area. Runoff occurring on the northern portion of the Specific Plan area will be collected and conveyed to an existing 30" storm drain line located within the right-of-way of Victoria Boulevard. Runoff occurring on the southern portion of the Specific Plan area will be collected and conveyed either to an existing 36" storm drain line within the right-of-way of Sepulveda Avenue, or into a project storm drain culvert that parallels the EVA at the southern boundary of the Project site. This culvert also terminates in the existing 36" storm drain located within the right-of-way of Sepulveda Avenue.

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A new storm drain junction structure will be provided at the storm drain outlet. The storm drain system downstream of the Sepulveda Avenue terminus is within the Caltrans right-of-way.

3.4.4 Water Quality

The National Pollutant Discharge Elimination System (NPDES) is a permit program authorized by the United States Environmental Protection Agency to monitor and regulate

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pollution sources that discharge to waters within the USA. NPDES permits make sure that a state's mandatory standards for clean water and the federal minimums are being met.

During Construction

Prior to the issuance of grading permits, projects that encompass one acre or greater of soil disturbance shall comply with the most current Construction General Permit (CGP) and associated local National Pollutant Discharge Elimination System (NPDES) regulations to ensure that the potential for soil erosion is minimized on a project-by-project basis.

Subsequent Construction

To help prevent long-term impacts associated with land use changes and in accordance with the requirements of the City of Dana Point Local Implementation Plan (LIP) and consistency with OC Drainage Area Management Plan (DAMP) and Fourth-Term MS4 permit, new development and significant redevelopment projects must incorporate Low Impact Development (LID)/site design and source control best management practices (BMPs) to address post-construction storm water runoff management. In addition, projects that are identified as Priority Projects are required to implement site design/LID and source control BMPs applicable to their specific priority project categories, as well as implement treatment control BMPs where necessary. Selection of LID and additional treatment control BMPs is based on the pollutants of concern for the specific project site and the BMP's ability to effectively treat those pollutants, in consideration of site conditions and constraints. Further, both Priority Projects must develop a project-specific Water Quality Management Plan (WQMP) that describes the menu of BMPs chosen for the project, as well as include operation and maintenance requirements for all structural and any treatment control BMPs.

3.4.5 Utilities

NATURAL GAS

Natural gas service for the Specific Plan area is provided by Southern California Gas Company (SCG) through the existing lines on-site and within the right-of-way of Victoria Boulevard.

ELECTRICITY

Electric service for the Specific Plan area is provided by San Diego Gas and Electric (SDG&E) through existing lines on-site and the surrounding streets. Electric transformers for the project will be located within the Specific Plan area. All proposed transformers and other associated infrastructure equipment will be screened from public view from any public facility or roadway.

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CABLE, TELEPHONE, AND INTERNET

Cable, telephone, and internet services within the City of Dana Point are currently provided by AT&T and/or COX Communications.

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3.4.6 Public Services

FIRE SERVICES

Fire services are provided by Orange County Fire Authority (OCFA). OCFA stations 29 and 30 are located within the City of Dana Point, and provide the primary response for fire suppression and emergency medical service to the community. OCFA station 29 is located adjacent to the project site, across Victoria Boulevard.

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LAW ENFORCEMENT SERVICES

Law enforcement services for the Specific Plan area is provided by the Orange County Sheriff's Department (OCSD). The nearest station is located approximately 2.5 miles northwest from the project, at 33282 Golden Lantern Suite 140, Dana Point, CA 92629.

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SOLID WASTE DISPOSAL

Solid waste disposal and recycling material collection service for the Specific Plan area is provided by CR&R Incorporated Environmental Services (CR&R).

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3.5 GRADING PLAN

The conceptual grading plan is designed to maintain the relative drainage pattern of the existing site. Existing buildings will be cleared, and concrete and asphalt materials will be removed in order for the site to be graded and prepared for development.

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Finished floor elevations for the residential community will range from 56 feet amsl in the eastern corner of the Specific Plan area to 38 feet amsl in the western corner of the Specific Plan area as depicted in *Exhibit 3.5, Conceptual Grading Plan*.

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The proposed grading plan is designed to balance cut and fill within the project area, to the extent feasible.

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Final engineering may result in modifications to the overall grading concept, but the modifications should conform to the general intent of the Conceptual Grading Plan.

On-site runoff from the project will be treated within the Specific Plan area. Overall levels of on-site runoff are expected to decrease due to greater landscape areas as compared to the existing condition.



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4.1 INTRODUCTION

This chapter contains site planning, architectural, landscaping, signage, lighting, art-in-public places, and sustainability design guidelines for the Victoria Boulevard Specific Plan. The guidelines contained in this chapter ~~supercedes~~^{supersede} the City of Dana Point Design Guidelines, which do not include guidance for unique, coastal, contemporary, high-density concepts such as that envisioned for the Victoria Boulevard Specific Plan. These guidelines address the unique scope of this project, and ensure the Specific Plan area develops as a cohesive and high-quality residential community that meets the design objectives and principles established at the beginning of the planning process (refer to Section 2.4, Project Objectives), while still allowing for some flexibility for designers to incorporate their creative expertise into the built environment. These guidelines are designed to further elaborate the distinctive form of development proposed within the Specific Plan area as the proposed building type for the Project was not common in Orange County when the City's Design Guidelines were adopted over 25 years ago. The Design Guidelines are intended to be flexible in nature while establishing basic evaluation criteria as part of the development review and coastal development permit processes. The strongest level of design intent is specified by using terms such as "must," "shall" and "prohibited." Anything with a "must" or "shall" is required. Preferred design items are designated as a condition which is "encouraged," "preferred," "recommended," "appropriate," or as one that "should" be included. Preferred design items are considered "voluntary" and need not be included in a proposed development. If the approving body finds that the plans are consistent with the overall intent and goals of these Design Guidelines, the plans do not need to meet each and preferred design guideline within this section. Images within this Chapter are in-progress images and are intended to reflect the proposed design aesthetic, and are not intended to depict the final design.

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4.2 SITE PLANNING GUIDELINES

The quality of site design is a critical component of a development's interaction on the community. Projects should demonstrate sensitivity to the positive aspects of surrounding neighborhoods or buildings, and shall minimize disruptions to existing views with proposed buildings and landscaping.

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4.2.1 Clear Site Organization and Sense of Place

- Massing along a public street should include elements to reduce mass, such as vertical breaks, and ground floor horizontal elements intended to reduce the mass of a building.
- Open space areas such as parks and courtyards shall be incorporated along a streetscene to reduce visual massing of the building.

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- Private open space (balconies/patios) for dwelling units are encouraged to face the street or to an interior open space on the site.
- Fully landscaped open spaces shall occur in all street-facing setback areas.
- All sides of the building should incorporate a high level of design.

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4.2.2 Internal Site Design

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- Site plan and planting design should consider influences of climate. Site plan and plantings should provide shade from sun, take advantage of coastal breezes, and promote energy efficiency.
- Building open spaces should be organized to create opportunities for outdoor activities, transitions between indoors and outdoors, and potential focus points on the site.
- Internal site design shall emphasize pedestrian safety and pedestrian amenities.
- Interior corridors may be utilized to access primary entrance to dwellings, creating a required barrier between the parking garage and the proposed dwelling units.

