



*Sea View by Joyce Poisson*

## Land Use Element

The Land Use Element is an essential tool in achieving San Clemente’s vision, as described in the “2009 Vision San Clemente Final Report” and “2009 Vision and Strategic Plan” for San Clemente. It is one of thirteen chapters, or “elements” that comprise the Centennial General Plan. Traditionally, the Land Use Element is considered the General Plan’s most important policy document because it describes the allowed types and configurations of land uses and where they can be located, including residential, commercial, mixed-use, industrial, open space, recreation and public uses. In combination with the other elements, the Land Use Element guides how we plan, arrange, develop and conduct these land uses and serves as a key tool in ensuring a high quality of life for our citizens. Land use decisions have the potential to add value to our community in terms of safety, convenience, environmental quality, aesthetics and economic benefits.

To help guide land use and development-related decisions, this Element provides:

- 1) a Land Use Plan that graphically depicts where different types of land uses are allowed;
- 2) a description of Land Use Designations that comprise the Land Use Plan, including density and development intensity standards;
- 3) a summary of population and employment buildout estimates for the City; and
- 4) goals and policies that help guide public and private land use actions.

The Land Use Element provides more detailed goals and policies for Focus Areas. Following the 1993 General Plan, which focused on managing growth and development in the City's inland Ranch areas, this General Plan focuses on land use changes in eight geographic areas and on maintaining and enhancing the overall quality of life San Clemente citizens and visitors enjoy.

**PRIMARY GOALS:** Achieve the City's Vision by establishing and maintaining balance of uses that provides:

- 1) a diversity of residential neighborhoods and housing opportunities;
- 2) distinct and vibrant commercial and industrial areas offering a range of retail, service and employment uses that complement rather than compete with one another;
- 3) a mix of passive and active recreational areas available to all of our residents, employees and visitors;
- 4) access to a host of historic, cultural and social amenities and resources;
- 5) protected open space and natural resource areas that offer solitude and a respite from urban life, recreation and views, diverse and healthy natural habitats for a variety of plant and animal species, and distinct community edges; and
- 6) a mix of public and institutional uses that provide lifelong learning opportunities, places of worship and City facilities offering a wide range of services and cultural amenities.

**GOAL AND POLICY SECTIONS:**

1. [Land Use Plan](#)
2. [Residential Land Uses](#)
3. [Commercial Land Uses](#)
4. [Mixed Use Land Uses](#)
5. [Industrial Land Uses](#)
6. [Automobile-Related Land Uses](#)
7. [Public and Institutional Land Uses](#)
8. [Focus Areas](#)
  - a. [Camino de Los Mares](#)
  - b. [North Beach/North El Camino Real](#)
  - c. [Los Molinos](#)
  - d. [Rancho San Clemente and Talega Business Parks](#)
  - e. [Del Mar/T-Zone and Downtown Core](#)
  - f. [Pier Bowl and Pier](#)
  - g. [South El Camino Real \(West of Interstate 5\)](#)
  - h. [South El Camino Real \(East of Interstate 5\)](#)

**ADDITIONAL LINKS**

- [San Clemente Community Profile](#)
- [San Clemente Vision and Strategic Plan](#)
- [Zoning Code](#)

- [Government Code Section 65302\(a\)](#) (Requirement for Land Use Element)
- [Specific Plans](#)
  - Rancho San Clemente Specific Plan
  - West Pico Corridor Specific Plan
  - Pier Bowl Specific Plan
  - Talega Specific Plan
  - Marblehead Coastal Specific Plan
  - Marblehead Inland Specific Plan
  - Forster Ranch Specific Plan

## Land Use Plan

The [Land Use Plan](#) for San Clemente accommodates the full range of uses existing in San Clemente in 2013, as well as uses to be allowed in areas where change is desired. The buildout of land uses contemplated in the 1993 Land Use Plan has essentially been realized. In 2013, most of the City's expansion areas are built out, with the exception of Marblehead Coastal, and growth will primarily occur on vacant infill parcels or through redevelopment. Consequently, this Land Use Plan anticipates that land use changes will be concentrated within eight [Focus Areas](#).

This land use plan builds upon a wealth of assets, including: many safe and attractive residential neighborhoods, a variety of commercial and coastal destinations that are unique to the region, unique historic resources that distinguish our community, visual and functional landmarks to our neighborhoods and districts, a thriving business and industrial sector, a historic downtown, convenient multi-modal transportation facilities and access to some of the best beach, ocean and open space resources that Southern California has to offer.

### **PRIMARY GOALS:**

The Land Use Plan seeks to:

- 1) retain and enhance established residential neighborhoods, commercial and industrial districts, recreational resources, community-activity areas and amenities, and open spaces that improve the community's quality of life, enhance the appeal of our many attractions, maintain our small-town character, and ensure long-term environmental and fiscal health;
- 2) provide for the revitalization, adaptive re-use, and improvement of deteriorated neighborhoods, historic buildings and districts;
- 3) allow for some intensification of commercial and industrial districts, while preserving or enhancing their character;
- 4) provide opportunities for new residential, commercial, and job-generating uses in targeted areas, within the capacities of existing infrastructure and public services;
- 5) preserve and enhance coastal recreation, resources, access and amenities;

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- 6) protect and maintain significant environmental resources;
- 7) protect and preserve significant historic resources;
- 8) provide a diversity of land use areas that complement one another and are characterized by differing functional activities and intensities of use;
- 9) locate commercial, public services, recreation, transit opportunities and jobs near residents and businesses; and
- 10) Ensure our policies, programs and actions continue to celebrate and reinforce San Clemente's role as a unique and distinctive place in southern Orange County and in the greater Southern California region.

### **GENERAL PLAN FIGURES**

[Figure LU-1A, Land Use Map](#)

[Figure LU-1B, Overlays Map](#)

[Figure LU-2A, Commercial Area \(Shorecliffs\)](#)

[Figure LU-2B, Commercial Area \(Ave. La Pata at Ave. Vista Hermosa and Ave. Pico\)](#)

[Figure LU-3A, Commercial and Mixed Use Areas \(North Beach/N. El Camino Real\)](#)

[Figure LU-3B, Commercial and Mixed Use Areas \(N. El Camino Real, East of Ave Aragon\)](#)

[Figure LU-3C, Commercial and Mixed Use Areas \(Downtown/Del Mar/T-Zone\)](#)

[Figure LU-3D, Mixed Use Areas \(Pier Bowl\)](#)

[Figure LU-3E, Commercial and Mixed Use Areas \(S. El Camino Real, West of Interstate 5\)](#)

[Figure LU-3F, Commercial and Mixed Use Areas \(S. El Camino Real, East of Interstate 5 to Ave Magdalena\)](#)

[Figure LU-3G, Commercial and Mixed Use Areas \(S. El Camino Real, East of Interstate 5 from Ave Magdalena to City boundary\)](#)

[Table LU-1, Land Use Designations \[link to Land Use Summary page\]](#)

[Table LU-2, General Plan Buildout Estimates \[link to Buildout Estimates page\]](#)

### **ADDITIONAL LINKS**

- [Specific Plans](#)
- [San Clemente Vision and Strategic Plan](#)

Table LU-1 General Plan Land Use Designations Summary Table			
Land Use Designations	Maximum Density/ Intensity (FAR)	Max. No. of Stories/ Building Height <sup>1</sup>	Intention
<b>Residential</b>			
Residential Very Low (RVL)	1 unit per 20 gross acres or per parcel, whichever is smaller	2 stories; Top-of-roof (TOR): 30 ft	Single-family detached homes, typically in an estate setting
Residential Low (RL)	4.5 units per gross acre 7.0 units per net acre	TOR: 25 ft.	Single-family detached homes
Residential Medium Low (RML)	7.0 units per gross acre 10.0 units per net acre	TOR: 25 ft.	Single-family detached and attached homes, including clustered homes and townhomes
Residential Medium (RM)	15.0 units per gross acre 24.0 units per net acre	TOR: 25 ft.	Single-family detached and attached homes, including clustered homes and townhomes, and multifamily apartments
Residential High (RH)	24.0 units per gross acre 36.0 units per net acre	TOR: 45 ft.  Coronado Lane properties in Pier Bowl Specific Plan: 30 ft. TOR	Single-family attached homes, including townhomes and condominiums, and multifamily apartments
<b>Commercial</b>			
Neighborhood Serving (NC)	NC 1.1: 0.35 Floor Area Ratio (FAR) NC 1.2: 0.35 FAR NC 1.3: 0.35 FAR NC 2: 0.50 FAR NC 3: 0.75 FAR	NC 1.1: 1 story; TOR: 15 ft.;  NC 1.2: 2 stories; TOR: 33 ft.; Plate line (PL): 26 ft.  NC 1.3: 3 stories; TOR: 45 ft.; PL: 37 ft.  NC 2*: 2 stories; TOR: 33 ft.; PL: 26 ft.	Local-serving retail commercial, personal service, professional office, lodging, cultural facilities and eating and drinking uses

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Land Use Designations	Maximum Density/ Intensity (FAR)	Max. No. of Stories/ Building Height <sup>1</sup>	Intention
		NC 3*: 3 stories; Top-of-roof (TOR): 45 ft.; Plate Line (PL): 37 ft.  * Conditional Use Permit required for height to exceed the level of Interstate-5	
Community Commercial (CC)	CC 1: 0.50 Floor Area Ratio (FAR)  CC 2: 0.50 FAR.  CC 3: .70 FAR  CC 4: .50 FAR	CC 1: 2 stories; TOR: 33 ft.; PL: 26 ft.  CC 2, CC 3, and CC 4: 3 stories; TOR: 45 ft.; PL: 37 ft.	More intense development of local-serving retail commercial; personal service; professional office; medical offices, congregate care, and related uses; lodging; cultural uses and eating and drinking uses
Regional Commercial (RC)	.35 FAR of project lot area	3 stories TOR: 45 ft. PL: 37 ft.  Exceptions granted for a theater and/or clock tower (62 ft. for highest architectural projection; Plate line (PL): 55 ft.).	Regional-serving retail commercial, entertainment, dining, financial and professional offices
Regional Medical Facilities (RMF)	2.0 FAR	4 stories TOR: 54 ft. PL: 45 ft.	Regional-serving hospital with accessory uses, and other integrated medical facilities
Coastal and Recreation Serving (CRC)	1.00-1.50 Floor Area Ratio (FAR)	Per existing building height at street elevation	Coastal-oriented retail commercial, recreation, dining, and lodging
<b>Industrial</b>			
Light Industrial (LI)	0.50 FAR	2 stories or 3 stories with office; Top-of-roof (TOR): 45 ft.  <i>*Refer to Talega, Rancho San Clemente and West</i>	A mixture of business park, research and development, professional offices, light industrial uses such as light assembly and manufacturing, and

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Land Use Designations	Maximum Density/ Intensity (FAR)	Max. No. of Stories/ Building Height <sup>1</sup>	Intention
		<i>Pico Specific Plans for individual areas.</i>	supportive retail. Limited retail and service commercial uses supporting these areas are allowed
Heavy Industrial (HI)	0.75 FAR	2 stories; TOR: 35 ft.  <i>*Refer to Rancho San Clemente and West Pico Specific Plans for individual areas.</i>	Industrial uses including vehicle storage, manufacturing, warehousing, and wholesaling
<b>Mixed Use</b>			
MU 1	24.0 units per gross acre  36.0 units per net acre  Commercial projects: 1.00 FAR  Mixed use projects: 2.00 FAR	Commercial projects and mixed use projects on lots 12,000 s.f. or smaller:  2 stories; TOR: 33 ft.; Plate line (PL): 26 ft.  (Exception with Conditional Use Permit: 3 stories, TOR: 45 ft., PL: 37 ft.)  Mixed use projects on lots 12,000 square feet or larger:  3 stories; Top-of-roof (TOR): 45 ft.; Plate line (PL): 37 ft.	A vertical or horizontal mix of Neighborhood Serving Commercial (NC) and Community Serving Commercial (CC), and multifamily housing on the second floor or higher
MU 2	24.0 units per gross acre  36.0 units per net acre  Commercial projects: 0.50 Floor Area Ratio (FAR)  Mixed Use: 1.5 FAR	Commercial projects: 2 stories; TOR: 33 ft.; PL: 26 ft.  Mixed use projects: 3 stories; TOR: 45 ft.; PL: 37 ft.	A vertical or horizontal mix of Neighborhood Serving Commercial (NC), Community Serving Commercial (CC), and multifamily housing

Table LU-1 General Plan Land Use Designations Summary Table			
Land Use Designations	Maximum Density/ Intensity (FAR)	Max. No. of Stories/ Building Height <sup>1</sup>	Intention
MU 3.0	24.0 units per gross acre 36.0 units per net acre  Commercial projects:  1.00 Floor Area Ratio (FAR)  Mixed use projects: 2.00 FAR	2 stories*; Top-of-roof (TOR): 33 ft.*; Plate line (PL): 26 ft.  *City Council exception possible to allow third story with TOR: 35 ft. on sites with sloping topography.	Applies to Downtown Core.  A vertical or horizontal mix of Neighborhood Serving Commercial (NC) and Community Serving Commercial (CC). Attached and multifamily housing is permitted on the second floor or higher.
MU 3.1	Stand-alone residential use or residential maximum for mixed use projects:  24.0 units per gross acre 36.0 units per net acre  Commercial projects:1.00 FAR  Mixed use projects: 2.00 FAR	Residential and Commercial projects: 2 stories; TOR: 33ft; PL: 26ft  Mixed use projects on lots 12,000 sf or smaller: 2 stories; TOR: 33 ft.; PL: 26 ft.  (Exception with Conditional Use Permit: 3 stories, TOR: 45 ft., PL: 37 ft.)  For mixed use projects on lots greater than 12,000 sf: 3 stories TOR: 45 ft. PL: 37 ft.	A vertical or horizontal mix of Neighborhood Serving Commercial (NC), Community Serving Commercial (CC), and multifamily housing. Also, stand-alone residential uses are allowed
MU 3.2	10 units per gross acre 24.0 units per net acre  Commercial projects: 1.00 Floor Area Ratio (FAR) Mixed use projects: 1.50 FAR	Two story limit facing S. El Camino Real. Facing the rear and alley, there is no limit on stories. Instead, height limits apply so buildings appear to be three stories and transition to two stories abutting the alley. The most restrictive height limit below applies:	A vertical or horizontal mix of Neighborhood Serving Commercial (NC) and multifamily housing



Table LU-1 General Plan Land Use Designations Summary Table			
Land Use Designations	Maximum Density/ Intensity (FAR)	Max. No. of Stories/ Building Height <sup>1</sup>	Intention
		Height ceiling;* Top-of-roof (TOR): 33 ft. Plate line (PL): 28 ft.  *Exception with Conditional Use Permit; TOR: 35 ft. PL: 30 ft.  Average height limit; TOR: 45 ft PL: 37 ft.  Alley transition height limit: Top-of-Roof: 28 ft. within the first 13 feet of the alley.  <i>See S. El Camino Real Focus Area for additional policies.</i>	
MU3.3	Stand-alone residential use or residential maximum for mixed use projects:  24.0 units per gross acre  36.0 units per net acre  Commercial projects:  1.00 Floor Area Ratio (FAR)  Mixed use projects: 2.00 FAR	2 stories*; TOR: 33 ft.*; PL: 26 ft.  *City Council exception possible to allow third story with Top-of-roof (TOR): 35 ft. on sites with sloping topography.	Applies to Downtown Core.  A vertical or horizontal mix of Neighborhood Serving Commercial (NC) and Community Serving Commercial (CC). Attached and multifamily housing is permitted on the second floor or higher. Also, stand-alone residential uses are allowed
MU 4	24.0 units per gross acre 36.0 units per net acre  Commercial or mixed use projects: 1.00-2.00 FAR	30 feet	A vertical or horizontal mix of Neighborhood Serving Commercial (NC) and Community Serving Commercial (CC). Multifamily housing is permitted on the second floor or higher

Table LU-1 General Plan Land Use Designations Summary Table			
Land Use Designations	Maximum Density/ Intensity (FAR)	Max. No. of Stories/ Building Height <sup>1</sup>	Intention
MU 5	Commercial projects:  0.35 FAR  Residential projects: 24.0 units per gross acre 36.0 units per net acre	Commercial projects: 2 stories; TOR: 33ft.; Plate line (PL): 26 ft.  Residential projects: 2 stories; TOR: 33 ft. PL: 26 ft.	Neighborhood Serving Commercial (NC) commercial uses or multifamily housing
<b>Public and Institutional</b>			
Civic Center (CVC)	0.35 Floor Area Ratio (FAR)	2 stories; Top-of-roof (TOR): 33ft; Plate line (PL): 26 ft.	Government offices
Institutional (INST)	FAR/density not specified	To be determined on an individual basis.	Private institutions and religious facilities
Public (P)	FAR/density not specified	To be determined on an individual basis	Government offices, utilities, schools, public and private parking
<b>Open Space</b>			
Open Space (OS 1) (Public)	N/A	To be determined on an individual basis.	Publicly owned existing and dedicated parklands, passive open space areas, recreational facilities, and golf courses. Refer to Beaches, Parks, and Recreation Element, and Coastal Element. Refer to Open Space zoning standards for processes when land use map designation boundaries vary from recorded open space easements.