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4.2.3 Circulation

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- Provide a clear circulation pattern for pedestrians, autos, and service vehicles.
- Integrate new streets and sidewalks with neighboring properties. New streets, sidewalks, and driveways should be aligned with existing streets and sidewalks to the greatest extent feasible.
- Development should have a clearly organized circulation system that weaves new development into the existing neighborhood fabric.
- Development shall strengthen pedestrian opportunities using courtyards, plazas, and high-quality landscaping design.

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Parking and Loading

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- Minimize the number of driveway openings on public streets.
- Driveway openings shall be adequately spaced to avoid turning conflicts.
- Locate and design building services to minimize visual impact on public streets and neighboring properties.
- Access for service vehicles, trash collection, and storage areas should be located on alleys when possible.
- Visual impacts of parking areas upon the public realm shall be minimized.
- A centrally located, properly screened parking garage for use of tenants and their guests is required. The design of the parking garage facade shall be compatible with the residential character of the Specific Plan area.

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4.2.4 Relationship to Neighboring Development

- Develop compatible relationships to buildings and open spaces on adjacent properties.
- Provide complementary building form and massing relationships with neighboring buildings.
- New development should respect the privacy, sun and light exposure of neighboring properties, and develop compatible relationships to the neighborhood surrounding it with complementary building scale, massing, materials, and colors.
- New development should minimize potential surface drainage impacts on neighboring properties and provide adequate drainage on-site.
- New development shall consider views of the structure from surrounding sites and hillsides.
- Provide a fully-landscaped yard in all street-facing setback areas.

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4.3 ARCHITECTURAL INTEGRITY AND DESIGN GUIDELINES

Residential architecture within The Victoria Boulevard Specific Plan will embrace the "Coastal Contemporary" design philosophy to achieve a distinctive identity for the Specific Plan area. Development should reflect tenets of contemporary design while incorporating key aspects of coastal identity and architectural features. Exterior colors and materials, roof forms, and primary architectural components require careful articulation in their architectural expression and should be consistent with the selected architectural style.

The following guidelines, recommendations, and requirements address design elements applicable to the overall project area.

4.3.1 Architectural Style, Character and Design Elements

The architectural style for the Specific Plan area is "Coastal Contemporary," which is defined by clean lines, natural materials, contrasting accents, and uncluttered ~~massings~~massing. Architecture should exude a "light and airy" design and utilize a color palette and colors that complement the sea, sky, and earth forms that are prevalent on the California coast. Natural materials such as wood, woven fiber, and stone may also be used to highlight building design features, as well as primary entrances or key walkways, to create a human scaled pattern. The selected materials also relate the development to the agricultural and coastal activities historically present in Doheny Village, and utilize natural materials to relate to the coastal atmosphere of the neighborhood while setting a fresh tone for this emerging district.

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A light and breezy architectural character is envisioned, with large, operable windows and glazed doors, balconies, terraces, loggias, and roof decks enlivened with overhangs, awnings, canopies, trellises and plantings.

Colors and Materials

Building materials and colors shall be consistent with the Coastal Contemporary architectural style and the City's desired development pattern of Doheny Village, and consist of the following combinations:

- Application of materials should be compatible with the architectural style of the building.
- Materials and finishes should be carefully selected for long-term durability and ease of maintenance.
- Primary body material: stucco
- Accent material: light earth-tone, white, or grey colored wood cladding and light or natural-colored stone veneer, and dark metal.
- Primary body colors: white, off-white, deep blues, or light natural colors.
- Accent colors: contrasting medium-browns and dark tones.
- Color and material changes should occur on massing elements and terminate on inside corners.
- Highly reflective, shiny or mirror-like materials, florescent colors, neon colors, bright colors as primary body colors and primary colors (i.e. red, yellow, and blue) are not compatible with the architectural theme and are discouraged.
- Materials should have a proper balance of texture to surface area to create a human scaled pattern.

Other combinations of colors and materials not listed in this Specific Plan may occur, so long as those combinations are consistent with the architectural theme.

BUILDING ORIENTATION, MASSING, AND REDUCTION OF BULK

The elevations of the residential community are an important element in creating a sense of place for the project and in defining how development will interact with the public realm. Building frontages should be designed to create pedestrian interest and generate pedestrian activity.

- Development should be complementary in form and bulk with the desired development patterns of Doheny Village.
- Offset forms in the massing should be consistent with the architectural style of the building and incorporated as a functional element or detail enhancement.

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- Divide building masses into smaller parts to reduce bulk and improve building scale.
- Create street frontages with architectural and landscape interest.

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Avoid long, continuous wall planes.

The building should have layered wall planes that may include cantilevered masses or balconies, recessed masses or inset balconies, volume spaces, and common open spaces to create interest and to reduce the apparent bulk of the structure.

Offset forms are encouraged to include vertical breaks between the ground floor and upper stories or horizontally between spaces such as recessed entries.

- Provide pedestrian orientation, promote pedestrian activity and create outdoor spaces for pedestrian enjoyment.

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Development should be arranged and connected to create a variety of common open spaces such as courtyards, plazas, eating areas, arcades and/or usable open spaces that encourage human activity.

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The perceived height and bulk of the building shall be reduced by incorporating courtyards and ground-level architectural details to divide the building and maintain human scale.

Lower height elements such as recessed massings above the first floor, porches, entry features, courtyards, and pergolas are encouraged to establish pedestrian scale and add variety to the streetscene.

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- Primary building entries should be oriented towards the surrounding streets.
- The building height along Victoria Boulevard shall be limited to 50 feet in height within 40 feet of the public right-of-way and incorporate multiple step-downs to provide a visual transition to the adjacent neighborhood.

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ROOF FORMS

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Roofs should be designed for functionality and to enhance or complement the overall architectural design of the building.

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- Vertical roof plane breaks, changes in building/ridge height or other accent roof forms are encouraged.
- Form, materials, fascia and/or cornice elements should be integrated with the overall design vocabulary.
- Roofing material and color shall not be visible from surrounding properties.
- Roofing material (not including solar panels) shall not be highly reflective and a light color to reduce solar heat gain.
- Building roofs are encouraged to have pronounced parapet and cornice treatments complementary to the architectural style.
- Building roofs shall be flat and include a variety of different parapet heights to eliminate a monotonous roof form.

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- Roof decks should be designed to not architecturally or aesthetically intrude upon the privacy of surrounding properties or be visible from Victoria Boulevard or Sepulveda Avenue.

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FACADE ARTICULATION

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Facades facing Victoria Boulevard and Sepulveda Avenue shall be treated with an equal level of detail and articulation, and shall incorporate the following articulation techniques:

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- Exterior elevations shall include at least three (3) materials that accentuate or correspond to variations in building massing and plane changes.
- Building materials may include, but are not limited to, stucco, glass, stone, wood cladding, metal, cement board, and should be appropriate to the architectural style.
- Projections, overhangs, balconies, recesses, banding, and architectural details shall be used to provide shadow and articulation.
- Balconies shall be required along the streetscene to provide variation.
- Architectural treatments, structures and/or landscape sheltering pedestrian walkways, such as arbors or pergolas, are encouraged.

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BUILDING PRIMARY ENTRY

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Special attention is encouraged for the treatment of entries using enhanced trim and details to emphasize these are primary focal points. Articulated and unique window treatments are also encouraged to further enhance wall surfaces.

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- Focal points and public site entrances should receive special landscape and/or architectural treatment to enhance the streetscape.
- All design elements shall be consistent with the selected Coastal Contemporary architectural style.

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VIEWS FROM PACIFIC COAST HIGHWAY

Pacific Coast Highway is a designated Scenic Highway in the City's General Plan. Public views of the Specific Plan area from Coast Highway and adjacent streets and public spaces must be carefully considered when designing the residential community.

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4.4 LANDSCAPE AND OPEN SPACE DESIGN GUIDELINES

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Landscaping within the Specific Plan area should be consistent with the landscape character of the City of Dana Point, which derives its identity from its spectacular coastal setting and plantings. The following guiding principles set the general direction for the design of the landscaped spaces within the Specific Plan area.

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- Street tree varieties should be selected to strengthen Dana Point's existing landscape theme and for their aesthetic characteristics.
- Street trees should be installed at an average interval of approximately 40 feet.
- Street trees should be carefully located near driveways to ensure traffic visibility.
- Street trees should be a 24-inch box minimum.
- Low-water use plant materials should be selected to limit irrigation needs and minimize water use.
- Mediterranean and other local, climate-friendly plants may be used.
- Landscape design should be integrated with building architecture and suitable to the functions of the space. Plant materials should be selected in a manner that complements the architectural styles and building form. Accent planting should be used at entries and key activity hubs.
- Landscaping may be used to screen or separate functional areas from public view, such as trash enclosures, parking areas, storage areas, loading areas, and public utilities. This landscaping should occur upon the project site and not within the right-of-way.
- The species and location of the proposed landscape within the right-of-way shall carefully be considered in order to minimize potential impacts to streets and sidewalks.
- Public and common open space design should maintain a balance of landscaping and hardscape.
- Decorative paving should be used at key locations including, but not limited to, building entries, courtyards, paseos, and vehicular driveways. These areas can be enhanced with tile, brick, pavers, textured and/or colored concrete to provide distinguished direction for pedestrian, cyclist, and vehicular access.
- Courtyards and other pedestrian common spaces are encouraged. These should include functional amenities including lounge, dining and fun interactive and relaxation areas. Landscaping should not appear empty or barren.
- Large turfed lawn areas are discouraged.
- All proposed trees shall be installed to maintain a 10-foot clearance from all water, sewer, storm drain, and other utilities, to the maximum extent feasible as allowed by the respective utility agency.

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4.4.1 Conceptual Landscape Plan

The intent of the landscape design concept, as shown on Exhibit 4.1, Conceptual Landscape Plan, is to create a sustainable, well-connected and pedestrian-friendly atmosphere that invites residents and visitors to walk and enjoy the open spaces within the community. The project's Coastal Contemporary architectural character will create a unique sense of place in an area dominated by conventional residential, commercial, and light industrial developments. The planting concept for the project is intended to provide

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a rich landscape that complements the architectural style of the Specific Plan area. The proposed landscape plan works in tandem with the architectural design to soften and screen the building and its parking areas. The centrally located parking structure is wrapped within residences on both Victoria and Sepulveda, facing the neighborhood. The portions of the parking structure that are not wrapped with residences along the Pacific Coast Highway is screened by an existing grove of mature Eucalyptus Trees and will be screened by additional proposed landscape plantings along the Project perimeter. The landscape program will help identify the project and convey a "welcoming" feeling for both vehicular and pedestrian traffic. The community entries include enhanced paving, accent trees, sidewalks, and accessible paths of travel.

The project presents a variety of opportunities for outdoor relaxation, recreation, and activity. These amenity areas may be programmed with a variety of features and activity spaces, and shall be distributed throughout the Specific Plan area to ensure that they are easily accessible to all residents within the community.

All landscape and irrigation plans shall be prepared by a licensed California Landscape Architect and shall obtain a landscape permit from Dana Point and meet the standards of DPMC Section 9.55.050, Landscape Water Use and Design Standards.

4.4.1.1 Conceptual Public Park

A conceptual public park is proposed at the corner of Victoria Boulevard and Sepulveda Avenue within the Specific Plan area. This park will provide active and passive recreation amenities for the use and enjoyment of the surrounding residents within Doheny Village.

Features of the conceptual public park include (but are not limited to):

- Art wall
- Boardwalk deck
- Outdoor exercise stations
- Activity lawn
- Surf benches and lounge area
- Landscaping elements
- Canopy palms providing shade and verticality
- Shade surf pavilion and wood benches
- Fire pit lounge deck

Any combination of the features listed above may occur, and not all must be implemented. Other design features not listed above may occur, so long as they are consistent with the architectural theme of the building and the intent of this section.

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4.4.1.2 Conceptual Public Paseos and Dog Park

A conceptual enclosed dog park and public paseos are proposed for development as public open space along the southern boundary of the Specific Plan area. The dog park will provide an amenitized pet area that allows for off-leash dog exercise and training. The paseo area will provide multi-modal access for pedestrians, cyclists, and vehicles via a single shared driveway connecting Sepulveda Avenue and Victoria Boulevard along the southern edge of the site. The dog park and paseo connection are unique open space amenities not found in the Doheny Village area, and shall be accessible to the general public but maintained by the property owner or association. In addition to providing new open space to the area, these amenities will also increase connectivity between Sepulveda Avenue and Victoria Boulevard, along the Pacific Coast Highway.

Features of the conceptual dog park and public paseos include (but are not limited to):

- Dog run and synthetic lawn
- Dog ~~walk~~park public access, enclosed fence and gate,
- Dog water fountain and trash/dog waste station
- Drivable grass with drivable turf
- Public access walking and biking trail
- Art wall
- Dog ~~Sculptures~~art sculptures
- Benches
- Surf benches
- Children's play element
- Hopscotch
- Gaga ball
- Four square
- Cornhole
- Gate and ~~fence~~fencing; retaining wall,

Other design features not listed above may occur, so long as they are consistent with the architectural theme of the building and the intent of this section.

4.4.1.3 Conceptual Arrival Promenade

The project's primary community entry occurs on Sepulveda Avenue. As a gateway into the development, the Arrival Promenade includes entry features that are designed to establish a "sense of place" and function as common open space. The vehicular terminus of the Arrival Promenade driveway serves as the primary entrance into the parking garage for the residential community and provides safe pedestrian access for residents to the

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- Fountains and public art
- Security fencing and gate

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Any combination of the features listed above may occur, and not all must be implemented. Other design features not listed above may occur, so long as they are consistent with the architectural theme of the building and the intent of this section.

4.4.1.5 Conceptual Rooftop Amenity Area

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The rooftop amenity area is a Common Open Space for residents of the community that provides an area for socializing, exercising, swimming, and relaxation. The rooftop amenity area also includes two indoor spaces that function as a clubhouse and indoor gym for residents. The rooftop amenity area shall be designed to not intrude upon the privacy of surrounding properties, or be highly visible from Victoria Boulevard or Sepulveda Avenue. The Project shall consider how views of the roof of the development is viewed from above, and how landscape and amenity space can soften these views.

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The rooftop amenity area is anticipated to include, but is not limited to, the following:

- Fitness and clubhouse buildings
- Recreational pool and spa
- Covered and uncovered lounge seating
- Family and group dining areas
- Ping pong and fooseball tables
- Synthetic lawn
- Festival lighting
- Entertainment screen
- Benches and other site furniture
- Fire pit seating area

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4.4.2 Fencing and Walls

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Walls and fences are an important design feature of the community. Walls and fences help establish and reinforce the landscape theme, provide for views in and out of a site, attenuate sound, provide security, delineate boundaries, and offer visual and physical privacy. Where such elements face public streets, they should be consistent in style,

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material, and height, serving as a unifying element throughout the community and maintaining a common theme.