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Land Use Designations	Maximum Density/ Intensity (FAR)	Max. No. of Stories/ Building Height <sup>1</sup>	Intention
Open Space (OS 2) (Private)	N/A	To be determined on an individual basis.	Privately owned parklands, recreational facilities, passive open space areas and golf courses. Refer to Beaches, Parks, and Recreation Element, and Coastal Element. Refer to Open Space zoning standards for processes when land use map designation boundaries vary from recorded open space easements.
<b>Overlays</b>			
Architectural Design (-A)	As specified in underlying land use designation.	As specified in the underlying land use zone.	Spanish-styled architecture that follows specific Design Guidelines and standards pursuant to the Urban Design Element, Design Guidelines and Zoning Code
Affordable Housing (-AH)	As specified in underlying land use designation.		Refer to goals and policies of the Housing Element
Coastal (-CZ)	As specified in underlying land use designation.	As specified in the underlying land use zone.	Refer to goals and policies of the Coastal Element and standards in the Local Coastal Plan (LCP)
Emergency Shelter (-ES)	As specified in underlying land use designation.	Two stories; Top-of-roof (TOR): 25 feet	Allows emergency shelters to meet State goals and policies for homeless service needs, pursuant to limitations in the Zoning Code
Medical Office Overlay (-MO)	Medical office uses:  North of Mira Costa: 1.0 Floor Area Ratio (FAR).	As specified in the underlying land use zone.	Provides additional medical office capacity with Master Plan. Ancillary retail and service uses allowed. Community Commercial

Table LU-1 General Plan Land Use Designations Summary Table			
Land Use Designations	Maximum Density/ Intensity (FAR)	Max. No. of Stories/ Building Height <sup>1</sup>	Intention
	South of Mira Costa: .75 FAR.  Requires Master Plan		uses are still permitted as underlying land use (Community Commercial).
Mixed Use Overlay (-MU)	24.0 units per gross acre 36.0 units per net acre  Commercial projects:1.00 FAR  Mixed use projects: 2.00 FAR	Commercial projects: 2 stories; Top-of-roof (TOR): 33ft; Plate line (PL): 26ft  For mixed use projects with lots greater than 12,000 sf: 3 stories TOR: 45 ft. PL: 37 ft.  Mixed use projects 2 stories; Top-of-roof (TOR): 33 ft.; Plate line (PL): 26 ft.  (Exception with Conditional Use Permit: 3 stories, TOR: 45 ft., PL: 37 ft.)	A vertical or horizontal mix of Neighborhood Serving Commercial (NC), Community Serving Commercial (CC), and multifamily housing. The Overlay provides an option for such uses, while allowing existing industrial uses and development to remain conforming.
Pedestrian (-P)	As specified in underlying land use designation.	As specified in the underlying land use zone.	Promotes the development of pedestrian-oriented land uses, building and site designs. Refer to the Urban Design Element, Design Guidelines, and Zoning Code
Planned Residential District (-PRD)	As specified in underlying land use designation.		Provides flexible land use regulations to foster creative design, environmental sensitivity, variety, innovation, and amenities

Table LU-1 General Plan Land Use Designations Summary Table			
Land Use Designations	Maximum Density/ Intensity (FAR)	Max. No. of Stories/ Building Height <sup>1</sup>	Intention
Professional Business Overlay (-PB)	Office and institutional uses: .75 Floor Area Ratio (FAR) with Master Plan	As specified in the underlying land use zone.	Provides additional office capacity and institutional uses (e.g., small university, college or trade school) with Master Plan. Ancillary retail and service uses allowed. Community Commercial uses are still permitted as underlying land use (Community Commercial).

*Note: Land uses densities and standards within adopted Specific Plan areas are guided by the Specific Plans. The General Plan Land Use Plan for these areas is only intended for graphic purposes.*

<sup>1</sup> Refer to Zoning Code (San Clemente Municipal Code Title 17) for allowances to have certain architectural details project above the height limit and the applicable review processes required.

## Residential Land Uses

San Clemente is home to diverse residential neighborhoods, from the planned communities of Talega, Forster Ranch, Rancho San Clemente and Marblehead to the older neighborhoods and subdivisions generally located along the east side of Interstate 5 and the areas west to the Pacific Ocean. Neighborhoods offer a number of single-family and multifamily housing opportunities in a number of settings (e.g., along golf courses, overlooking the Pacific Ocean, in master planned communities with amenities like swimming pools and tennis courts, or in mixed use developments).

While the [Focus Areas](#) section of the General Plan provides more specific direction for neighborhoods within these areas, this section of the Land Use Element provides overall direction for residential land uses throughout the City.

Additional policies related to housing, including housing for those with special needs, such as senior citizens and the physically challenged, are included in the [Housing Element](#).

### GOAL:

Achieve a mix of residential neighborhoods and housing types that meets the diverse economic and physical needs of residents, that is compatible with existing neighborhoods and the surrounding environmental setting, and that reflects community expectations for high quality.

**POLICIES:**

- LU-1.01. **General.** We accommodate the development of a variety of housing types, styles, tenure and densities that are accessible to and meet preferences for different neighborhood types (e.g., mixed use pedestrian environments and traditional suburban neighborhoods), physical abilities and income levels, pursuant to the [Land Use Plan](#) and [Housing Element](#).
- LU-1.02. **Access to Amenities.** We require residential developments to be designed to promote safe and convenient access to nearby commercial centers, community facilities, parks, open space, transit facilities, bikeways, trails and other amenities, as applicable.
- LU-1.03. **Maintenance of Neighborhood Character.** We maintain elements of residential streets that unify and enhance the character of neighborhoods, including parkways, street trees, and compatible setbacks.
- LU-1.04. **Single-Family Residential Uses.** We require that single-family houses and sites be designed to convey a high level of architectural and landscape quality in accordance with the Urban Design Element and Zoning Code, and in consideration of the following:
- a. Varied and distinct building elevations, facades, and masses (avoiding undifferentiated "box-like" structures);
  - b. building scale and massing that is compatible with existing development;
  - c. use of extensive site landscaping to complement the architectural designs of structures;
  - d. reduced area and width of paving in front yards for driveway and garage access; and
  - e. location and design of garages so that they do not dominate the appearance of the dwelling from the street.
- LU-1.05. **Multi-Family Residential Uses.** We require that multi-family residential projects be designed to convey a high level of quality and distinctive neighborhood character in accordance with the Urban Design Element and Zoning Code. New multi-family housing development projects shall:
- a. use building materials, colors, and forms which complement the neighborhood, while allowing flexibility for distinctive, high-quality design solutions;
  - b. design all building elevations to convey the visual character of individual units rather than a single, continuous building mass and volume;

- c. visually hide or buffer subterranean parking garages;
- d. use a well-defined roofline;
- e. include separate, well-defined entries to convey the visual character of individual identity of each residential unit. Entries may be developed onto exterior facades, interior courtyards, and/or common areas;
- f. locate and design parking areas and garages to be architecturally integrated with and complementary to the main structure;
- g. use generous site landscaping, consistent with City Landscape Standards;
- h. include setbacks, consistent with the surrounding neighborhood, along the street frontage containing landscaping. Building entries shall be connected to public sidewalks to encourage safe and convenient pedestrian access; and
- i. minimize the total area of driveway paving in relation to landscaping.
- j. provide on-site open space amenities that are accessible and of sufficient size to be usable by tenants, in common areas and/or with individual units pursuant to the Zoning Code.

LU-1.06. ***Residential Infill.*** We require that new residential development be compatible with adjacent structures and land uses and we require:

- a. mitigation of noise, traffic (automobile and truck), and lighting impacts of abutting commercial uses, where applicable;
- b. use of complementary building materials, colors, and forms, while allowing flexibility for distinguished design solutions.

## **LINKS TO OTHER GENERAL PLAN INFORMATION**

- [Land Use Plan](#)
- [Land Use Designations Table](#)
- [Housing Element](#)
- [Urban Design Element](#)

## **ADDITIONAL LINKS**

- [Zoning Code Residential Districts](#)

## **Commercial Land Uses**

San Clemente offers a full spectrum of retail, service, professional, office, medical, tourist-related, and entertainment uses at a range of intensities to meet the daily needs of our residents and employees and attract visitors to our key destination areas. In addition to

providing jobs, amenities and services, commercial uses generate tax revenues that are essential for maintaining our community's quality of life.

The City's key commercial areas are discussed in detail in the [Focus Areas](#) section of the Land Use Element.

**GOAL:**

Achieve and maintain a healthy employment base with diverse retail, office, and service uses that: 1) meet citizens' needs; 2) help generate municipal revenues that improve quality of life; 3) are compatible with adjacent residential neighborhoods; and 4) support the goals and policies of the [Economic Development Element](#).

**POLICIES:**

LU-2.01. **Quality.** We require that new development protect community character by providing architecture, landscaping and urban design of equal or greater quality than surrounding development, and by respecting the architectural character and scale of adjacent buildings.

LU-2.02. **Identification of Commercial Areas.** We require distinctive entry and informational signage, street trees, street furniture, pedestrian-scaled lighting, and other improvements to uniquely identify individual commercial districts, including: the Downtown Core, North Beach, South El Camino Real, Pico Plaza, Los Molinos, Camino de los Mares, Avenida Pico, Marblehead Coastal, Shorecliffs, and "La Pata" commercial district, which includes Talega, Plaza Pacifica, and the commercial properties at the intersection of Avenida La Pata and Avenida Vista Hermosa.

LU-2.03. **Neighborhood Compatibility.** We require that commercial projects abutting residential neighborhoods be designed and operated to protect residents from the effects of noise, light, odors, vibration traffic, parking and other operational impacts.

LU-2.04. **Maintenance.** We require proper maintenance of commercial areas to ensure they reflect community expectations for a quality environment and remain competitive with commercial facilities located outside of the City.

LU-2.05. **Pedestrian, Bicycle and Transit Access.** We require commercial projects to be designed to promote convenient access to and from nearby neighborhoods, transit facilities, bikeways, and other amenities.

LU-2.06. **Multi-Use of Public Alleys.** We consider alleys as multi-use public spaces that buffer commercial uses from residential areas and serve circulation, parking,



utilities, loading areas and trash receptacles. They may also provide access to paseos, rear commercial entries, multiple storefronts and public use areas.

LU-2.07. ***Environmental Compatibility and Quality.*** We require commercial districts and uses to be compatible with their environmental setting, promote City environmental goals and be designed and operated to avoid or mitigate environmental impacts.

LU-2.08. ***Drive-Through Facilities.*** We regulate the locations of fast food outlets and drive-through restaurants by establishing standards for the spatial distribution of such uses.

### **LINKS TO GENERAL PLAN CONTENT**

- [Land Use Plan](#)
- [Land Use Designations](#)
- [Focus Areas](#)
- [Economic Development Element](#)

### **LINKS TO OTHER DATA AND BACKGROUND INFORMATION**

- [Zoning Code Commercial Districts](#)

## **Mixed Use**

Mixed use zoning, as it is applied in San Clemente, refers to the vertical or horizontal mixing of commercial and residential uses. The Land Use Plan provides for the development of single or combined parcels for mixed commercial and residential development. Vertically mixed structures typically incorporate retail, office, and/or parking on the lower floors and residential units above. Areas that allow a horizontal mix also allow stand-alone uses and provide greater flexibility as to where specific uses are located on a site. While the Plan does not mandate the development of mixed-use projects, it does permit these in key commercial areas.

Areas designated as mixed use are concentrated in six of the eight Focus Areas of the General Plan: Los Molinos (Pico Plaza area), North Beach/North El Camino Real, Del Mar/T-Zone, Pier Bowl, South El Camino Real (West of Interstate 5), and South El Camino Real (East of Interstate 5). The development standards that apply to Mixed Use zoning may vary by district. Several mixed-use zones are established, depending upon the land use intensity, arrangement and relationship of residential and commercial uses on a site. These relationships are summarized in [Table LU-1](#) and graphically shown on [Figures LU-3A, LU-3B, LU-3C, LU-3D, LU-3E, and LU-3G](#). Mixed use zones create enhanced vitality and pedestrian activity in areas where residents have convenient access to retail, services, jobs and other amenities. They can also help reduce vehicle trips and associated air

pollution, provide “built-in” customers for businesses and encourage development of convenient and affordable housing opportunities.

**GOAL:**

Promote and support development in areas designated for Mixed Use that is attractively designed, adds vitality and pedestrian activity, enhances economic opportunities, reduces vehicle trips and associated air pollution and offers convenient and affordable housing opportunities for all income levels.

**POLICIES:**

LU-3.01. ***Horizontal and Vertical Mix.*** We permit a range of horizontally and vertically mixed uses appropriate to key areas of the City.

LU-3.02. ***Flexibility.*** We apply flexible development standards to respond to changing market demands, where it can be demonstrated that by doing so, the proposed development or land use will help achieve General Plan goals.

LU-3.03. ***Ground Floor Retail.*** In pedestrian-oriented environments, we require retail uses to be located on the ground floor to provide convenience and good visibility for shoppers. Whenever possible, we require off-street parking to be screened and located on the side or at the rear of buildings.

LU-3.04. ***Upper Floors.*** Where buildings over two stories are allowed, we require building facades above the second floor to be set back from lower, street-facing facades to minimize building height and bulk, pursuant to the Design Guidelines and applicable Specific Plans.

LU-3.05. ***Stand Alone Residential Uses.*** In Mixed Use areas MU3.1, MU3.3, and MU5, stand alone residential uses are permitted. In these areas, we require stand alone dwellings to be compatible with adjacent commercial and mixed uses and with adjacent neighborhoods. Such developments shall:

- a. buffer the residential use from abutting commercial uses;
- b. adequately mitigate the noise, traffic, parking (automobile and truck), and lighting impacts of abutting commercial use;
- c. locate and design dwellings to provide adequate security and privacy for residents; and
- d. minimize, to the extent practical, adverse impacts on the integrity and continuity of nearby commercial uses by considering the long term needs of commercial and residential uses, such as commercial loading, solid waste and recycling storage, private open space, landscape buffers, noise and odors.

## LINKS TO GENERAL PLAN INFORMATION

- [Land Use Plan](#)
- [Land Use Designations](#)
- [Focus Areas](#)

## ADDITIONAL LINKS

- [Zoning Code Mixed Use Districts](#)

## Industrial Land Uses

Industrial uses in San Clemente are concentrated in three areas: the [Rancho San Clemente Business Park](#) and [Los Molinos](#) Focus Areas, and the [Talega Specific Plan](#) Area.

A wide range of employment-generating land uses are provided within these areas, including manufacturing, research and development, offices, and in designated areas, automobile, truck, boat, RV and motorcycle sales and services. The allowable mix and intensity of uses within these areas provide significant job opportunities for residents and allows development to respond to changing market conditions and commercial space needs. The industrial areas also allow a range of compatible or complementary, non-industrial uses that benefit from the location and type of facilities, such as restaurants, religious facilities, specialized schools, emergency shelters, and other public assembly uses.

For specific guidance for the areas, please refer to their respective Focus Areas and applicable Specific Plan documents identified below.

### GOAL:

Create and maintain diverse employment opportunities located in areas that provide strategic advantages for employers to locate in San Clemente, provide head-of-household jobs, generate municipal revenues, and improve quality of life, while minimizing impacts on surrounding neighborhoods.

### POLICIES:

*All General Plan guidance for Industrial Land Uses and their surrounding areas are contained within the Land Use Designations descriptions and in the Focus Areas noted below. Additional guidance for these areas is provided by Specific Plans for each area.*

## LINKS TO GENERAL PLAN INFORMATION

- [Land Use Plan](#)
- [Land Use Designations](#)
- [Rancho San Clemente Business Park Focus Area](#)

- [Los Molinos Focus Area](#)
- [Economic Development Element](#)

### **ADDITIONAL LINKS**

- [Rancho San Clemente Specific Plan](#)
- [West Pico Corridor Specific Plan](#)
- [Talega Specific Plan](#)

## **Automobile-Related Land Uses**

Given San Clemente’s location along Interstate 5, the main route between Orange and San Diego Counties, San Clemente has a long history of providing automobile-oriented services, particularly along the historic El Camino Real Corridor.

El Camino Real has long provided various automotive repair services, auto-related retail businesses and fueling stations for San Clemente residents, employees, visitors and travelers. As residential neighborhoods adjacent to the corridor developed, concerns increased about the compatibility of automobile-related uses along El Camino Real with adjacent neighborhoods and with the surrounding community character.

The long range intent for automobile-related uses is that these uses are gradually relocated from El Camino Real to industrial areas and business parks in the City. In the meantime, General Plan policies allow automobile-related uses that are existing at the time of adoption of this General Plan to continue. The policies are intended to improve the compatibility of such uses with surrounding uses.

### **GOAL:**

Encourage the relocation of automobile-related uses to industrially-designated lands and business parks and permit the continuation of automobile-related uses, existing as of the date of adoption of this General Plan, that do not detract from the aesthetics, character and function of the surrounding area.

### **POLICIES:**

- LU-5.01. ***New Fueling Stations and Supporting Service Facilities.*** We permit the development of new fueling stations and support facilities in commercial and business park districts, provided they are:
- a. Designed to convey a high quality architectural and landscape character, consistent with the overall character and image of the City, as specified in the Urban Design Element; and

- b. Limited to a single corner of a street intersection and located at a limited number of key activity intersections, as designated in the Specific Plans for the Ranches.
- c. Consistent with the Zoning Ordinance and Design Guidelines.

LU-5.02. ***Existing Fueling Stations and Supporting Service Facilities.*** We permit the continuation of fueling stations and supporting service facilities existing as of the date of adoption of this General Plan and located along major streets and highways. Expansion or modification of such facilities shall be designed to convey a high quality architectural and landscape character, consistent with the overall character and image of the City as specified in the Urban Design Element.

LU-5.03. ***New Automobile-Related Service and Repair Uses.*** We permit the development of automobile-related service and repair uses (e.g., tire shops, lube and tune, and other similar uses) in certain commercial and business park districts and designated sites within specific plan areas. Such uses shall be designed to convey a high quality architectural and landscape character, consistent with the overall character and image of the City as specified in the Urban Design Element. New car rental businesses on El Camino Real are allowed if the new business is limited to an office use and up to five (5) rental cars on site at any time.

LU-5.04. ***El Camino Real and Other Mixed Use and Pedestrian-Oriented Areas.*** With the exception of automobile-related parts sales with no onsite installation of parts, we prohibit new and major expansions of automobile-related uses along El Camino Real and in other commercial and mixed-use areas of the City designated to promote pedestrian activity.

LU-5.05. ***Existing Auto Related Service and Repair Uses along El Camino Real.*** We consider automobile-related service and repair uses located along El Camino Real, existing as of the date of adoption of this General Plan, to be conforming land uses which may continue. Expansion of such uses or structures shall not be allowed. Modification of such facilities shall be designed to convey a high quality architectural and landscape character, consistent with the overall character and image of the City as specified in the Urban Design Element.

## LINKS TO GENERAL PLAN INFORMATION

- [Urban Design Element](#)

## LINKS TO OTHER DATA AND BACKGROUND INFORMATION

- [Zoning Code Commercial Districts](#)
- [Talega Specific Plan](#)
- [Rancho San Clemente Specific Plan](#)
- [West Pico Corridor Specific Plan](#)

## Public and Institutional Land Uses

Public and institutional uses include governmental offices, hospitals, social services, recreational and cultural facilities, schools and libraries. To effectively serve the public, such uses are located throughout the City.

### GOAL:

Provide a variety of public and institutional uses, such as governmental, administrative, recreation, cultural, religious, social services and educational uses that help meet the broader community's needs and that are designed to be compatible with surrounding neighborhoods, and with the architectural character of the areas in which they are located.

### POLICIES:

LU-6.01. ***Existing and New Uses.*** We allow the continuation of public recreational, cultural (libraries, museums, etc.), educational, institutional (governmental, police, fire, etc.), and health and social service uses at their locations as of the date of adoption of this General Plan. We also allow the development of new Public and Institutional uses in areas designated as Institutional and in other land use zones where they complement and are compatible with adjacent land uses.

LU-6.02. ***New Private and Non-profit Uses.*** We allow compatible private and non-profit recreation, cultural, educational, institutional, and health and social services and other similar uses in areas designated for commercial or business park uses.

LU-6.03. ***Religious Facilities.*** We allow for the continuation of existing and development of new religious facilities in any land use zone where they are compatible with adjacent uses.

LU-6.04. ***Child and Adult Day Care.*** We allow for the continuation of existing and development of new child and adult day-care facilities in any land use zone where they are compatible with adjacent uses.

LU-6.05. ***Public Buildings and Sites.*** We establish standards for City-owned facilities and coordinate with other public agencies to ensure that public buildings and sites are designed to be compatible in scale, mass, character, and architecture with adjacent buildings and to ensure they follow design standards in this General Plan and in the Design Guidelines for the district or neighborhood in which they are located, including the use of landscaped setbacks, walls, and other appropriate elements to mitigate operational and visual impacts on adjacent land uses.

### LINKS TO GENERAL PLAN INFORMATION

- [Land Use Plan](#)
- [Land Use Designations](#)

## **ADDITIONAL LINKS**

- [Zoning Ordinance, Public Zones and Standards](#)

## **Focus Areas**

San Clemente is known as the “Spanish Village by the Sea” and is comprised of various neighborhoods and communities that vary in terms of their uses, types of development and architectural character. When the City began the process of preparing a new General Plan in 2009, the community identified eight Focus Areas considered to have the most potential for change. These areas are identified below and their locations are depicted on the [Focus Area Overview Map](#).

Focus Area policies provide specific direction above and beyond those policies that are applicable Citywide. Additional direction is provided in the Zoning Code, Design Guidelines and applicable Specific Plans.

### **GOAL AND POLICY SECTIONS:**

9. [Camino de Los Mares](#)
10. [Rancho San Clemente Business Park](#)
11. [Los Molinos](#)
12. [North Beach/North El Camino Real](#)
13. [Del Mar/T-Zone and Downtown Core](#)
14. [Pier Bowl and Pier](#)
15. [South El Camino Real \(West of Interstate 5\)](#)
16. [South El Camino Real \(East of Interstate 5\)](#)

### **GENERAL PLAN FIGURES**

- Figure LU-4A, Focus Area Overview Map
- Figure LU-4B, Camino de Los Mares Focus Area
- Figure LU-4C, Rancho San Clemente and Talega Business Parks Focus Areas
- Figure LU-4D, Calle Los Molinos, North Beach, and North El Camino Real Focus Areas
- Figure LU-4E, Del Mar/T-Zone/Downtown Core and Pier Bowl Focus Areas
- Figure LU-4F, South El Camino Real (West and East of Interstate 5) Focus Areas

### **LINKS TO REFERENCE MATERIALS AND BACKGROUND INFORMATION**

- [Focus Areas Land Use Alternatives Package](#)

- [Rancho San Clemente Specific Plan](#)
- [West Pico Corridor Specific Plan](#)
- [Pier Bowl Specific Plan](#)
- [San Clemente Vision and Strategic Plan](#)
- [San Clemente Community Profile](#)

## Camino de Los Mares Focus Area

As the City’s northern gateway from Interstate 5, the Camino de Los Mares Focus Area serves as one of the primary community commercial areas and is also a medical office hub. The area extends along Camino de Estrella from Avenida Vaquero and underneath Interstate 5 to Vista Del Mar at the border with Dana Point. It offers retail sales and commercial services for the local community and surrounding neighborhoods and medical services for south Orange County.

While the area will continue to provide retail and commercial services for residents, the area is also envisioned to provide expanded opportunities for medical offices and services that respond to changing patient needs and demands, and to a rapidly changing health care industry.

### GOAL

Maintain and improve the Area as a community hub that provides diverse retail opportunities and commercial services for local residents and high quality medical services and related employment opportunities for San Clemente and surrounding communities.

### POLICIES

- LU-7.01. **Commercial Areas.** We support the continuation and enhancement of commercial centers that meet the needs of community residents, are compatible with adjacent residential neighborhoods, and are well-maintained.
- LU-7.02. **Medical Office Uses.** We support the expansion of health care facilities and related medical offices that are consistent with the Land Use Plan and Zoning Code and are compatible with surrounding neighborhoods.
- LU-7.03. **Collaboration with Health Care Providers.** We collaborate with local health care providers and facilities to understand their changing requirements and help meet the needs of our residents.



LU-7.04. **Entryways and Landscaped Corridors.** We maintain entryways and an attractive, well-defined landscaped edge along Caminos Estrella and de Los Mares to signify arrival to the City of San Clemente and the Camino de Los Mares area.

LU-7.05. **Bike and Pedestrian Environment.** We provide a high quality bicycle and pedestrian environment with “living street [link to Glossary]” designs, consistent landscaping, lighting, sidewalks, bikeways and trails, consistent with the Bicycle and Pedestrian Master Plan, Tree Ordinance and Design Guidelines.

LU-7.06. **Design Treatment.** Within the Camino de los Mares Focus Area, development projects, including major remodels, shall have a Spanish architectural design, consistent with the Design Guidelines.

### LINKS TO OTHER GENERAL PLAN CONTENT

- [Medical Office Overlay Designation](#)
- [Urban Design Element, Architecture and Landscaping](#)

### ADDITIONAL LINKS

- [Bicycle and Pedestrian Master Plan](#)
- [Design Guidelines](#)

## Rancho San Clemente and Talega Business Parks Focus Area

The Rancho San Clemente and Talega Business Parks are the primary hub for large-scale industrial and office uses, and for vehicle (to include marine) sales and services. It is located in a choice location for those businesses seeking access to both Orange County and San Diego County markets. The area is developed in accordance with the Rancho San Clemente and Talega Specific Plans and is defined by the developable areas along Avenida Pico between Calle Amanacer and Camino Celosia and on both sides of Avenida La Pata, between Avenida Pico and the San Diego County border. The area allows a variety of office and industrial uses to be developed and grow in an area where such uses do not conflict with residential neighborhoods.

While most of this Focus Area is built out, several large vacant, developable parcels remain in 2013. This General Plan provides for additional intensity and development potential that can attract and accommodate new businesses and allow business expansion.

### GOAL:

Maintain and promote the Rancho San Clemente and Talega Business Parks as a premier office and industrial location for start-up businesses, expanding businesses, and for businesses relocating to San Clemente.

## POLICIES:

- LU-8.01. **Priorities.** Pursuant to the [Economic Development Strategy\\*](#), we assign a high priority to those initiatives, investments, and development approvals that contribute to our vision of the Rancho San Clemente Business Park as a premier office and industrial employment center that capitalizes on San Clemente’s access to the Orange County and San Diego County markets.
- LU-8.02. **Vehicle Sales and Services.** We permit vehicle sales and services in the Rancho San Clemente Business Park and Industrial Park consistent with the Rancho San Clemente Specific Plan.
- LU-8.03. **Existing Businesses and Property Owners.** We periodically survey property owners and businesses to understand and plan for their needs so that businesses can remain and flourish in San Clemente.
- LU-8.04. **Partnerships.** We collaborate with the Rancho San Clemente Business Park Association, Talega Merchants Association, San Clemente Chamber of Commerce, other business groups, and the Orange County Workforce Investment Board to implement the General Plan and Specific Plan, to respond to changing property owner, business owner and workforce needs, and to help ensure the long-term success of the Business Park.
- LU-8.05. **Development Monitoring and Maintenance.** We monitor development to ensure anticipated Business Park buildout and infrastructure capacities are not exceeded.
- LU-8.06. **Bike and Pedestrian Environment.** We provide a high quality bicycle and pedestrian environment with “[living street](#)” designs, consistent landscaping, lighting, sidewalks, traffic calming measures, bikeways and trails, consistent with the Bicycle and Pedestrian Master Plan, Tree Ordinance and Design Guidelines.

## LINKS TO GENERAL PLAN INFORMATION

- [Economic Development Element](#)
- [Competitive Employment Centers](#)

## ADDITIONAL LINKS

- [Rancho San Clemente Business Park Specific Plan](#)
- [Economic Development Strategy\\*](#)

*\*Note: the Economic Development Strategy is one of the priority implementation programs for the Economic Development Element.*

## Los Molinos

The Los Molinos Focus Area is a special industrial district in the community. It celebrates its history as the industrial center for the surfing industry, local arts and crafts, and as an area where business incubation is encouraged. At the same time, the area continues to allow successful small businesses to maintain and expand their operations. Los Molinos is primarily an industrial and commercial neighborhood located north of the western end of North El Camino Real, bounded on the east by Interstate 5, on the west by the Avenida Pico and Marblehead Coastal, on the north by Marblehead Coastal, and on the south by Los Obreros lane and residential neighborhoods.

The area generally west of Calle Industrias and southeast of Avenida Pico is primarily an industrial area. It is envisioned as the heart of a thriving, creative business incubator district that builds upon its industrial and surf heritage. Vehicle and marine sales and services are also accommodated in this Area. The largely commercial area east of Calle Industrias and adjacent to Interstate 5 is envisioned as an institution-anchored employment center offering learning, employment and housing opportunities.

### GOAL:

A vibrant business incubator district that respects, protects, and builds upon the area's eclectic character and land uses, and that provides new educational and employment opportunities for San Clemente's residents and employees.

### POLICIES:

- LU-9.01. ***Existing Industrial Property Owners and Businesses.*** Recognizing the industrial heritage of the area and its economic benefits to the community, we allow property owners and business to maintain and expand their operations, consistent with the General Plan and Zoning Code.
- LU-9.02. ***Los Molinos Public/Private Partnership.*** We routinely communicate and collaborate with existing property owners and businesses to understand their needs, identify strategies to improve their businesses and properties, and ensure compliance with City standards and regulations.
- LU-9.03. ***Institutional, Residential and Office Uses.*** We encourage the transition of the Pico Plaza commercial center through means of a [Professional/Office Overlay](#) that requires a master plan for employment and or educational/institutional uses. The Pico Plaza is also identified in the Housing Element as having potential for mixed, residential and commercial uses with an affordable housing component. Existing uses, including residential uses that are consistent with the underlying Community Commercial land use designation, will continue to be allowed.

LU-9.04. ***Transit Opportunities.*** As part of planning efforts to redevelop the existing Pico Plaza commercial center, we encourage the reservation of an adequate portion of the site to accommodate a transportation center in the event that coastal railroad tracks are relocated inland.

LU-9.05. ***Bike and Pedestrian Environment.*** We provide a high quality bicycle and pedestrian environment with “[living street](#)” designs, consistent landscaping, lighting, sidewalks, traffic calming measures, bikeways and trails, consistent with the Bicycle and Pedestrian Master Plan, Tree Ordinance and Design Guidelines.

LU-9.06. ***Design Treatment.*** We encourage an eclectic mix of architectural styles, colors, materials, landscaping and public art throughout the area, consistent with City Design Guidelines and the Urban Design Element.

LU-9.07. ***Nearby Residential Neighborhoods.*** We work with property owners, businesses and nearby residents to avoid, and where they possible, resolve conflicts between industrial operations and residents’ quality of life.

LU-9.08. ***Entryways/Corridor Landscaping.*** We maintain entryways and an attractive, well-defined landscaped edge along Avenida Pico and Calle de Los Molinos to signify arrival to the City of San Clemente and the Los Molinos area.

## LINKS TO OTHER GENERAL PLAN INFORMATION

- [Economic Development Element](#)
- [Urban Design Element, Architecture and Landscaping](#)

## ADDITIONAL LINKS

- [West Pico Specific Plan](#)
- [Bicycle and Pedestrian Master Plan](#)
- [Design Guidelines](#)

## North Beach/North El Camino Real Focus Area

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

With access to the Metrolink rail station, the Beach Trail, numerous bikeways and pedestrian paths, and the historic El Camino Real corridor that connects many of the City’s activity areas, the NB/NECR area is a key multimodal transportation hub. There is a health-

giving balance between automobile, bicycle and pedestrian orientation, and the Area is well connected to adjacent neighborhoods.

**GOAL:**

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

**POLICIES:**

LU-10.01. **Historic Preservation.** We preserve North Beach historic resources, through measures such as considering the establishment of a historic district, ensuring new development is consistent with the Historic Preservation and Urban Design Elements, providing historic preservation incentives and enforcing the protective measures of the Zoning Ordinance.

LU-10.02. **Miramar Theater Rehabilitation.** We encourage the rehabilitation and adaptive reuse of the historic Miramar Theatre.

LU-10.03. **Gateways.** We enhance and maintain attractive gateways and informational signage signifying arrival to the North Beach/North El Camino Real area at the following locations along North El Camino Real: 1) the northern entrance to North Beach, 2) the historic entryways to Max Berg Plaza Park at El Portal, and 3) the southern entryway to the area at Avenida Palizada.

LU-10.04. **Beach Access.** We preserve and enhance safe, convenient pedestrian, vehicle, and bicycle linkages to the shoreline for community and visitor access.

LU-10.05. **Ocean Views.** We preserve the General Plan-designated public view corridor from Avenida Pico through North Beach and encourage new development along El Camino Real to take advantage of ocean vistas.

LU-10.06. **Quality Development.** We require that site, building and landscape development be of high quality design and materials and that promote pedestrian activity, in accordance with the Urban Design Element, North Beach Specific Plan and Zoning Ordinance.