- Perimeter project walls may be constructed of either masonry or tubular steel.
- Patio walls may be used to delineate private open space areas and/or where privacy is desired and should not exceed six (6) feet in height.
- Use of wood or vinyl fencing for patio walls is encouraged. Tubular steel fencing or tubular steel fencing in combination with masonry walls may also be used.
- Metal gates and fencing is encouraged to be used in the dog run area.
- Glass fencing should be used in the pool area.
- Tubular steel gates within the Specific Plan area should be controlled via key fob access points as well as Knox box EVA access.

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4.5 ART-IN-PUBLIC-PLACES GUIDELINES

This Specific Plan is subject to Chapter 9.05.240 of the DPMC for inclusion of public art, water features, and other decorative elements. If implemented on-site, art elements such as murals, sculptures, and decorative water fountains will be designed to create artistic harmony between the community's buildings, landscape, and open spaces.

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The guidelines for art in public are as follows:

- Public art may be integrated into the buildings, plazas, parks, and at the primary community entry.
- All art used in exterior areas shall be constructed of durable, all-weather materials including, but not limited to, glass, metal, paint, wood, stone, tile, brick and other similar durable, low maintenance materials.
- The art may be created using a variety of mediums and techniques, and may be as fleeting as sprays of water or as permanent as a sculpture. Examples of items qualifying as art include, but are not limited to: water features, decorative tiles, paving and mosaics, murals (including on utility boxes and walls), sculptures, decorative carvings, ornamental benches, special light displays, decorative bike racks, and other items of a unique and high-quality nature that embody artistic elements.
- Each piece of art shall be designed to enhance or complement the outdoor area or building to which it relates.
- Art may not involve advertising, the name of the project, and/or special events and activities.
- Art placed in public right-of-way, must comply with all applicable sight-distance requirements.

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4.6 SIGNAGE GUIDELINES

The purpose of these guidelines is to achieve a unified overall appearance while allowing flexibility in signage. Wayfinding and identity signage are major factors in creating and preserving the design character of a community. Below are the guidelines for signage within the Specific Plan area and are intended to expand the City's Sign Design Guidelines. In cases of conflict between the City of Dana Point Sign Guidelines and this Specific Plan, these guidelines shall prevail:

- Signs shall be placed near key development entries to indicate the most direct access to the building.
- No sign shall be located so as to promote a safety hazard as determined.
- Colors, materials, and designs of signs in the Specific Plan area should be consistent with the architectural, "Coastal Contemporary" architectural character of the project.
- In an effort to include contemporary monument signage, monument signage does not need to include a base nor do letters need to be affixed to a surface. Free-standing letters mounted onto hardscape or integrated into landscape are acceptable designs.
- No sign should extend above the eave line or parapet of the building upon which it is located.
- Neon signage is discouraged.
- Design of sign supports is integral to sign design and should either be consistent with sign theme or minimized in appearance.
- Project identity signage should be located in a prominent location on or near the development.

4.7 LIGHTING GUIDELINES

Proper lighting design has many benefits including energy savings, reduced sky-glow, and improved quality of life. Proper lighting design promotes safety, eliminates light trespass onto adjacent properties, minimizes the impact to nocturnal animals, and minimizes disruption to human's circadian rhythms to promote better sleep and healthier communities. Solar-powered lighting and energy efficient lighting can reduce energy consumption, thereby reducing emissions and improving air quality.

The following lighting guidelines should be considered by future developers:

- High-efficacy solid-state light emitting diode (LED) lighting for outdoor applications, including signage.
- Appropriate color spectral distribution to reduce glare and enhance safety and navigation.

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- Street lighting shall be provided per Illuminating Engineering Society (IES) Standards for Roadway Lighting and the City Engineer.
- Pedestrian oriented lighting along walkways is encouraged.

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4.8 SUSTAINABILITY GUIDELINES

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Smart growth is a planning paradigm that advocates thoughtful and sustainable development patterns and avoids urban sprawl to conserve resources, reduce impacts, promote alternatives to single occupancy vehicle use, support livability, offer opportunities for social engagement, and achieve fiscal sustainability. The Victoria Boulevard Specific Plan embraces the smart growth paradigm. New development in the Specific Plan area will be sustainably designed to conform to the State of California's goals for greenhouse gas reduction, conserving water and energy, and providing sustainable buildings, which in turn will reduce impacts on the environment, enhance the quality of life, and encourage a healthy lifestyle for project residents.

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This Specific Plan requires "Green" building practices that meet the California Building Energy Efficiency Standards and ~~CAL Green~~CALGreen Building Standards (California Code of Regulations Title 24, Parts 6 and 11) to reduce the impact on the environment, decrease energy costs, and create healthier living through improved indoor air quality and safer building materials. Title 24 sets forth building standard requirements including, but not limited to, planning and site design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, waste reduction, indoor air quality and pollutant control, thermal comfort, and provisions for bicycle and electric vehicle parking.

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All new development within the Specific Plan area is required to meet the rigorous standards of Title 24. The development will be inspected for compliance and will include an operation manual to help end-users maintain and effectively use the sustainable building features provided. Because the concept of sustainability is still evolving, it is anticipated that new sustainable strategies may be continually developed during the build-out period of the Specific Plan. All development within the Specific Plan area shall comply with the California Title 24 standards, the City of Dana Point's General Plan, and the sustainability requirements found within this Specific Plan, whichever is most stringent. Title 24 does not require every efficiency item to be implemented, a certain threshold needs to be met and the developer has the option to choose which items to implement that meet the specified threshold.

4.8.1 Energy Efficiency

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The following recommendations are provided to explore opportunities for energy efficiency that could add value to the Project:

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Utilize passive sustainability design strategies where feasible to minimize overall energy consumption needed to heat and cool the building. These strategies include daylighting, natural sources of heating and cooling, operable windows, shading on south facing windows, ceiling fans, well-designed building envelopes with high-U values (insulation rating).

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Encourage coordination with SDG&E to identify opportunities, optimize energy infrastructure while minimizing cost and avoid barriers that may prevent future entry or expansion of energy efficient systems.

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Explore next generation solutions for enhanced efficiency and reduced operating costs, such as smart-grid, switching controls, communications (including a community dashboard), storage and monitoring in servicing the project to reduce utility and operating costs of the Project.

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~~Consider designing~~The project shall provide 5 percent electric vehicle (EV) systems to expand over time, since retrofits for charging spaces with chargers, 25 percent EV systems are difficult to accomplish ready spaces, and 10 percent EV capable spaces.

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Where feasible, utilize solar thermal to heat water for pool and spas.

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4.8.2 Minimize Heat Island

The development addresses heat island effect by providing the majority of parking in structures or below ground, significantly reducing the amount of paving on-site. Additional Guidelinesguidelines to reduce the heat island effect include the following.

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Encourage the use of low albedo (reflection coefficient) materials in both paving, roofing and building materials to reflect rather than absorb incoming solar radiation.

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Encourage utilizing green roofs.

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4.8.3 Water Efficiency

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Water efficiency guidelines include the following:

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~~Consider the use of ultra~~Use low-flush toilets, low-flow shower heads and other water conserving fixtures and appliances.

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Implement a landscaping plan with a plant palette that includes trees and major landscaping that will require minimal watering within 3-5 years of maturity.

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Use state-of-the-art irrigation controllers and self-closing nozzles on hoses.

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Minimize turf areas within the community.

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Use drought-tolerant plants that require minimal or no irrigation.

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Use reclaimed water for irrigation of common areas, wherever available.

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4.8.4 Materials Efficiency

Where possible, consider selecting sustainable construction materials and products by evaluating characteristics such as reused and recycled content, zero or low off gassing of harmful air emissions, zero or low toxicity, sustainably harvested materials, high recyclability, durability, longevity, and local production. Such products promote resource conservation and efficiency. Using recycled-content products also helps develop markets for recycled materials that are being diverted from California's landfills, as mandated by the Integrated Waste Management Act.

- Use dimensional planning and other material efficiency strategies. These strategies reduce the amount of building materials needed and lower construction costs.
- Incorporate recycled materials, rapidly renewable materials and durable materials into building, landscape and/or infrastructure design, where possible.
- Incorporate regional or locally extracted or manufactured materials, where possible
- Design adequate space to facilitate recycling collection and to incorporate a solid waste management program that reduces waste generation.
- Recycle no less than ~~60~~⁶⁵ percent of the construction waste generated by construction of the project. Excavated soil and land-clearing debris do not contribute to this requirement.
- The waste disposal company shall be responsible for providing recycle bin(s) to facilitate recycling.

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5.1 GENERAL PROVISIONS

This Chapter establishes the permitted uses, development standards and regulations for the planned development within The Victoria Boulevard Specific Plan area. The standards contained in this Chapter of the Specific Plan shall supersede those of the Dana Point Municipal Code (DPMC), unless otherwise stated herein.

Where the language in this Specific Plan is undefined, unclear, or vague, then the final interpretation and determination shall be made by the Director of Community Development, or his/her designee. At his or her discretion, the Director of Community Development may forward an item requiring interpretation to the City of Dana Point Planning Commission for determination. Any determination by the Planning Commission may be appealed to the City Council. All decisions by the City Council shall be deemed final.

In instances of conflicting regulations and standards, the standards and regulations contained in this Specific Plan shall take precedence over the DPMC, including the City's Design Guidelines. If this Specific Plan is silent on an issue, then the standards in the DPMC or other applicable city, state or federal code shall apply, as appropriate. The provisions in this Chapter are not intended to interfere with, abrogate, or annul any easement, covenant, or other agreement between parties.

The project includes a Zone Change modifying the zoning of the site from "Recreation" (REC) and "Community Facility" (CF) to "Specific Plan Overlay (Victoria Boulevard Specific Plan)" (SPO (VBSP)). The project site is designated by the Doheny Village Zoning Code Update as a holding zone for an approved Specific Plan and is also identified by the certified Housing Element (2014-2021-2029) as an under-utilized site.

5.2 DEFINITIONS

For the purposes of this Chapter, definitions in this Specific Plan shall be the same as described in Chapter 9.75, Definitions and Illustrations of Terms, of the DPMC, except as otherwise defined below and within this Specific Plan.

Ancillary Use, On-site mechanical, equipment, recreational, and administrative facilities that support the operation and occupancy of the residential community.

Building, Height of, —The vertical distance measured from finished pad to the highest point of the building directly above that point, exclusive of allowed projections identified in Section 5.6 of the Specific Plan. Since the Specific Plan area slopes and finished grade

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varies throughout the site, building height is the vertical distance above a point of the structure. The point shall be measured from the top of the finished pad. In the event that the finished pad is submerged by more than four (4) feet than the adjacent finished grade (e.g. subterranean parking), the nearest finished grade elevation shall be used.

Directional Signage. Signage designed, erected, and maintained to serve as a public convenience in directing pedestrian and vehicular traffic on-site. Directional signage may be used to provide direction to various uses, activities on-site, or features of the building (e.g. bike spa, leasing office, boardwalk), but may not include the name of the development or include aspects of branding or logos.

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Lot Line, Front. The property line bounding the northwestern boundary of the Specific Plan area, abutting the right-of-way of Sepulveda Avenue.

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Lot Line, Side. The property line bounding the northeastern boundary of the Specific Plan area, abutting the right-of-way Victoria Boulevard.

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Lot Line, Rear. The property line bounding the southern boundary of the Specific Plan area, abutting the right-of-way of the SR-1.

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Open Space, Frontage. Softscape and hardscape areas that are located within the setback areas along Sepulveda Avenue and Victoria Boulevard, including landscaping and accessways.

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Open Space, Public. Open space areas that are provided for the use and enjoyment of the public, which may include, but are not limited to, parks, activity areas, and paseos.

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Open Space, Private. Open space areas that are provided for the use and enjoyment of project residents and their guests, including common open space areas such as roof gardens, clubhouses, terraces, and courtyards, as well as private passive open space areas such as residence patios and decks.

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5.3 ALLOWABLE DEVELOPMENT

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The Specific Plan permits a maximum of 356306 multi-family residential dwelling units within the Specific Plan area. Ancillary uses are also permitted but shall be limited to those that support the operation and occupation of the primary use.

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5.4 PERMITTED USES WITHIN THE SPECIFIC PLAN AREA

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USES	
RESIDENTIAL CARE FACILITY FOR THE ELDERLY (7 OR MORE PEOPLE)	CUP
SUBROOF AND TRANSITIONAL HOUSING (6 OR FEWER PEOPLE)	P
SUPPORTIVE AND TRANSITIONAL HOUSING (7 OR MORE PEOPLE)	CUP
TEMPORARY USES AND SPECIAL EVENTS	PERMITTED SUBJECT TO CHAPTER 9.38 OF DPMC

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- P = PERMITTED BY RIGHT
- CUP = CONDITIONAL USE PERMIT REQUIRED (PER CHAPTER 9.65 OF THE DPMC)
- = PROHIBITED

NOTE: A COASTAL DEVELOPMENT PERMIT MAY BE REQUIRED FOR ANY LAND USE WITHIN THIS TABLE AND IS SUBJECT TO CHAPTER 9.69 OF THE DPMC.

5.5 DEVELOPMENT STANDARDS

The property development standards set forth in this Chapter shall apply to all land and buildings located within the confines of the Victoria Boulevard Specific Plan. For detailed development standards and setbacks, please see Table 5.2, Victoria Boulevard Specific Plan Development Standards.

5.5.1 Reduced Building Height Zone

In an effort to create visual interest and promote a pedestrian-friendly streetscene that is compatible with the ultimate build-out of the Doheny Beach Specific Plan area north of Victoria Boulevard, the following height and setback requirements shall be incorporated.

No portion of the building shall exceed a height of fifty (50) feet within forty (40) feet of the Victoria Boulevard right-of-way, as depicted in Exhibit 5.1, Reduced Building Height Zone.

No projections identified in Section 5.6.2 may be permitted in the Reduced Building Height Zone.

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applicable codes and regulations such as the American Disability Act and the DPMC. The permitted encroachments are discussed below.

Cornices, eaves, belt courses, balconies, bay windows, planter boxes, exterior stairways, lighting fixtures, canopies, and similar architectural features that do not increase interior floor area of a structure may encroach into the required setback area no more than thirty (30) inches.

Awnings may encroach into any required setback up to four (4) feet, provided there are no vertical supports located within the setback area.

The setbacks for the exterior walls of any underground or subterranean parking structure shall not encroach into the minimum above grade building setbacks unless approved through the Site Development Permit process pursuant to Chapter 9.71 of the DPMC. In no case may the setback for an underground or subterranean parking structure be less than three (3) feet.