LU-10.07. **Public Streetscape.** We provide a distinctive visual and physical environment for the public streetscape, in accordance with the Urban Design Element, including standards for the consistent use of street trees, landscaping, street furniture (benches, trash receptacles, news racks, etc.), decorative street and crosswalk paving, pedestrian-scaled lighting, public and entry signage and other appropriate streetscape elements.

- LU-10.08. **Maintenance.** We work to achieve a built environment that is clean and well-maintained through coordination with property owners, local businesses and residents and adequately staffed code enforcement.
- LU-10.09. **Bike and Pedestrian Environment.** We provide a high quality bicycle and pedestrian environment with “living street ]” designs, consistent landscaping, lighting, sidewalks, traffic calming measures, bikeways and trails, consistent with the Bicycle and Pedestrian Master Plan, Tree Ordinance and Design Guidelines.
- LU-10.10. **Alleys/Paseos.** We consider improvements to our alleyways to provide automobile and electric vehicle access as well as alternative pedestrian and bicycle routes, where appropriate.
- LU-10.11. **Parking Opportunities.** Through a combination of parking standards, provision of public parking spaces and incentives, we ensure adequate parking for residents, employees and visitors.
- LU-10.12. **Shared Parking.** We encourage the development of shared parking facilities and shared parking management techniques.
- LU-10.13. **Parking Incentives.** We use parking incentives (e.g., subsidies or provision of public parking) to stimulate historic preservation or other public purposes and reserve the right to subsidize parking to provide community-wide economic benefits.
- LU-10.14. **Parks and Recreation.** Consistent with the Parks and Recreation Element and North Beach Specific Plan\*, we provide ample recreational facilities and programs for residents and visitors.
- LU-10.15. **Automobile-Related Land Uses.** We support the conversion of automobile-related land uses in the area to conforming uses, such as recreation, entertainment and retail sales. We prohibit new automobile-related uses and proactively work with property owners of existing automobile-related land uses to improve the appearance and compatibility of such properties.
- LU-10.16. **Residential Buffers.** While entertainment and cultural uses are focuses of the Area’s revitalization, we require new development to be compatible with nearby residential uses through horizontal distance requirements and building and site design standards established by the Zoning Ordinance and Specific Plan.
- LU-10.17. **Art in Public and Private Places.** We encourage the incorporation of art in public and private spaces that reflects the area’s historic and small town beach character.

LU-10.18. **Partnerships.** We create public-private business partnerships to develop City owned property and encourage the development of privately-owned land and to help transform the district into an active, mixed-use, recreation and entertainment hub.

LU-10.19. **Property Improvements.** We encourage property owners to renovate or upgrade their properties through a combination of incentives, grants and other programs (e.g., façade improvement programs).

## LINKS TO OTHER GENERAL PLAN INFORMATION

- [Economic Development Element](#)
- [Historic Preservation Element](#)
- Urban Design Element, [Architecture and Landscaping](#) ]

## ADDITIONAL LINKS

- [North Beach Specific Plan](#) [link unavailable until specific plan is prepared and adopted]
- [Bicycle and Pedestrian Master Plan](#)
- [Design Guidelines](#)

*\*Note: the North Beach Specific Plan has not been created and is one of the priority implementation programs for the Land Use Element.*

## Del Mar/T-Zone Focus Area and Downtown Core

The [Del Mar/T-Zone](#) [link to Del Mar/T-Zone Focus Area and Downtown Core map] is the City's historic core and the heart of the Downtown area. It is the City's most diverse, pedestrian-oriented commercial district, offering retail shops, commercial services, eating and drinking places, offices and dwellings – a true mixed-use district. It is, as stated in the General Plan Guiding Principles, “the heart of the Spanish Village by the Sea—it is everybody's neighborhood.” As a successful retail, restaurant and entertainment center, it attracts locals and visitors with activities throughout the day and evening and with festive street fairs and festivals throughout the year. The Area exhibits a balance between economic and cultural vitality and village character through its Spanish Colonial Revival architecture, pedestrian-orientation and ocean views that provide a unique sense of place. The retail core is well connected to residential neighborhoods within and adjacent to the area, and it serves as one of the primary community gathering places.

The vision for the T-Zone is to maintain its overall character, scale and massing of buildings, while creating opportunities for improvements, enhancements and refinements to the physical environment.

### GOAL:

Preserve and where appropriate, improve the Del Mar/T-Zone so that it serves as the symbolic, functional, historic and physical center of the City; emphasizing its use as a

pedestrian-oriented commercial and residential "village" providing for the needs of residents and visitors.

## **POLICIES:**

- LU-11.01. **Historic Preservation.** We preserve historic resources in the Del Mar/T-Zone area by implementing policies and programs in the Historic Preservation Element, providing historic preservation incentives, and by enforcing the Zoning Ordinance. Development and redevelopment within the Area should exhibit high quality design and materials, linking it to the City's historical roots and reinforcing its role as the heart of San Clemente.
- LU-11.02. **Land Uses.** We prioritize and guide land uses, particularly retail uses, to the locations identified in the [Del Mar/T-Zone Mixed Use Guide](#) and consistent with the Land Use Plan and Zoning Ordinance.
- LU-11.03. **Flexibility.** We allow flexibility to accommodate market changes for the mix of uses identified in the [Del Mar/T-Zone Mixed Use Guide](#), if doing so promotes achieving the Area's vision and improves livability, reduces vehicular trips, creates community gathering places and activity nodes, or helps strengthen its character and identity.
- LU-11.04. **Outdoor Dining.** We encourage the development of outdoor dining and other similar uses which do not impede pedestrian use of the sidewalks.
- LU-11.05. **Bike and Pedestrian Environment.** We provide a high quality bicycle and pedestrian environment with "living street ]" designs, consistent landscaping, lighting, sidewalks, traffic calming measures, bikeways and trails, consistent with the Bicycle and Pedestrian Master Plan, Tree Ordinance and Design Guidelines.
- LU-11.06. **Public Streetscape.** We maintain a distinctive visual and physical environment for the Del Mar/T-Zone area's public streetscape, in accordance with the Urban Design Element, including the use of consistent street trees, landscape (planters), street furniture (benches, trash receptacles, news racks, etc.), street and crosswalk paving, pedestrian-scaled lighting, public and entry signage, and other appropriate elements
- LU-11.07. **Access Between Buildings.** Where feasible, we require new development to link buildings and sites with adjacent development and public alleys through the use of walkways or paseos, in addition to street-abutting sidewalks.
- LU-11.08. **Parking.** We provide adequate and accessible parking for visitors, employees and residents through a comprehensive program of: 1) paseos and signage that provide better linkage between parking lots, structures and the core



commercial area; 2) more efficient use of the public and private parking facilities around the district that improve circulation and district patronage; 3) provision of adequate off-street parking for employees; 4) the identification of shared use opportunities; and 5) enforcement of parking standards.

LU-11.09. **Public Spaces and Plazas.** We provide public spaces, such as courtyards, plazas and paseos, flexible parkways and streets for community gatherings and civic events through a combination of development standards, incentives and the use of public property (e.g., adjacent to community facilities or the temporary use of Avenida Del Mar).

LU-11.10. **Unique Commercial Character.** We encourage unique, locally-based businesses and services that help maintain and enhance Downtown's unique village character (define term).

LU-11.11. **Art in Public and Private Places.** We encourage the incorporation of art in public and private spaces that reflects the area's historic and small town beach character.

## LINKS TO OTHER GENERAL PLAN INFORMATION

- [Figure LU-4, Del Mar/T-Zone Mixed Use Guide](#)
- [Economic Development Element](#)
- [Historic Preservation Element](#)
- [Urban Design Element](#)
- [Urban Design Element, Architecture and Landscaping](#)
- [Architectural Overlay](#)

## ADDITIONAL LINKS

- [Economic Development Strategy\\*](#)
- [Design Guidelines](#)

## Pier Bowl and Pier Focus Area

The Pier Bowl and Pier is a high activity, pedestrian-oriented, coastal activity center serving residents and visitors. It capitalizes on its exceptional ocean views, ocean-side location, and abutting historic Municipal Pier. The former home of the City's founder, Ole Hanson (now the [Casa Romantica Cultural Center and Gardens](#)) is located here, plus many other historic resources. The Pier Bowl and Pier is another key destination area of the City with a rich heritage.

The Pier Bowl and Pier is defined by its exceptional beach experience, rich history, nearby amenities and its own Amtrak/Metrolink station. It is an ocean-side recreation area with a mix of housing types, lodging beach- and community-serving retail uses, small-scale supporting services, and strong connections to other the Del Mar/T-Zone and North

Beach areas. One of the City’s most recognizable landmarks—the San Clemente Municipal Pier—is a destination in its own right, offering dining, sightseeing, fishing and other recreation opportunities.

In addition to the General Plan Land Use Plan, development in the area is guided by the [Pier Bowl Specific Plan](#).\*\*

**GOAL:**

Preserve and where appropriate, revitalize the Area to maintain an attractive and easily accessible, pedestrian-oriented center of resident and visitor activities which capitalizes on its history and coastal location, and which embodies much of the small-town, beach-oriented lifestyle enjoyed by San Clemente residents.

**POLICIES:**

LU-12.01. **Views/Scenic Corridors.** We preserve public view corridors consistent with the [Urban Design Element](#). Ocean views are among the most valued assets in the Pier Bowl and Pier area. New development should take advantage of, and not detract from, these important view corridors.

LU-12.02. **Infill Development.** We accommodate development that is compatible with coastal-oriented and community-serving commercial uses (including overnight accommodations), mixed residential and commercial uses, residential uses, and public recreational uses whose function or scale are compatible with the Area’s recreational character.

LU-12.03. **Parking.** To address parking constraints during peak season and peak hour demand, we give high priority to parking strategies that reexamine improved efficiencies at existing parking lots, encourage shared parking, explore greater use of and access to remote parking facilities, and minimize impacts to existing view corridors. We avoid structures as parking solutions.

LU-12.04. **Connectivity to the Del Mar/T-Zone.** We provide effective visual and transportation connections to the Del Mar/T-Zone area with visual cues such as signage, landscaping and lighting and work with property owners and businesses to provide transit options for visitors seeking to visit both the Pier Bowl, Pier and Del Mar/T-Zone destinations.

LU-12.05. **Wayfinding Signage.** We provide clear wayfinding signage at key locations throughout the area (e.g., train station, Pier Bowl and Pier parking lot, Casa Romantica, etc.) to direct visitors to local amenities

LU-12.06. **Historical Resource Preservation and Character.** We preserve Pier Bowl and Pier historic resources and historic character through enforcement of the

policies of the Historical Preservation and Urban Design Elements and enforcement of the Zoning Ordinance, including the Spanish Colonial Revival Architectural Overlay.

LU-12.07. **Economic Development.** We leverage Del Mar/T-Zone and Pier Bowl and Pier economic development efforts and special events to enhance regional appeal and encourage visitors to visit both destinations. The City will support efforts to develop tools that aid in the Area’s revitalization.

LU-12.08. **Public Streetscape.** We provide a distinctive visual and physical environment for the Pier Bowl's public streetscape in accordance with the Urban Design Element, including the use of consistent street trees, landscape (planters), street furniture (benches, trash receptacles, news racks, etc.), street and crosswalk paving, pedestrian-scaled lighting, public and entry signage, and other appropriate elements.

LU-12.09. **Bike and Pedestrian Environment.** We provide a high quality bicycle and pedestrian environment with “[living street](#)” designs, consistent landscaping, lighting, sidewalks, traffic calming measures, bikeways and trails, consistent with the Bicycle and Pedestrian Master Plan, Tree Ordinance and Design Guidelines.

LU-12.10. **Art in Public and Private Places.** We encourage the incorporation of art in public and private spaces that reflects the Area’s surf heritage and historic, small town beach and maritime character.

## LINKS TO OTHER GENERAL PLAN INFORMATION

- [Economic Development Element](#)
- [Historic Preservation Element](#)
- [Urban Design Element, Architecture and Landscaping](#)

## ADDITIONAL LINKS

- [Economic Development Strategy\\*](#)
- [Pier Bowl Specific Plan\\*\\*](#)
- [Design Guidelines](#)

*\*Note: the Economic Development Strategy is one of the priority implementation programs for the Economic Development Element.*

*\*\*Note: the Pier Bowl Specific Plan must be amended to ensure consistency with the General Plan and is one of the priority implementation measures for the new General Plan.*

## South El Camino Real (West of Interstate 5)

The South El Camino Real Area extends along El Camino Real, west of Interstate 5, from Avenida Rosa to Avenida Valencia and the Interstate 5 overpass. Interstate 5 borders the Area on the east and residential neighborhoods border it on the west.

This portion of the South El Camino Real (SECR-W) Area is envisioned as a transitional corridor from the Del Mar/T-Zone Area to the I-5 freeway that provides employment and residential opportunities anchored by neighborhood-serving retail uses. Unlike the Del Mar/T-Zone, which offers a unique retail experience tailored to both residents and visitors, the SECR-W area caters primarily to residents' retail and commercial service needs. The area is anchored by a grocery store serving this area of San Clemente and a concentration of neighborhood retail uses between Avenida Cadiz and Esplanade, the center of SECR-W. New development, including mixed use and residential uses on the west side of the corridor, are designed to maximize views of the Pacific Ocean.

### GOAL:

Create a transitional area between Interstate 5 and the Del Mar/T-Zone, featuring spectacular ocean views, attractive mixed-use housing with local-serving commercial uses, restaurants and hotels. The district strikes a balance between automobile, bicycle and pedestrian orientation and is well connected to adjacent neighborhoods.

### POLICIES:

- LU-13.01. **Alleys/Paseos.** We consider improvements to our alleyways to provide automobile and electric vehicle access as well as alternative pedestrian and bicycle routes, where appropriate.
- LU-13.02. **Bike and Pedestrian Environment.** We provide a high quality bicycle and pedestrian environment with "[living street](#)" designs, consistent landscaping, lighting, sidewalks, traffic calming measures, bikeways and trails, consistent with the Bicycle and Pedestrian Master Plan, Tree Ordinance and Design Guidelines.
- LU-13.03. **Automobile-Related Uses.** We support the conversion of [automobile-related uses](#) in the area to legal, conforming uses. We prohibit new automobile-related uses and proactively work with property owners of existing automobile-related uses to improve their properties' appearance and compatibility.
- LU-13.04. **Views.** New development shall be designed to minimize obstructions of ocean views from the I-5 freeway.

LU-13.05. **Screening buildings.** We require new development to provide visual screening and/or architectural treatments on rear building facades and rooftops to buffer views from adjacent and hillside neighborhoods.

LU-13.06. **Gateways.** We enhance and maintain gateways that are designed to be safe for pedestrians, bicyclists and motorists, well-landscaped and litter-free. These gateways signify arrival to the Area at the following locations along South El Camino Real: 1) the southern entrance at the I-5 freeway off-ramp and Avenida Valencia, 2) Avenida Presidio, the gateway between South El Camino Real and the Del Mar/T-Zone, and 3) the intersection of South El Camino Real and Esplanade, signifying the core neighborhood commercial area.

LU-13.07. **Art in Public and Private Places.** We encourage the incorporation of art in public and private spaces that reflects the City's heritage and small town beach character.

LU-13.08. **Outdoor Areas/Public Space.** We work with property owners and developers to identify opportunities for providing usable outdoor areas and public spaces for visual relief from the built environment and areas for gathering.

#### **LINKS TO OTHER GENERAL PLAN INFORMATION**

- [Urban Design Element](#)
- [Urban Design Element, Architecture and Landscaping](#)
- [Gateways](#)

#### **ADDITIONAL LINKS**

- [Bicycle and Pedestrian Master Plan](#)
- [Design Guidelines](#)

### **South El Camino Real Focus Area (East of Interstate 5)**

This Area, along South El Camino Real, is located east of the southernmost I-5 overpass and extends to the southern City limits near Avenida Santa Margarita. It is characterized by a mix of restaurants, small hotels, offices and residential uses. Areas furthest south have a more residential character, with larger multi-family buildings lining El Camino Real and small, mostly detached houses on streets to the east. Overall, its proximity to prime surfing locations and the presence of various surf-related businesses give the Area a decidedly casual and eclectic atmosphere.

The South El Camino Real, East of Interstate 5 (SECR-E) area is envisioned as a visitor and local-serving corridor that serves as a hub to a wealth of outdoor recreation (e.g. San Clemente State Park and San Onofre State Beach, world-class surf spots, San Luis Rey Park, San Clemente Golf Course, San Mateo Campgrounds, the old PCH bikeway and other attractions).

**GOAL:**

Create a coastal visitor- and community-serving corridor that welcomes travelers and celebrates the City’s surf history and culture and a vibrant, mix of shops, dwellings, services and public spaces easily accessed by pedestrians and bicyclists.

**POLICIES:**

LU-14.01. **Gateways.** We maintain attractive gateways signifying arrival and reflecting the eclectic character of the Area at the following locations along the corridor: 1) the northbound I-5 freeway off-ramp near Avenida San Juan, 2) the I-5 freeway on/off ramp midway between Avenida San Gabriel and Avenida Magdalena, and 3) the southern entrance to the area between the City boundary and Avenida Santa Margarita.

LU-14.02. **Architecture at Gateways.** We require new development in gateway areas to provide attractive, high quality architecture, and visual screening and/or architectural treatments on all sides of buildings to provide attractive, welcoming City gateways.

LU-14.03. **Surf Culture Design.** We acknowledge and promote the South El Camino Real’s eclectic, surfing heritage by encouraging a wide range of architectural styles and materials, including “surf culture” architectural style, consistent with the City’s Design Guidelines.

LU-14.04. **Economic Development Strategies.** We support economic strategies that capitalize on the Area’s surf and active sports heritage and culture and on the Area’s access to significant open space and recreation resources, pursuant to the City’s overall [Economic Development Strategy](#).

LU-14.05. **Bike and Pedestrian Environment.** We provide a high quality bicycle and pedestrian environment with “[living street](#)” designs, consistent landscaping, lighting, sidewalks, traffic calming measures, bikeways and trails, consistent with the Bicycle and Pedestrian Master Plan, Tree Ordinance and Design Guidelines.

LU-14.06. **Transportation Improvements.** We support transportation improvements in the area that enhance the safety, convenience and appearance of bicycle and pedestrian facilities and that minimize adverse impacts on adjacent neighborhood streets and parking, pursuant to the Mobility Element and Bicycle and Pedestrian Master Plan. ([Figure LU-5, Design Concept](#))

LU-14.07. **Corridor Residential Development.** We require that sites developed exclusively for residential use are designed to convey a high level of quality in accordance with the Urban Design Element, Zoning Ordinance and Design Guidelines and require the incorporation of features to ensure their compatibility

with adjacent commercial uses and adjacent neighborhoods, including the following:

- a. buffer the residential from abutting commercial uses;
- b. adequately mitigate the noise, traffic (automobile and truck), and lighting impacts of abutting commercial use;
- c. design and site units to provide adequate security and privacy for tenants; and
- d. prevent adverse impacts on the integrity and continuity of other commercial uses.
- e. (for sites developed exclusively for multi-family uses) provide on-site recreation and open space amenities which are designed and sized to be accessible to and usable by tenants

LU-14.08. ***Automobile-Related Uses.*** We support the conversion of [nonconforming](#) automobile-related uses in the area to legal, conforming uses. With the exception of automobile-related parts sales with no installation of parts, we prohibit new and major expansions of automobile-related uses along El Camino Real and in other commercial and mixed-use areas of the City designated to promote pedestrian activity. We proactively work with property and business owners of existing automobile-related uses to improve their properties' appearance and compatibility.

LU-14.09. ***Art in Public and Private Places.*** We encourage the incorporation of art in public and private spaces that reflects the Area's surf heritage and eclectic, small town beach character.

## LINKS TO GENERAL PLAN INFORMATION

- [Figure LU-5, South El Camino Real \(East of Interstate 5\) Design Concept](#)
- [Urban Design Element](#)
- [Urban Design Element, Architecture and Landscaping](#)

## ADDITIONAL LINKS

- [Bicycle and Pedestrian Master Plan](#)
- [Design Guidelines](#)
- [Economic Development Strategy](#)
- [Zoning Ordinance, Nonconforming Structures and Uses](#)

## **Implementation Measures**

General Plan Implementation Measures are contained in the Strategic Implementation Program (SIP). The SIP contains Implementation Measures for one-time projects that end with a specific goal, and ongoing projects that requires routine activity with no specified end date. The SIP is updated by the City Council with the City budget and Long-Term Financial Plan (LTFP) to ensure the effective implementation of the Centennial General Plan. This coordination ensures that the General Plan remains a dynamic, up to date, responsive guide to public decision making and expenditures.

Click [here](#) to access Implementation Measures for this element in the latest Strategic Implementation Program.



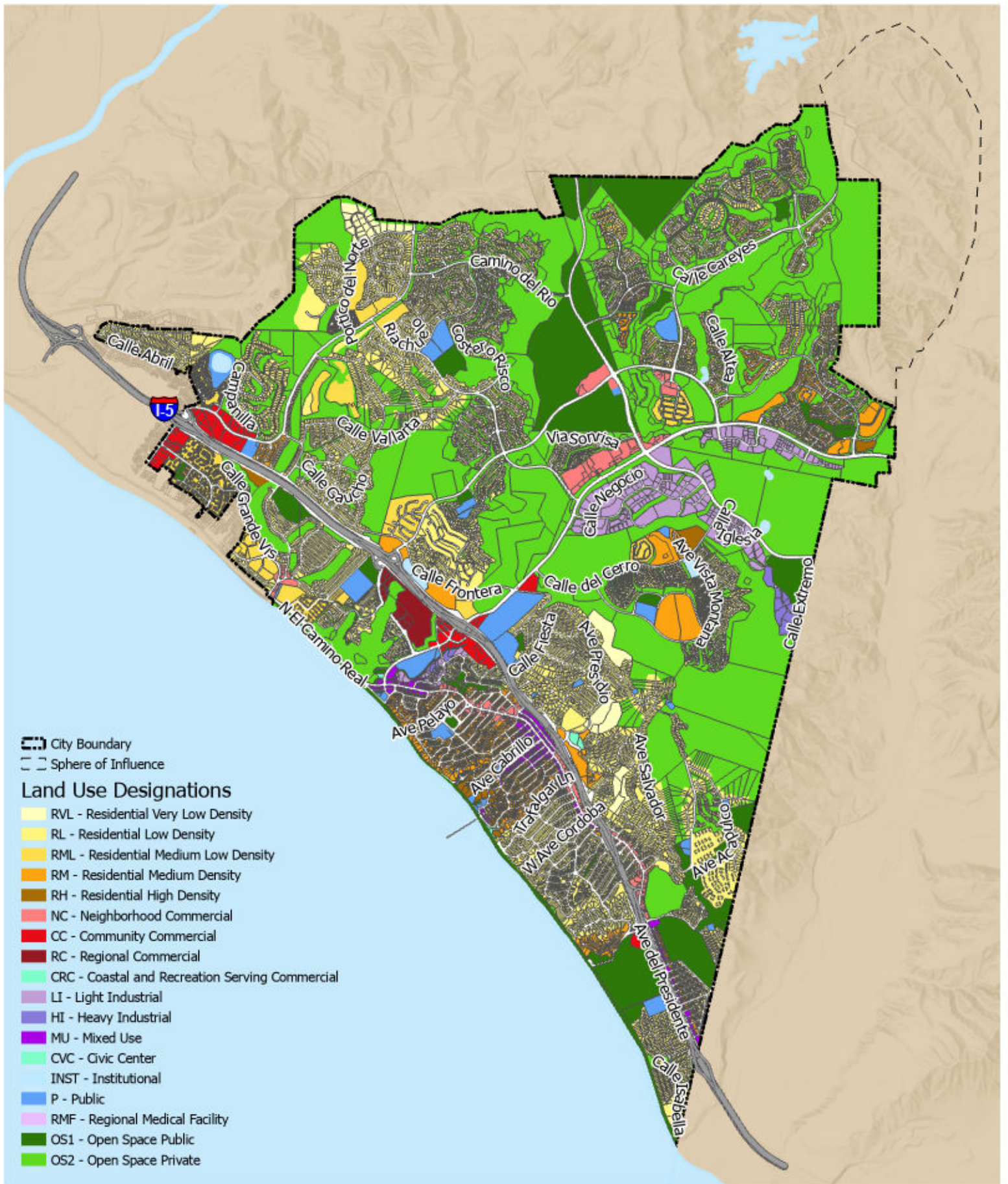
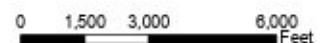


Figure LU-1A  
**Land Use**





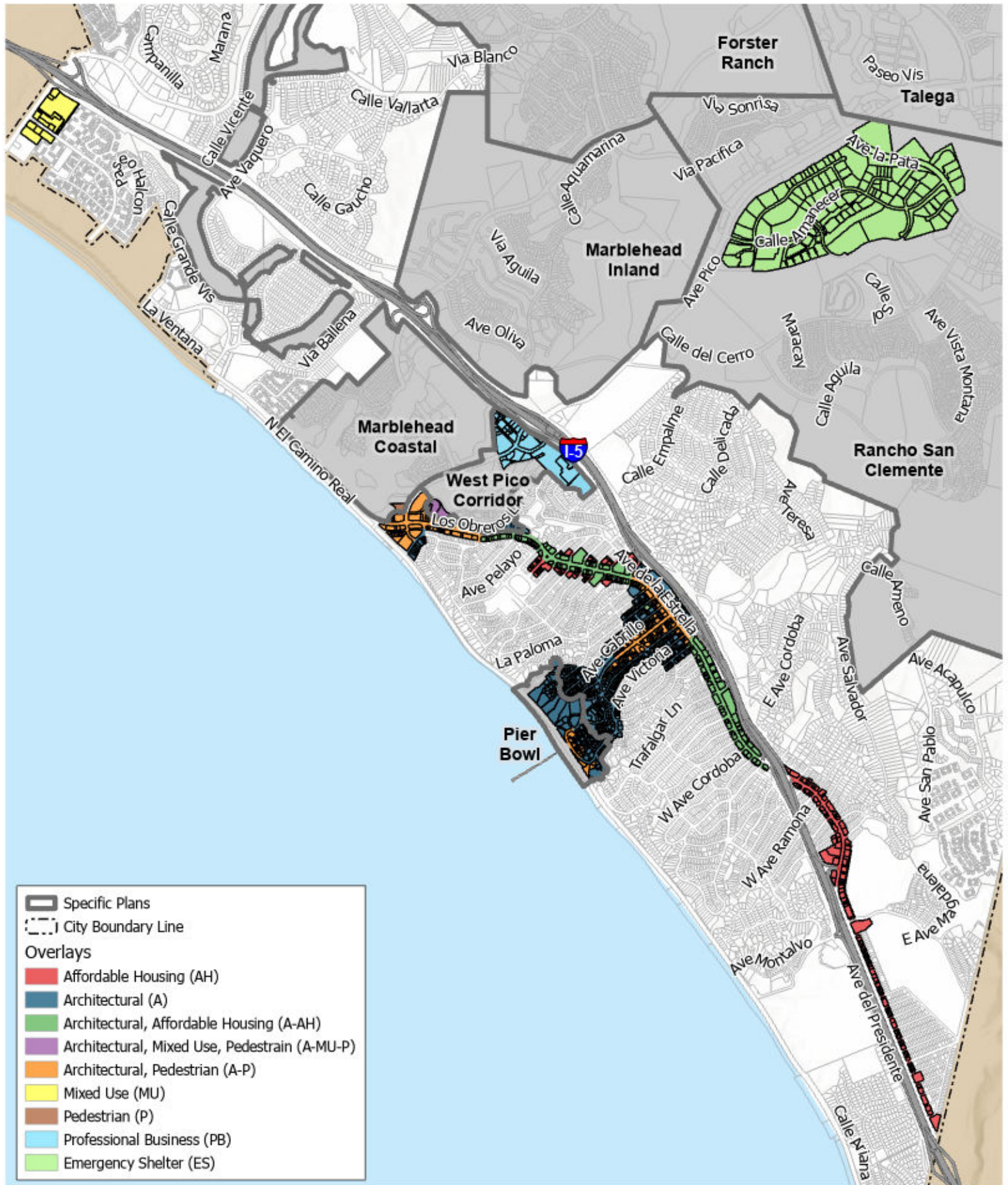


Figure LU-1B  
Overlays

0 1,000 2,000 4,000 Feet



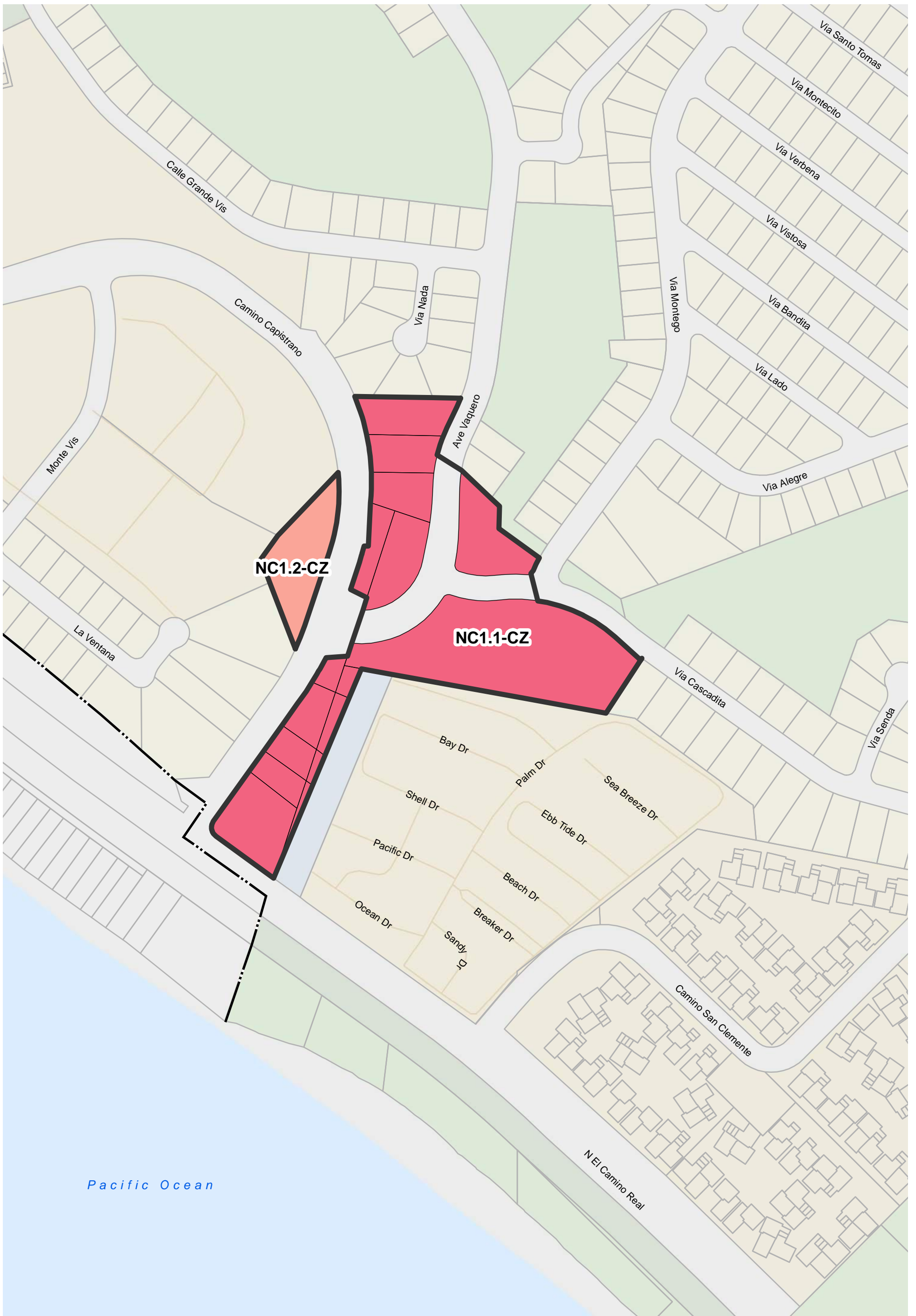
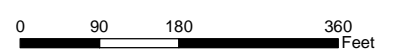