Decks and patios less than thirty (30) inches above grade may encroach into any required setback area up to the property line.

Decks and patios above thirty (30) inches above grade (not to exceed first story or 7'6") may encroach up to five (5) feet into any required setback area.

Signs may encroach into any required setback provided they are erected and maintained in accordance with the sign regulations of Chapter 9.37 of the DPMC.

Landscape elements such as benches, fountains, and public art may encroach into any setback, provided they do not obstruct any path of travel or intersection visibility requirements per Section 9.05.090 of the DPMC.

Mechanical equipment may encroach into any required setback area up to the property line, provided the equipment is screened by landscape or material (e.g. wall) to the maximum extent feasible and allowed by any applicable utility provider.

Patio ~~Covers~~covers and porches may encroach up to five (5) feet into any required setback area.

Minor structures, equipment and accessory buildings may project into the required setbacks as described in Section 9.09.040 of the DPMC.

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5.6.2 Projections

Projections that exceed the maximum height limit by up to ten (10) feet may be permitted if they are found to be compatible with the proposed architectural design of the structure or building. The following elements are eligible to project above maximum height requirements:

- ▲ Ventilators;
- ▲ Elevator housing structures;
- ▲ Enclosed stairways;
- ▲ Tanks;
- ▲ Fire or parapet walls (including roof parapets);
- ▲ Skylights;
- ▲ Safety railings and other safety elements;
- ▲ Roof-top recreational structures;
- ▲ Roof-mounted solar panels;
- ▲ Decorative architectural elements (not used for sleeping or eating quarters); and
- ▲ Mechanical equipment or electrical towers required to operate and maintain the building.

Additionally, another ten (10) feet in height may be permitted for recreational structures identified in paragraph 1, above, provided they are located in the middle to rear of the property.

Screened mechanical equipment and decorative architectural elements (not used for sleeping or eating quarters) shall be limited to five (5) percent of the horizontal roof area.

Enclosed stairway and elevator housing structures shall be limited to ten (10) percent of the horizontal roof area.

Projections such as elevator housing structures, enclosed stairways, fire or parapet walls, and decorative architectural elements may be visible from Victoria Boulevard and Sepulveda Boulevard, but shall be compatible with and integrated into the architectural design of the structure. Ventilators, tanks, mechanical equipment, and electrical towers shall be shielded or screened, and these elements shall not be visible from Victoria Boulevard and Sepulveda Avenue. If used, the screening material must be compatible with and integrated into the architectural design of the structure. All rooftop equipment shall not exceed the height of the parapet screen wall.

5.7 OFF-STREET PARKING STANDARDS

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The parking requirements for the Specific Plan area are identified below. Other off-street parking provisions shall comply with the provisions (access, stall size, etc.) of Chapter 9.35 of the DPMC.

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Parking within the development is required at the following ratios:

Studio & 1-Bedroom - 1.5 Spaces / Unit

2-Bedroom - 2 Spaces / Unit

3-Bedroom - 2.5 Spaces / Unit

Guest Parking - 0.2 Space / Unit

Up to eight (8) percent of the required stalls may be provided as bicycle stalls in a properly secured and located rack, per DPMC Section 9.35.080(d).

Visitor spaces shall be clearly marked.

Electric vehicle charging spaces shall meet CALGreen Code requirements.

Parking structure design and layout shall conform to Section 5.7.2 of this Specific Plan.

Alternatives to parking design and layout may be requested pursuant to Section 9.35.110 of the DPMC.

5.7.1 Dimension of Parking Facilities

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Parking aisles, interior circulation drives, and other maneuvering areas shall have minimum dimensions as specified in Table 5.3, Dimension of Parking Facilities.

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Parking stall maneuvering areas for access into and out of parking stalls shall be as wide as the parking stall or parking stalls and as long as twenty-four (24) feet of unobstructed pavement measured from the open end of the parking stall.

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5.7.2 Parking Structure Design Standards

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Parking structures, including underground or subterranean structures, shall require a Site Development Permit and shall be designed to meet the following standards and guidelines:

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~~Minimum Driveway Width. Any primary driveway providing access to a parking structure shall have a minimum width of twenty-eight (28) feet. A secondary access driveway shall have a minimum width of twenty-four (24) feet. If a toll or fee booth is located in the driveway area, the driveways on either side of the booth shall have a minimum~~

required width of the stall shall be increased by two (2) feet. This provision does not apply to columns adjacent to a parking space as long as the columns are located to not obstruct the normal opening of car doors.

Internal Circulation. Where possible, the internal circulation of vehicles in a parking structure shall be designed to flow in a counter-clockwise direction on the main entry level. The circulation may flow in a clockwise direction on the upper levels of the parking structure.

Minimum Floor Heights. The minimum height from the floor to the lowest ceiling structure, support beam, or overhead fixture, such as a conduit, pipeline, signage, lighting, or any other obstruction mounted on the ceiling shall be:

Eight (8) feet two (2) inches for areas providing access to handicap parking; or

Eight (8) feet for all other parking areas; or

As determined by the Director of Public Works for areas providing access to loading areas.

Parking Structure Setbacks. The setbacks for the exterior walls of any underground or subterranean parking structure shall not encroach into the minimum above grade building setbacks unless approved through the Site Development Permit process pursuant to Chapter 9.71. In no case may the setback for an underground or subterranean parking structure be less than three (3) feet.

All underground or subterranean parking structures permitted by a Site Development Permit to have lesser setbacks than the minimum above grade building setback shall be designed to have adequate soil depth above the parking structure to ensure healthy tree and landscape growth based on the evaluation and recommendation of a licensed landscape architect.

Where an underground or subterranean parking structure is proposed in an area with sensitive or unstable soils, the minimum setback of the parking structure shall be based on the evaluation and recommendations of a licensed geotechnical engineer.

Integral Design. Parking structures should be designed as an integral component of the coordinated site plan and architectural theme.

Interior Treatment. The interior treatment of a parking structure shall be of a light color. The treatment shall include a coordinated interior sign program designed to identify parking levels and locate stairwells, elevators, phones, exits and other interior features. Parking structures shall have an attractive interior treatment pursuant to the Urban Design Guidelines.

Parking Floor and Ramp Grades. The parking areas of sloped floor parking structures shall not exceed a grade of five (5) percent as measured across the width of a 90 degree parking stall. The grade of a straight internal ramp shall not exceed fifteen (15) percent. The grade of a circular ramp shall not exceed twelve (12) percent as measured at the outside ramp wall.

Ramp Transitions. No transition is required for ramps with a grade of less than eight (8) percent. Ramps with a grade of eight (8) percent or greater shall have transition zones at least twelve (12) feet in length at the top and bottom of the ramp. The grade of a transition zone shall not exceed 1/2 the grade of the ramp it serves.

Ramp Widths. A straight one-way ramp shall be at least fourteen (14) feet in width. A two-way ramp shall be at least twenty-four (24) feet in width. The minimum outside wall radius of a circular ramp shall be thirty-six (36) feet.

Elevators. Parking structures of three stories or more shall incorporate at least two passenger elevators. Additional elevators are required for a structure accommodating 500 or more parking stalls subject to approval by the Director of Community Development.