Figure LU-2A  
**Neighborhood Commercial - Shorecliff**





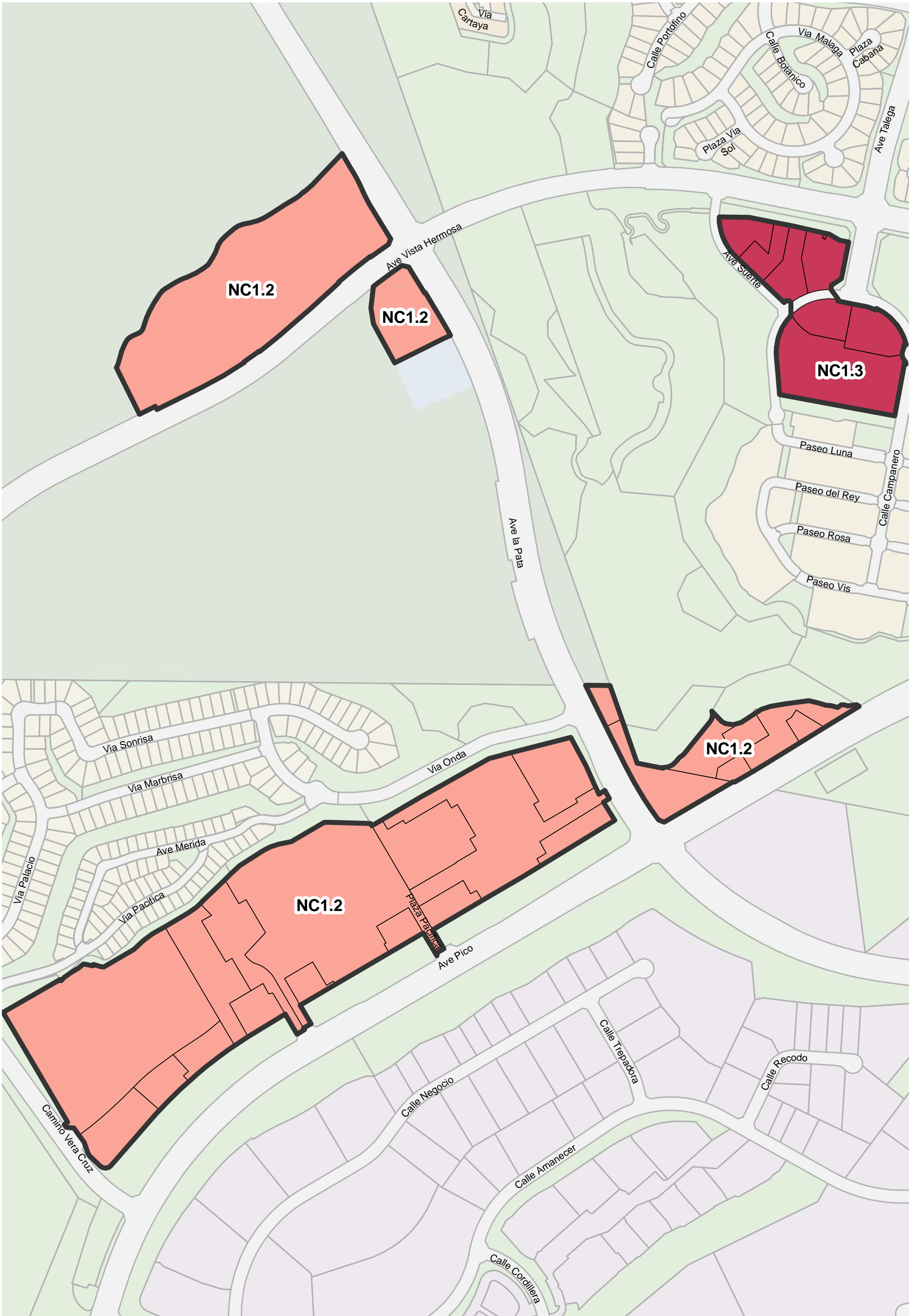


Figure LU-2B

# Neighborhood Commercial - Avenida La Pata at Avenida Vista Hermosa and Avenida Pico

0 175 350 700 Feet



9/29/2015

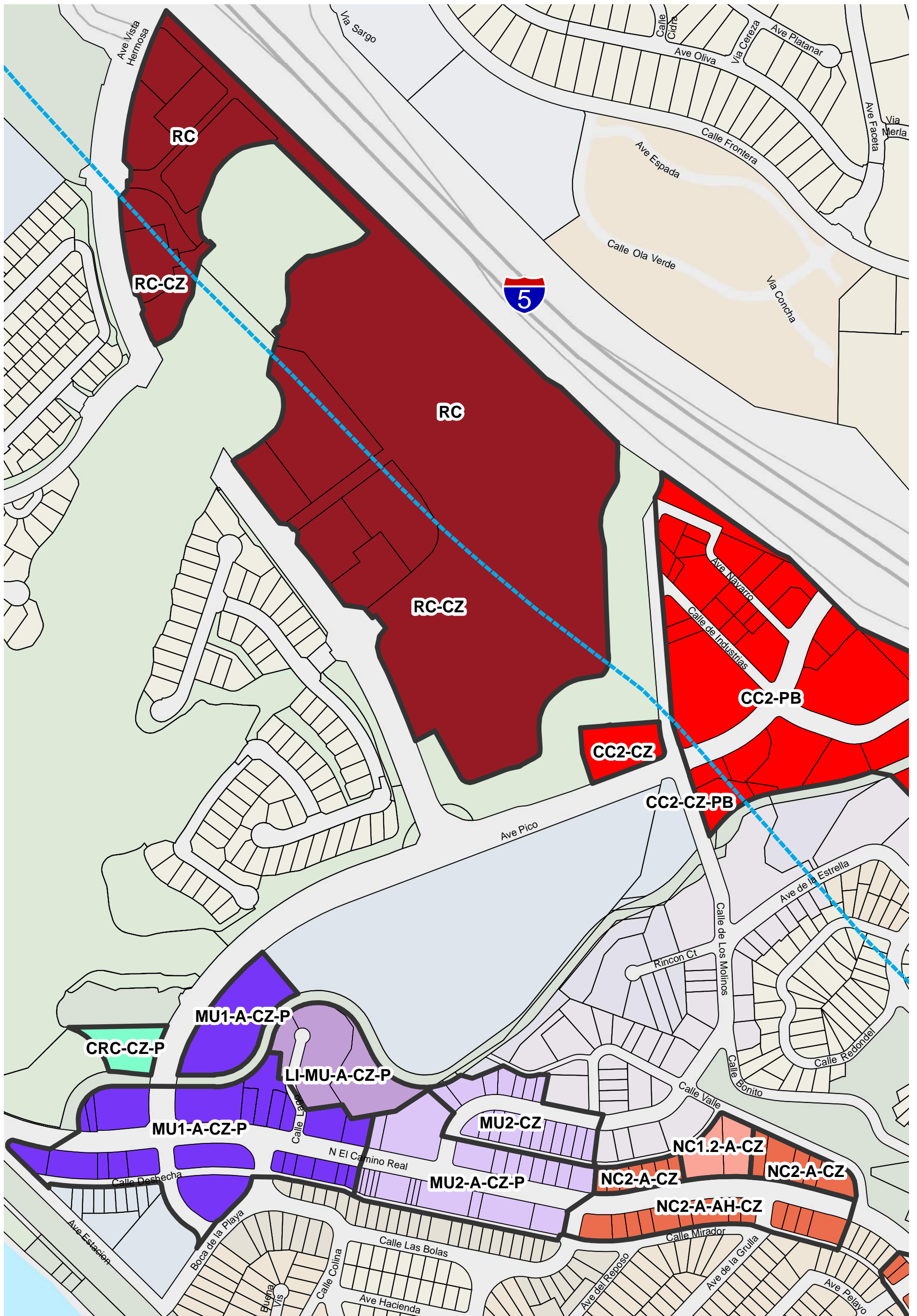
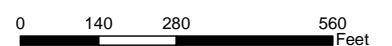


Figure LU-3A

# Commercial and Mixed Use - North Beach and North El Camino Real





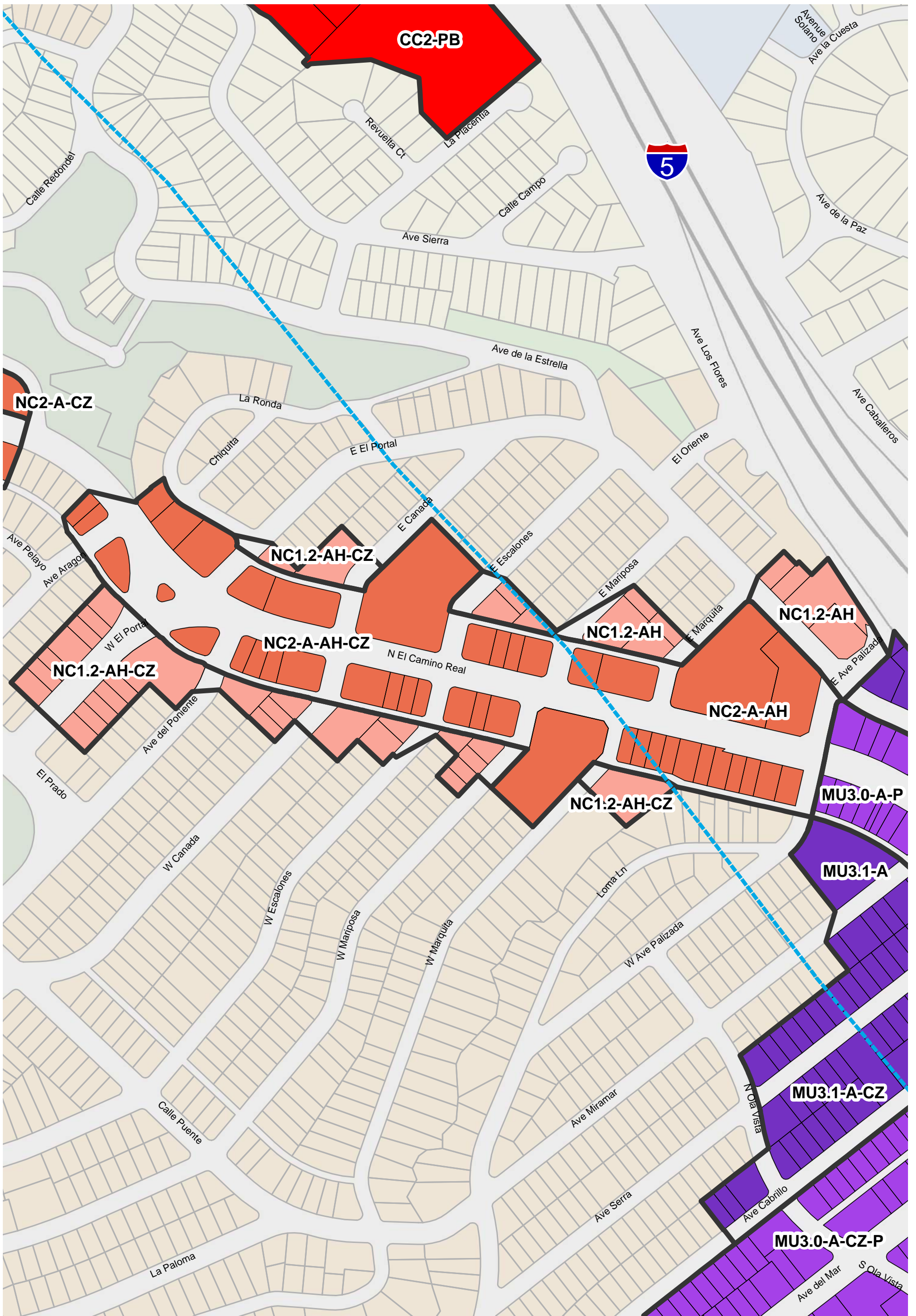
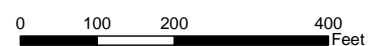


Figure LU-3B

# Commercial and Mixed Use - North El Camino Real, East of Avenida Aragon





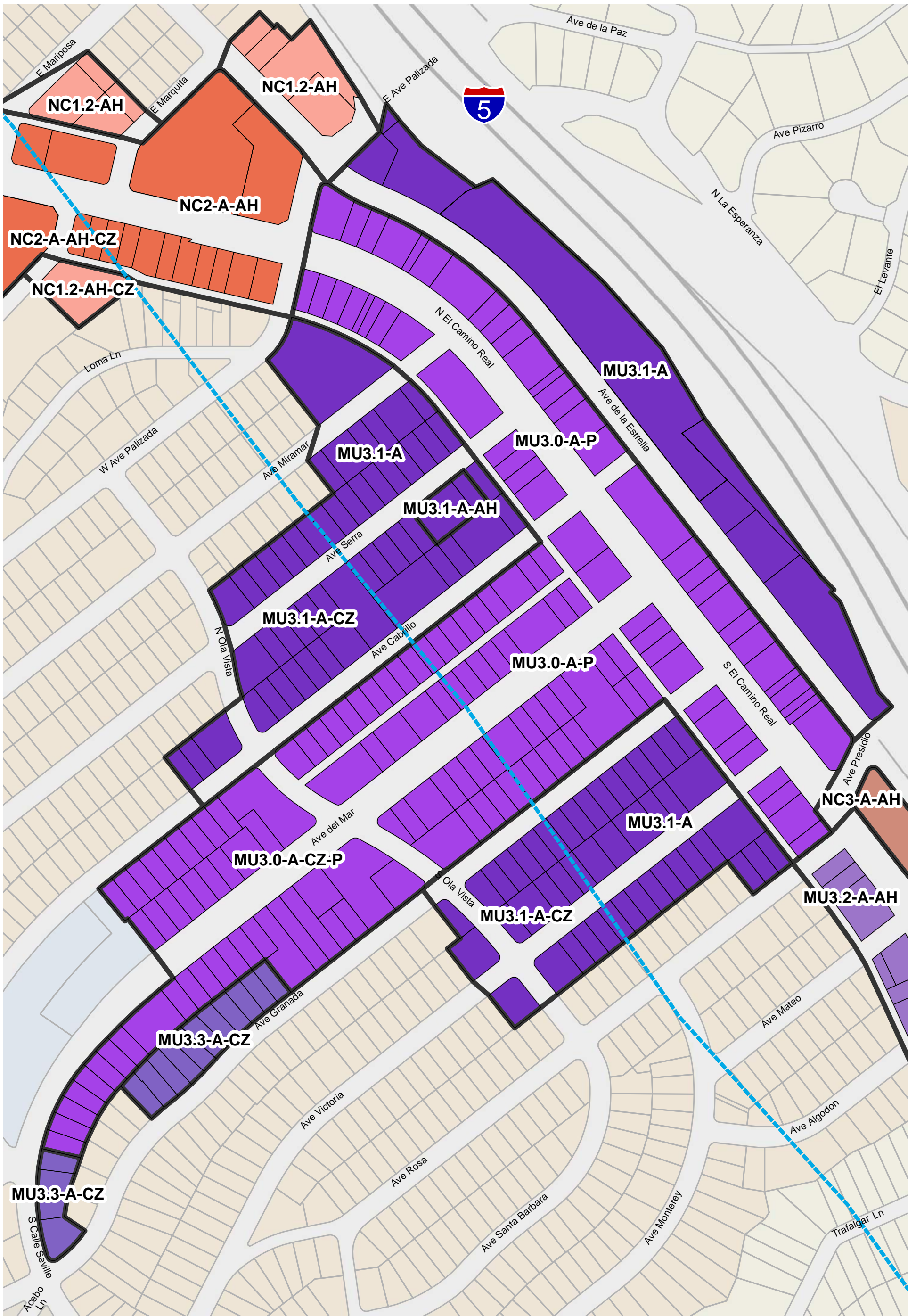
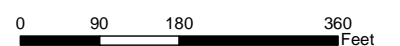


Figure LU-3C

# Commercial and Mixed Use - Downtown/Del Mar/T-Zone



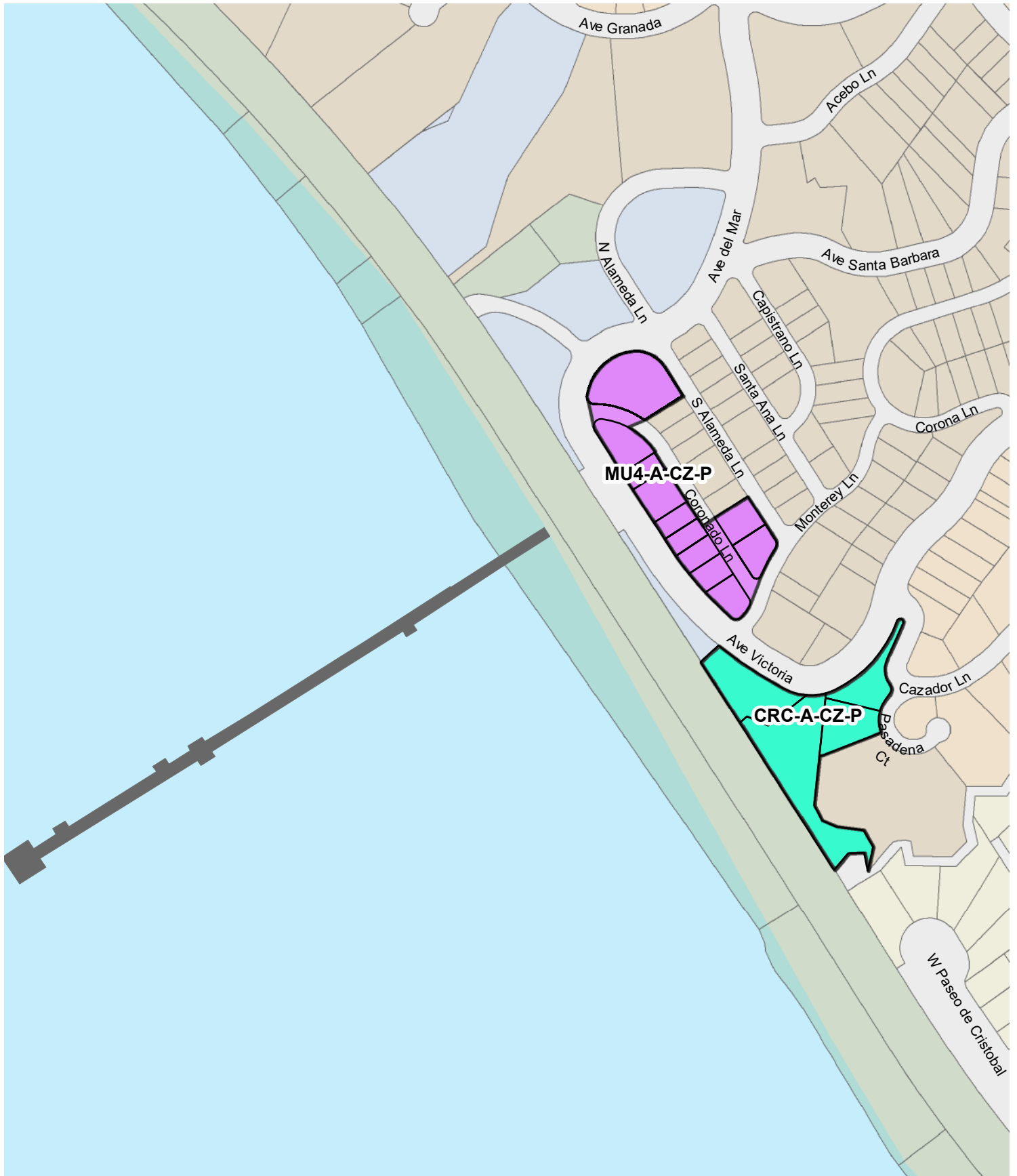
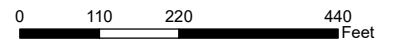


Figure LU-3D

# Commercial and Mixed Use - Pier Bowl





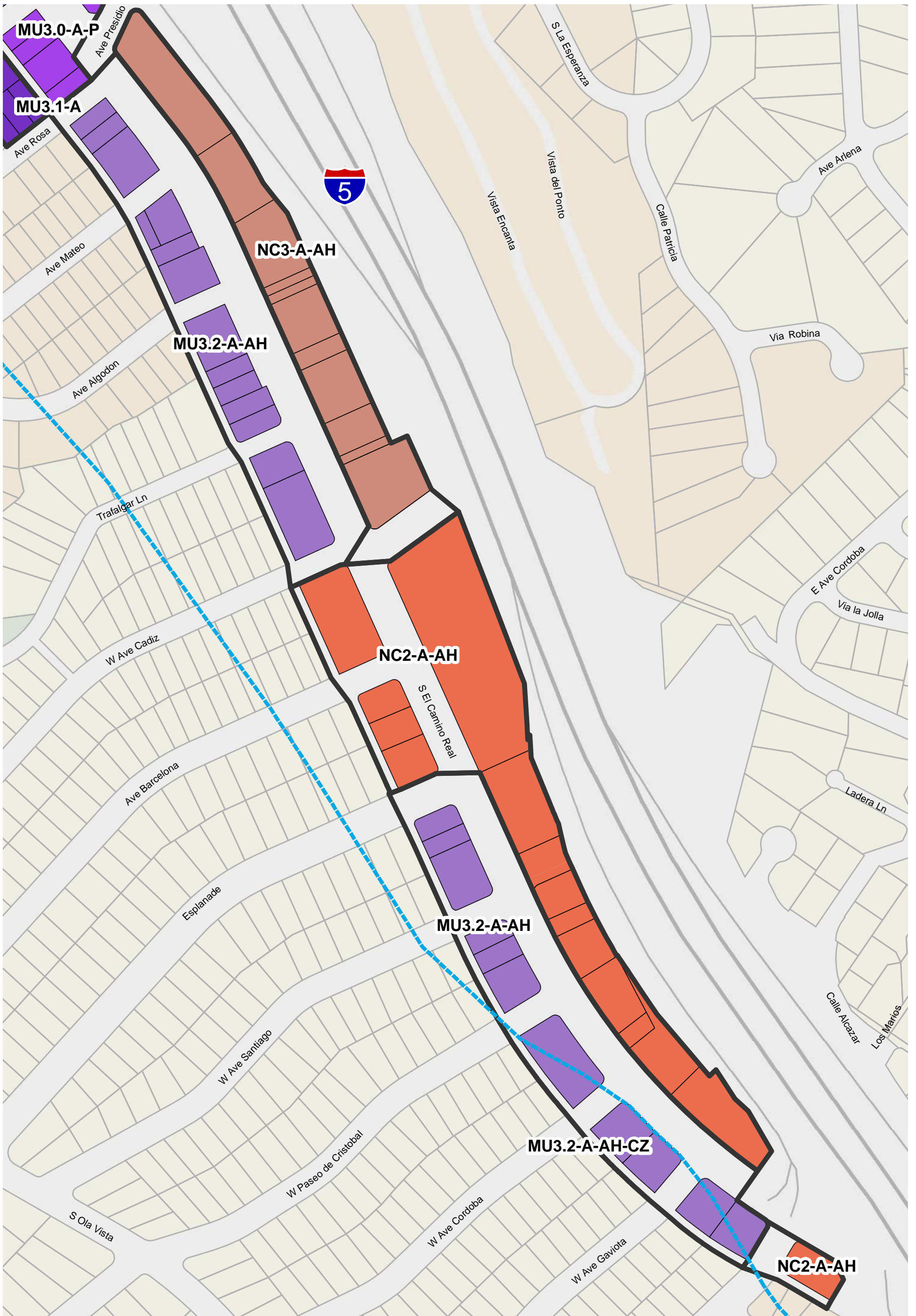
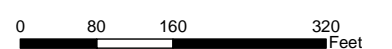


Figure LU-3E

# Commercial and Mixed Use - South El Camino Real, West of Interstate 5



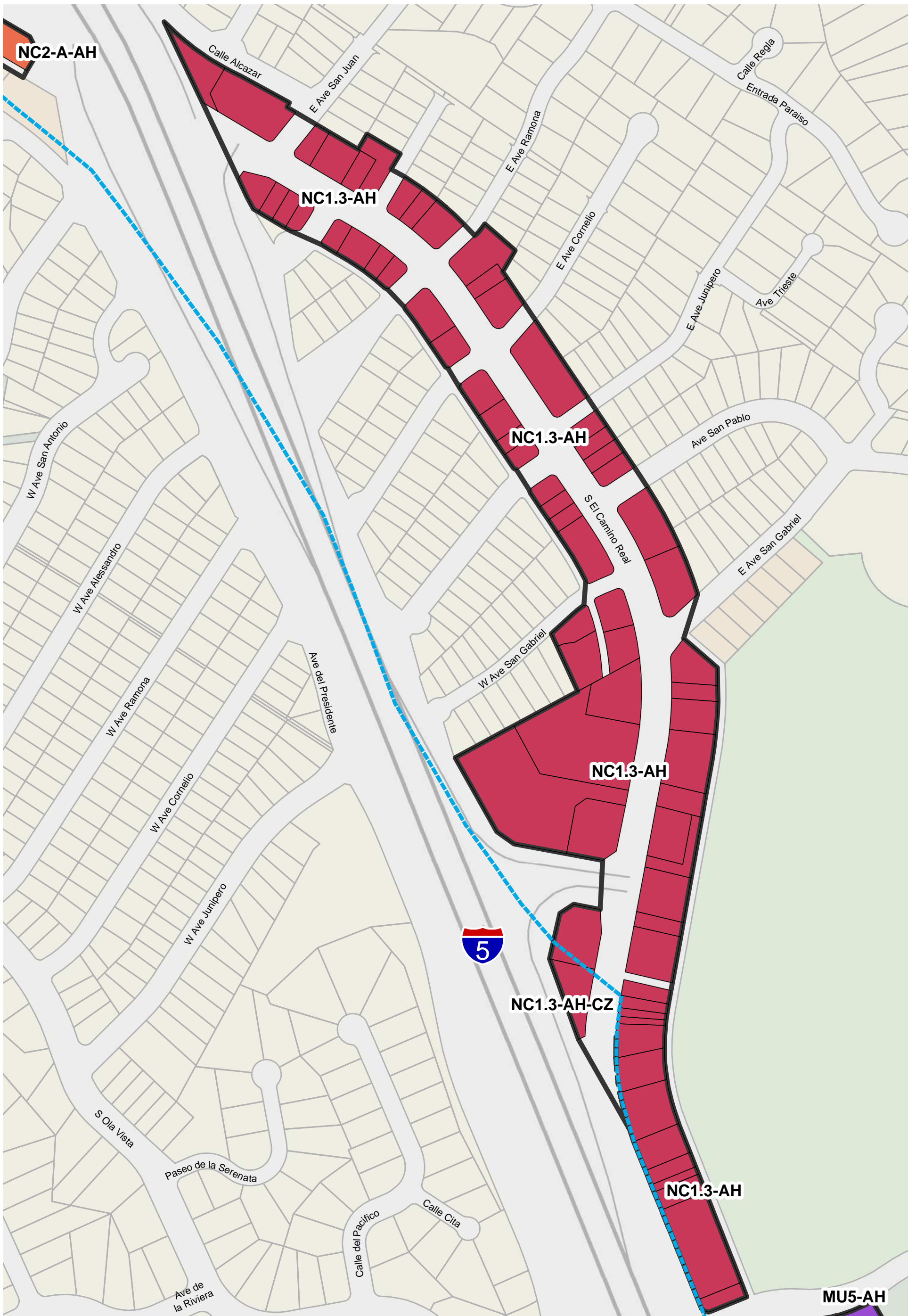


Figure LU-3F

# Commercial and Mixed Use - South El Camino Real, East of Interstate 5

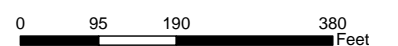
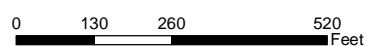




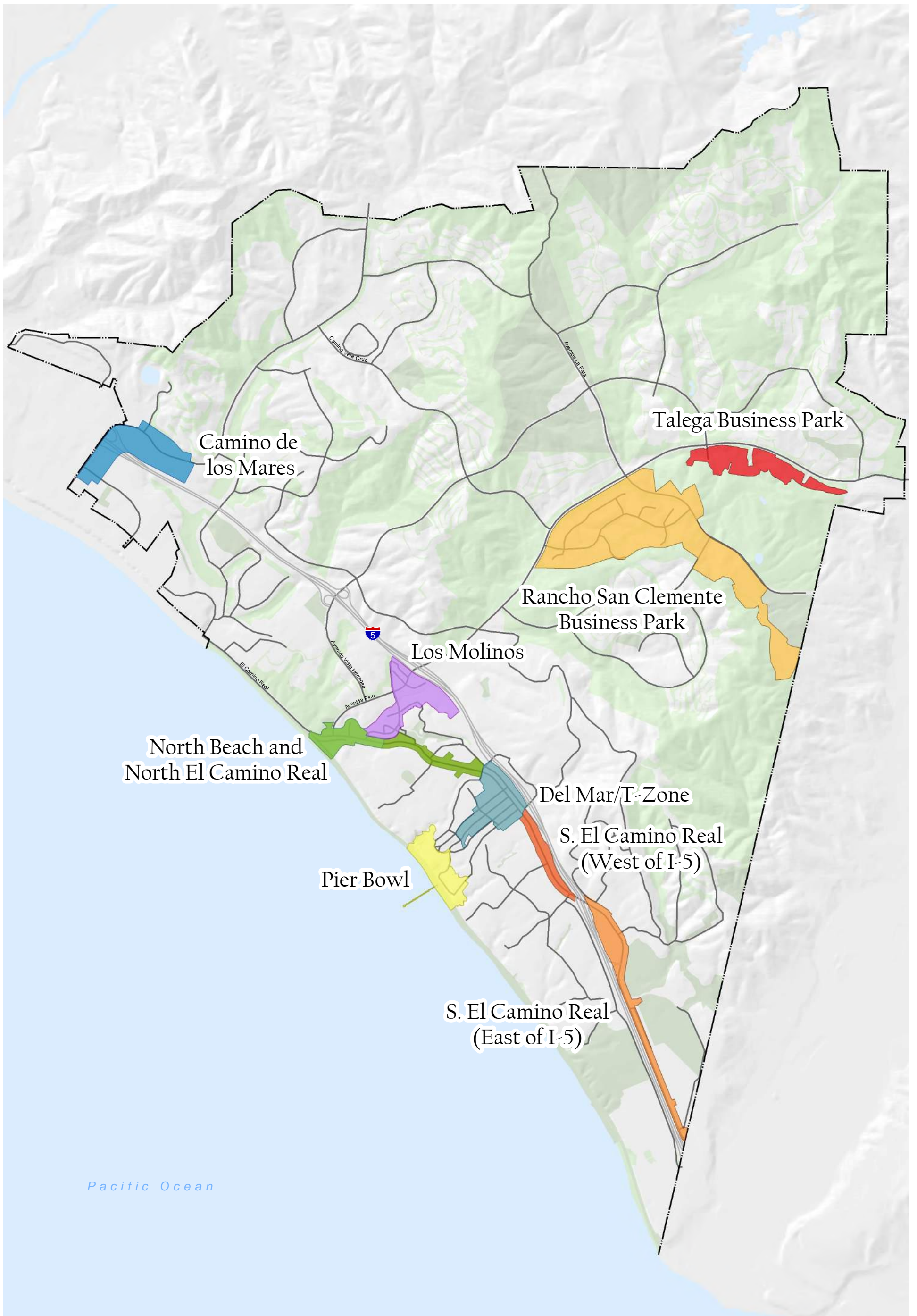



Figure LU-3G

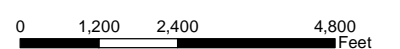
# Commercial and Mixed Use - South El Camino Real, East of Interstate 5 from Avenida Magdalena to City Boundary








**Figure LU-4A**  
**FOCUS AREAS**





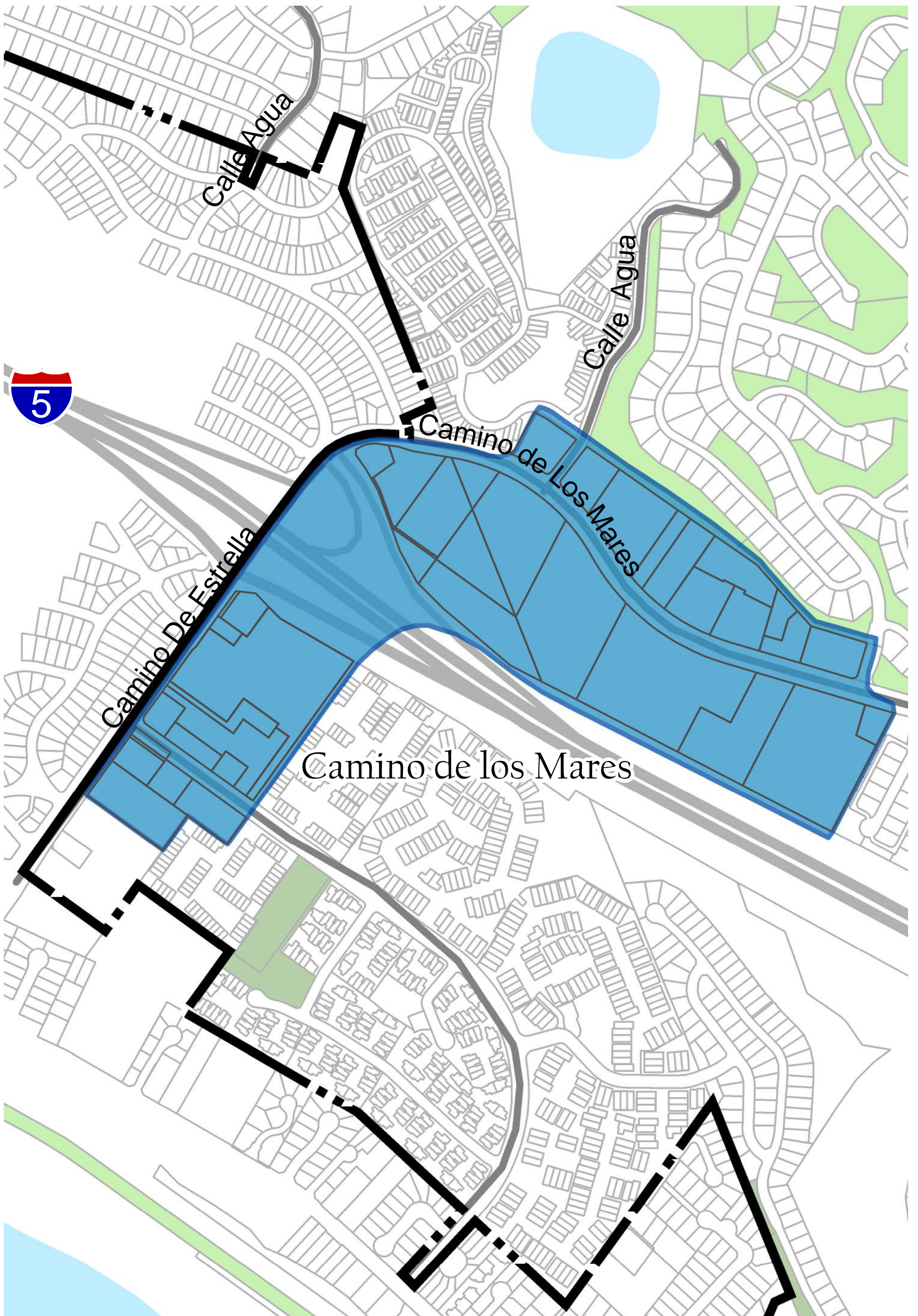
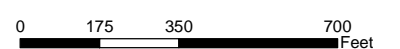