Lighting. Adequate lighting shall be provided for all parking structures in accordance with the following provisions:

Areas:	Required Lighting:
Entrances and Exits	50 footcandles
Stairways	20-50 footcandles
Cashiering/Security Areas	20 footcandles
Travel Lanes and Ramps	10 footcandles
Elevators	10 footcandles
Parking Areas	3-5 footcandles

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Mirrors for Sight Distance. Blind corners shall be provided with viewing mirrors maintained in a position and condition to provide adequate sight distance.

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5.8 FENCES AND WALLS

Walls and fences for the Specific Plan area shall comply with Section 9.05.120 of the DPMC, except as where stated herein.

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Maximum wall height is six (6) feet.

Maximum retaining wall height is thirty (30) inches.

Maximum combined height of walls and retaining walls is eight (8) feet, when measured from the base of the lowest side of the retaining wall.

5.9 INTERSECTION SIGHT LINE STANDARDS

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Development within the project shall comply with DPMC Section 9.05.090, Sight Visibility Area, to ensure sight visibility is maintained at the intersection of all streets.

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5.10 WATER EFFICIENT LANDSCAPE STANDARDS

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Development within the project shall comply with DPMC Chapter 9.55, Water Efficient Landscape Standards and Requirements, to encourage high-quality landscape improvements that recognize the limited availability of water within Southern California.

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5.11 SIGNAGE

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Due to the unique nature of the proposed VMF zoning designation, location, desired aesthetic, and shape of the Specific Plan area, some minor deviations are necessary from the Sign Code found within the DPMC. Signage within the Specific Plan area shall comply with the design requirements and procedures found within Chapter 9.37 of the DPMC, with the exception of the standards listed below.

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An approval of a Sign Program, as identified in Section 9.37.070 of the DPMC, is required prior to the issuance of any sign permits within the Specific Plan area.

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5.11.1 Permanent Identification Signage

Permanent Identification Signs may be freestanding, within landscape areas, set on a seat wall, or mounted onto a vertical wall (wall-mounted).

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Freestanding signs shall be limited to five feet in height (not including a seat wall or a garden wall), wall-mounted signs are limited to six feet in height.

One permanent identification sign is permitted per project street frontage, plus an additional permanent identification on each side of the main or secondary entrance (up to seven (7) signs total).

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Maximum Sign Area. Wall signs: one square foot of sign area per lineal foot of sign frontage, up to 100 square feet total. Freestanding signs: one and one-quarter (1.25) square feet of sign area per lineal foot of sign frontage, up to one hundred and ten (110) square feet total.

Copy for wall signs shall be limited to three (3) feet in height. The copy for freestanding signs shall be limited to five (5) feet in height.

5.11.2 Permanent Directional Signage

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Permanent Directional Signs may be freestanding, within landscape areas, set on a seat wall, or mounted onto a vertical wall (wall-mounted).

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Freestanding signs shall be limited to four feet in height (not including a seat wall or a garden wall), wall-mounted signs shall be located below the eave line or top of parapet.

The number of Permanent Directional Signs shall be determined by an approved sign program, but should be limited in number to the minimum necessary to adequately address pedestrian and vehicular wayfinding needs for the Specific Plan Area.

Maximum Sign Area. Directional Signs shall be limited to a maximum of eighty-four (84) square feet per sign.

Copy for Directional Signs shall be limited to three (3) feet in height.

5.12 ART-IN-PUBLIC PLACES

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The Project is subject to the requirements of Section 9.05.240, "Art in Public Places" Program of the DPMC. Art proposed as a part of Specific Plan is subject to review by the Dana Point Community Services Commission.

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5.13 OPEN SPACE AND RECREATION

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A minimum of 1.065 acres of public open space, as defined in Section 5.2, Definitions herein, shall be provided within the Specific Plan area to serve the recreational needs of the project residents and general public. The public open space areas shall include amenities suitable for active and passive recreation.

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In addition to public open space, the Specific Plan also requires ~~the provisions of private residence open space, a minimum of 0.80 acre of frontage open space to be provided within the Specific Plan area, as well as private open space,~~ pursuant to the standards set forth in *Table 5.2, Victoria Boulevard Specific Plan Development Standards.*

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This chapter outlines the procedures necessary to administer and implement the provisions of the Victoria Boulevard Specific Plan, and provides an overview of the mechanisms or actions that may be required throughout the process.

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6.1 DEVELOPMENT PHASING

It is anticipated that the Specific Plan will be built out in one complete phase over a period of two to three years with construction estimated to be completed sometime in mid-~~2025~~2026. Actual build-out will be subject to market and economic conditions, jurisdictional processing of approvals, and infrastructure timing, and may vary from the phasing currently anticipated.

Project development will include all on-site infrastructure improvements necessary to service the project including, but not limited to:

- Grading of the Specific Plan area;
- Water distribution lines and related infrastructure;
- Sewer distribution lines and related infrastructure;
- Storm water lines and related infrastructure;
- Other utility services (e.g., electricity, cable television, telephone, etc.); and
- Improvements associated with the on-site private streets and drives.

6.2 FINANCING

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Several types of financing strategies and tools are available for the Victoria Boulevard Specific Plan. It is anticipated that the Specific Plan will build-out using a variety of these strategies and tools which could include, but are not limited to, the following:

6.2.1 Financing Mechanisms

A. Impact Fees and Exactions

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Impact fees and exactions are another tool for paying for new development resulting from increased population or demand for services. Examples of impact fees include the San Joaquin Hills Transportation Corridor Fees, school fees, and Sanitation District Fees. The master developer for the Specific Plan will work with the City of Dana Point to determine appropriate fees and exactions, which may be identified in a formal written agreement that is acceptable to both the City and the master developer. The applicant, developer, and/or owner of the project shall pay its fair share of all applicable impact fees.

B. Developer Funding

In certain instances, funding for on-site facilities may be tied directly to the Victoria Boulevard Specific Plan. The developer may pay all or a fair share portion of the facility in exchange for development rights. Right-of-way improvements, utility connections to/from the main trunk lines, and drainage facility improvements are typical examples of improvements that may be funded by the developer. Such improvements will usually be required concurrently with the development.

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6.2.2 Infrastructure Financing

The on-site storm drain system shall be funded and constructed by the developer. The cost of the local system shall be borne by the developer without fee credits.

The water facilities and infrastructure shall be owned, operated, and serviced by the South Coast Water District.

The sewer facilities and infrastructure shall be owned and operated by the South Coast Water District. The fair share cost associated with designing and constructing the sewer system shall be borne by the developer.

Telephone, electricity, gas lines, and cable television lines shall be installed and maintained by the appropriate utility companies.

The property owner or property management company shall be responsible for installation, maintenance, and upkeep of all common landscape areas, hardscape/parking areas, private drives, and irrigation systems within the Specific Plan area.

All necessary infrastructure (e.g., private drives, sewers, water lines, storm drains, drainage improvements, etc.) shall be phased and installed concurrently with development.

6.3 SPECIFIC PLAN ADMINISTRATION

The City of Dana Point shall administer the provisions of the Victoria Boulevard Specific Plan in accordance with the State of California Government Code, the Dana Point General Plan, the City of Dana Point Municipal Code, Dana Point's Local Coastal Program, the Subdivision Map Act, and other applicable State and City regulations. The development procedures, regulations, standards and specifications contained in this adopted Specific Plan shall supersede the relevant provisions of the City's Municipal Code, as they currently exist or may be amended in the future.

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6.3.1 Compliance with the Adopted Specific Plan

The City of Dana Point shall monitor compliance with the adopted Specific Plan and mitigation measures at these stages, as appropriate:

During the review and approval of subsequent conditional use permits and other permits, as appropriate.

During the review of construction documents, and prior to the issuance of grading or building permits.

Prior to the issuance of a certificate of occupancy for any building within the Specific Plan area.

Prior to the recordation of any parcel map or final map within the Specific Plan boundaries.

6.3.2 Development Process Approvals

Table 6-1, Development Process Approvals, is designed to clarify the process of entitlement through the City of Dana Point for various applications and actions. Table 6-1 applies only to projects being implemented within the confines of the Victoria Boulevard Specific Plan area.

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The following administrative standards apply to the implementation of future development applications (including parcel maps, conditional use permits, temporary use permits, variances, and/or coastal development permits) for projects within the Specific Plan area.

A. No development shall occur or building permits issued within the adopted Specific Plan area until the proposed development is reviewed by the City's Community Development Department and found to be consistent with the adopted Specific Plan. Criteria for review and approval of proposed development shall include, but not be limited to the following:

Conformance with the land use designation, maximum density, and dwelling units for the Specific Plan area; and

Conformance with the intent and development standards, goals, and policies of the Specific Plan.

- B. All parcel maps shall be consistent with the adopted Specific Plan.
- C. Building permits for dwelling units shall be issued after a final subdivision map has been recorded.
- D. Processing of Coastal Development Permits shall be subject to the provisions and requirements identified in Chapter 9.69 of the DPMC, as amended.
- E. It may be necessary for Conditional Use Permits, Coastal Development Permits, and/or Variances to implement modifications of uses or structures within the Specific Plan area. Conditional Use Permits, Coastal Development Permits, and Variances shall be processed through applicable City procedures and meet the provisions identified in Chapters 9.65, 9.69, and 9.67, respectively, of the DPMC, as amended.

Table 6-1, Development Process Approvals

DEVELOPMENT DEVELOPMENT PROCESS APPROVALS	ACTION REQUIRED BY:		
	DIRECTOR OF COMMUNITY DEVELOPMENT	PLANNING COMMISSION	CITY COUNCIL
Specific Plan – Interpretations	•		
Specific Plan – Minor Modifications	•		
Specific Plan Amendment		•	•
Tentative Parcel Map		•	•

6.3.3 Specific Plan Interpretations

In instances where any section, subsection, sentence, clause, phrase, portion or word contained within this Specific Plan is undefined, unclear or vague, the City's Director of Community Development shall make a determination as to its meaning and intent. The Director of Community Development may elect to forward any item to the Planning Commission for final determination.

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6.3.4 Severability

If any section, subsection, sentence, clause, phrase, or portion of this Specific Plan, or any future amendments or additions hereto, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Specific Plan, or any future amendments or additions hereto. The City hereby declares that it would have adopted these requirements and each sentence, subsection, clause, phrase, or portion or any future amendments or additions thereto, irrespective of the fact that any one or more sections, subsections, clauses, phrases, portions or any future amendments or additions thereto may be declared invalid or unconstitutional.

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6.4 SPECIFIC PLAN MODIFICATIONS AND AMENDMENTS

6.4.1 Minor Modifications to the Specific Plan

Minor revisions to the plans, guidelines, regulations, and standards contained in this Specific Plan may be approved at the discretion of the Community Development Director; provided, however, that such deviations are deemed to be in substantial conformance with this Specific Plan and are not detrimental to the public health, safety and welfare. Modifications to the adopted Specific Plan must be consistent with the purpose and intent of the originally approved Specific Plan. Any decisions made by the Director of Community Development may be appealed to the Planning Commission. Decisions of the Planning Commission may be appealed to the City Council. Decisions by the City Council shall be deemed to be final.

All minor modifications must comply with the following requirements:

The total number of dwelling units within the Victoria Boulevard Specific Plan area may not exceed (but may be equal to or less than) ~~356~~306 dwelling units.

The circulation plan network is essentially the same with only minor variations.

No environmental impacts will occur above those addressed in the certified CEQA documentation for the adopted Specific Plan as a result of the proposed modifications.

The public health, safety, and welfare shall not be jeopardized by the proposed modifications.

6.4.2 Minor Modifications Examples

The following modifications constitute minor changes to the approved Victoria Boulevard Specific Plan and may be approved without amending the Specific Plan.

Slight modifications to the Specific Plan area boundaries that respond to more accurate or recent data or actual on-site conditions.

Minor deviations to the development standards are permitted, pursuant to DPMC Section 9.61.090, Administrative Modification of Standards.

The architectural style of the dwelling units may change; provided, however, that all of the development within the Specific Plan shall be constructed of the same architectural style to encourage continuity within the Project.

Minor changes to the circulation plan to accommodate actual conditions on-site or modify ingress and egress locations, or to respond to new information that was not available at the time the Specific Plan was originally prepared.

Minor changes to the design of the drive cross-sections, provided that the drives have adequate capacity to handle the anticipated volumes of traffic and the design changes are deemed acceptable by the City's Traffic Engineer.

Minor modifications to the architectural or landscape design guidelines.

Minor modifications to the grading plan.

Minor modifications to the water, sewer, and/or drainage plan(s).

Any modifications to the project phasing.

6.4.23 Specific Plan Amendments

The project master developer, property owner, or project merchant builder shall have the authority to initiate an amendment to the adopted Specific Plan at any time. No authorization by City staff, the Planning Commission or the City Council shall be necessary to initiate a Specific Plan Amendment for the Victoria Boulevard Specific Plan area.

Said amendment shall not require a concurrent General Plan Amendment unless it is determined by the City of Dana Point that the proposed amendment would substantively affect the General Plan goals, objectives, policies, or programs.

All Specific Plan Amendments shall be subject to the requirements of the CEQA of 1970 and any applicable City of Dana Point CEQA Guidelines.

The Planning Commission and City Council shall each hold a public hearing on the proposed amendment of the Specific Plan. Any hearing may be continued from time to time as deemed appropriate and necessary by the Planning Commission and City Council.

The Planning Commission shall review all proposed amendments to the adopted Specific Plan. Upon the close of the required public hearing, the Planning Commission shall act by resolution to adopt, reject, or modify the proposed Specific Plan Amendment and forward its recommendation and findings to the City Council for action.

The City Council shall review the Planning Commission's findings and recommendations. Upon the close of the required public hearing, the City Council shall act by resolution to adopt, reject, or modify the proposed Specific Plan Amendment.

Prior to approving or conditionally approving any Specific Plan Amendment, the Planning Commission and City Council must make that the following findings regarding the Amendment:

The proposed amendment is consistent with the Dana Point General Plan;

The proposed amendment is consistent with the objectives and intent of the Victoria Boulevard Specific Plan;

The proposed amendment results in development of desirable character that will be compatible with existing and proposed development in the surrounding neighborhoods; and

Respects the aesthetic assets of the community consistent with economic realities.

6.5 TENTATIVE PARCEL MAP

An implementing Tentative Parcel Map is being processed through the City concurrently with this Specific Plan. The Tentative Parcel Map will be processed according to the City's standard Tentative Map Review process (Chapter 7.05, Subdivisions, in Title VI, Planning and Zoning, of the City of Dana Point Municipal Code) and California's Subdivision Map Act.

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6.6 SITE DEVELOPMENT PERMIT

A Site Development Permit is required for multi-family residential development within the Specific Plan area. The Site Development Permit will be processed according to the process described in DPMC Chapter 9.71, Site Development Permits.

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