Figure LU-4B  
**FOCUS AREAS - Camino de los Mares**





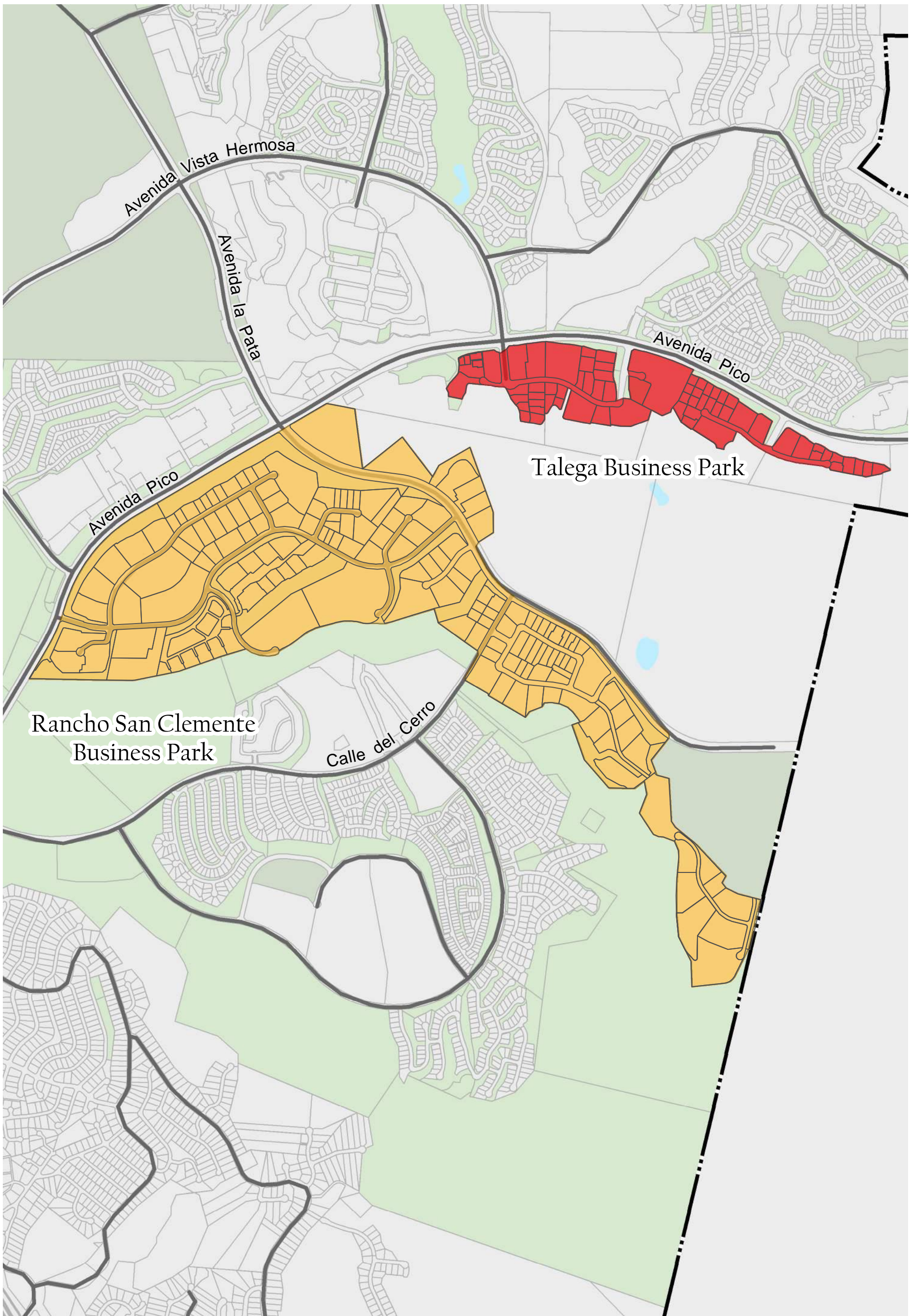
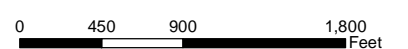
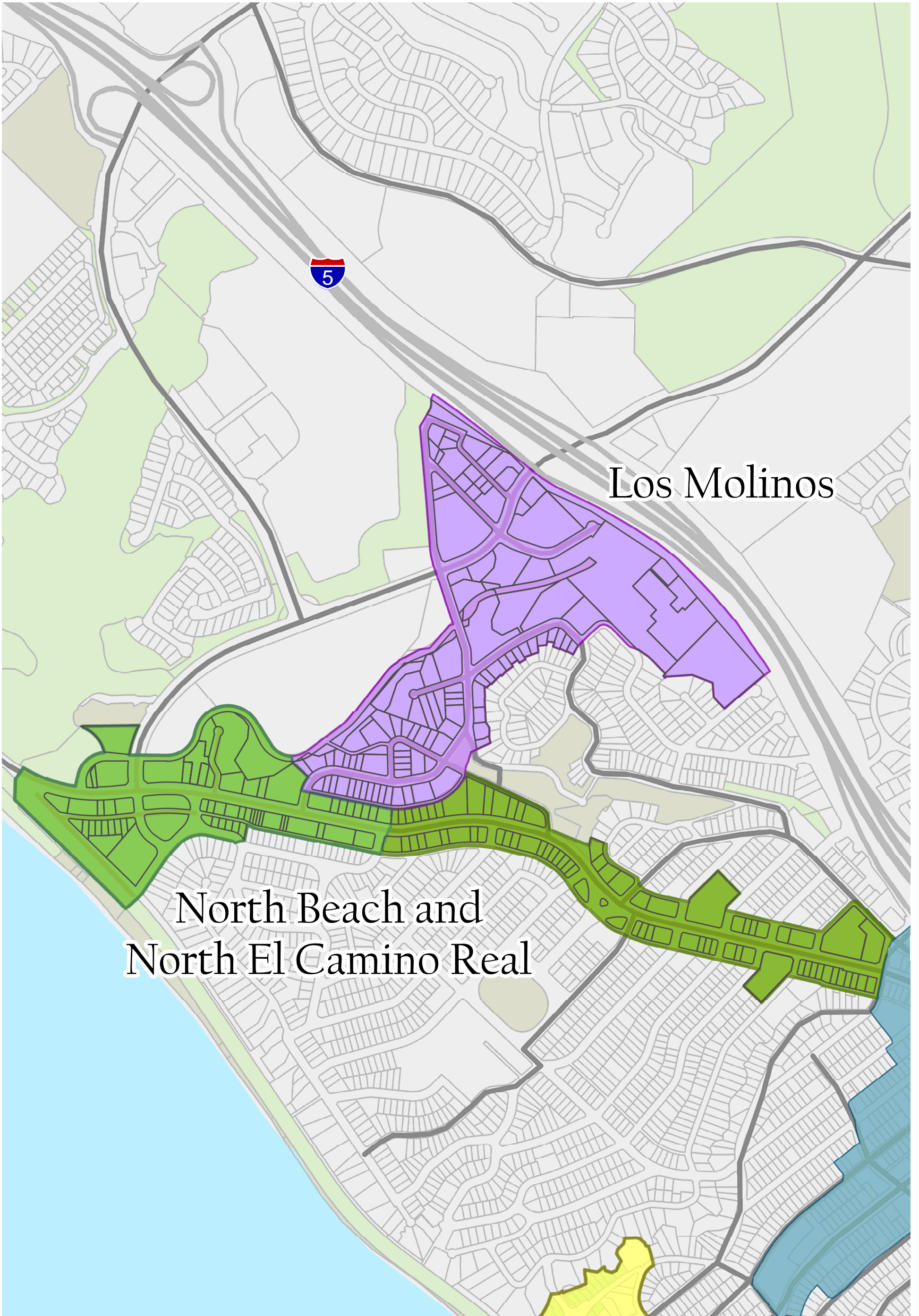


Figure LU-4C

**FOCUS AREAS - Rancho San Clemente and Talega Business Parks**





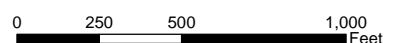


Los Molinos

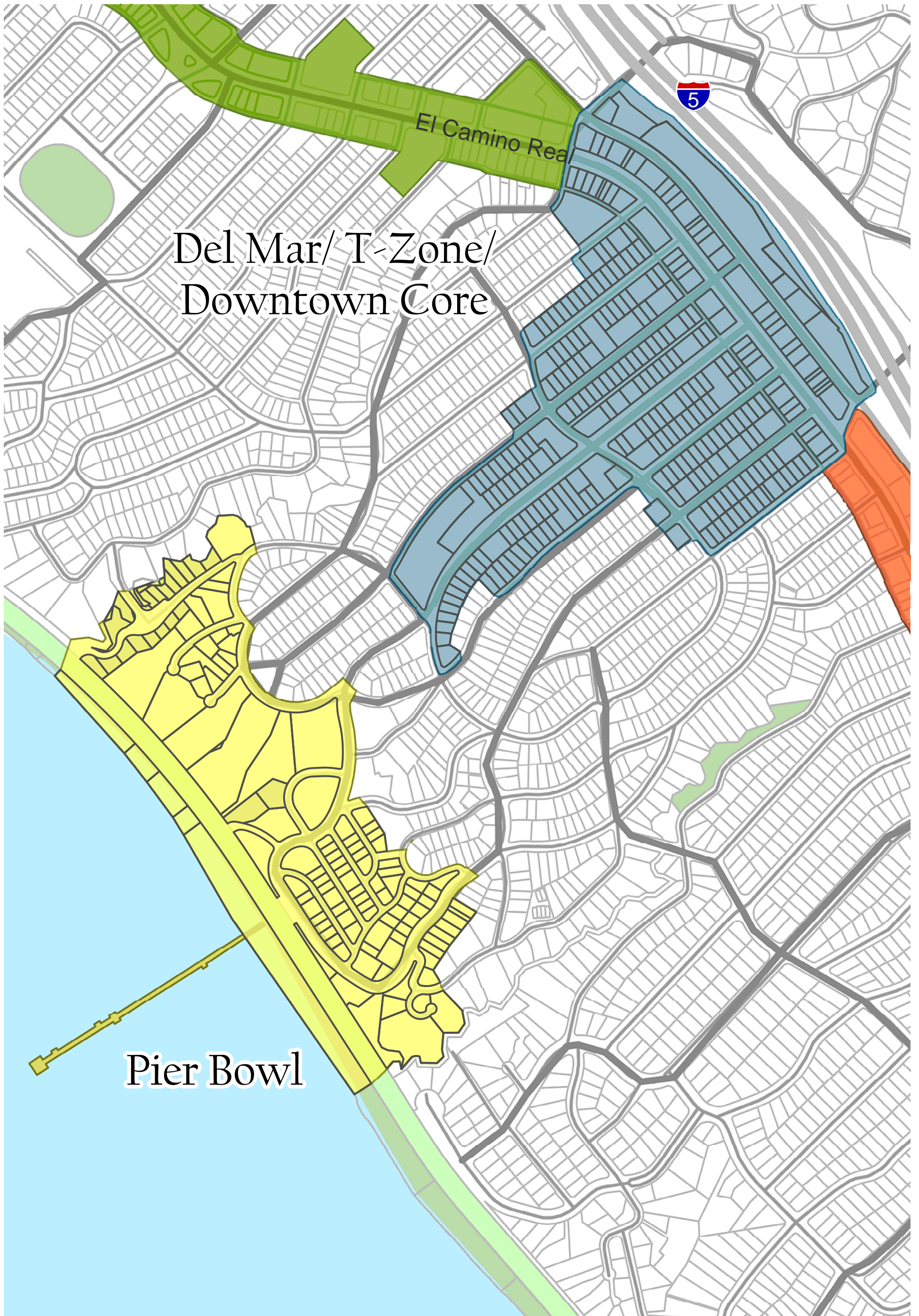
North Beach and  
North El Camino Real



Figure LU-4D  
FOCUS AREAS - Los Molinos, North Beach, and North El Camino Real







Del Mar/ T-Zone/  
Downtown Core

Pier Bowl



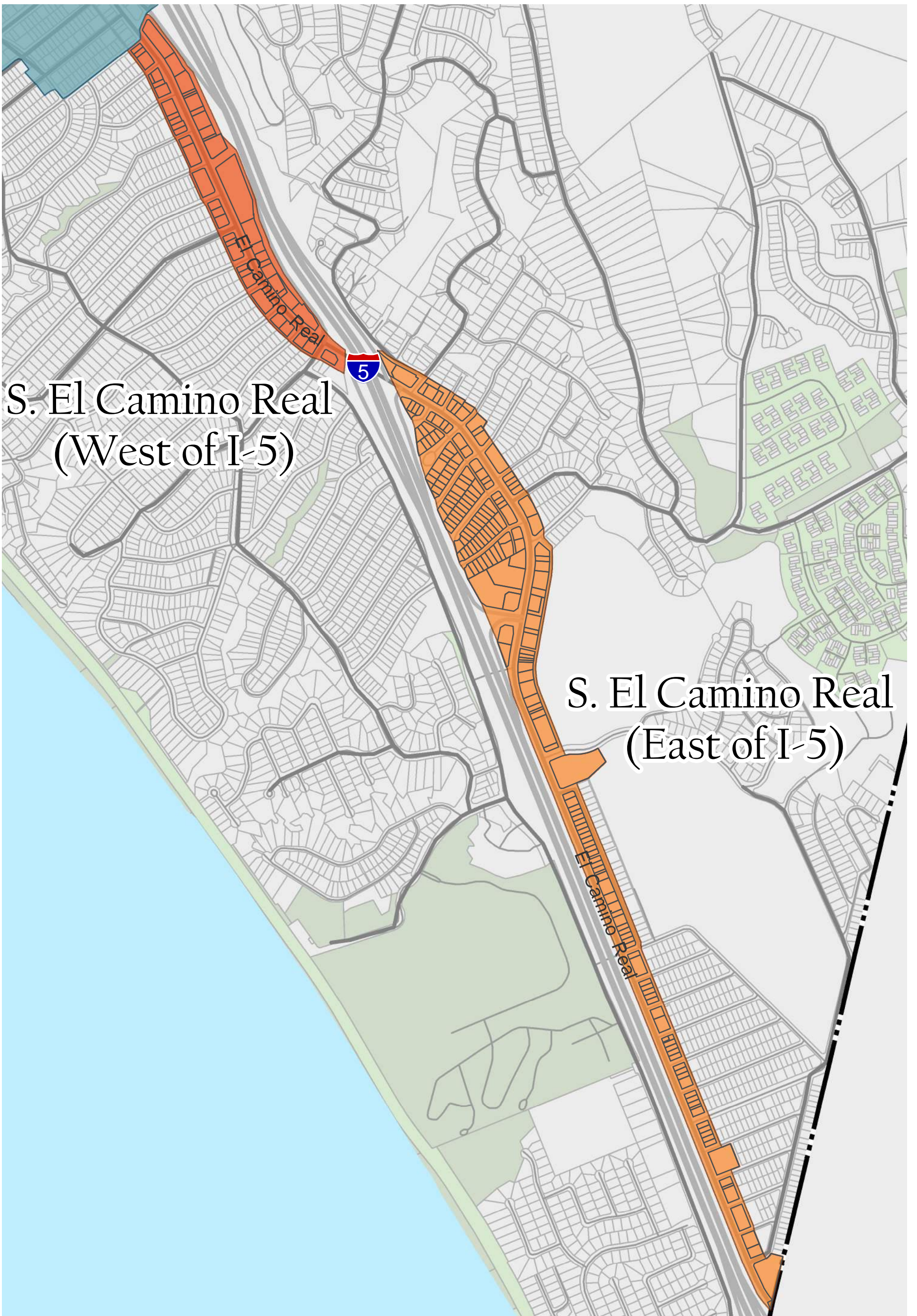
Figure LU-4E

**FOCUS AREAS - Del Mar/ T-Zone/ Downtown Core and Pier Bowl**

0 200 400 800 Feet







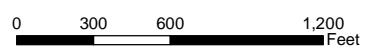
S. El Camino Real  
(West of I-5)

S. El Camino Real  
(East of I-5)

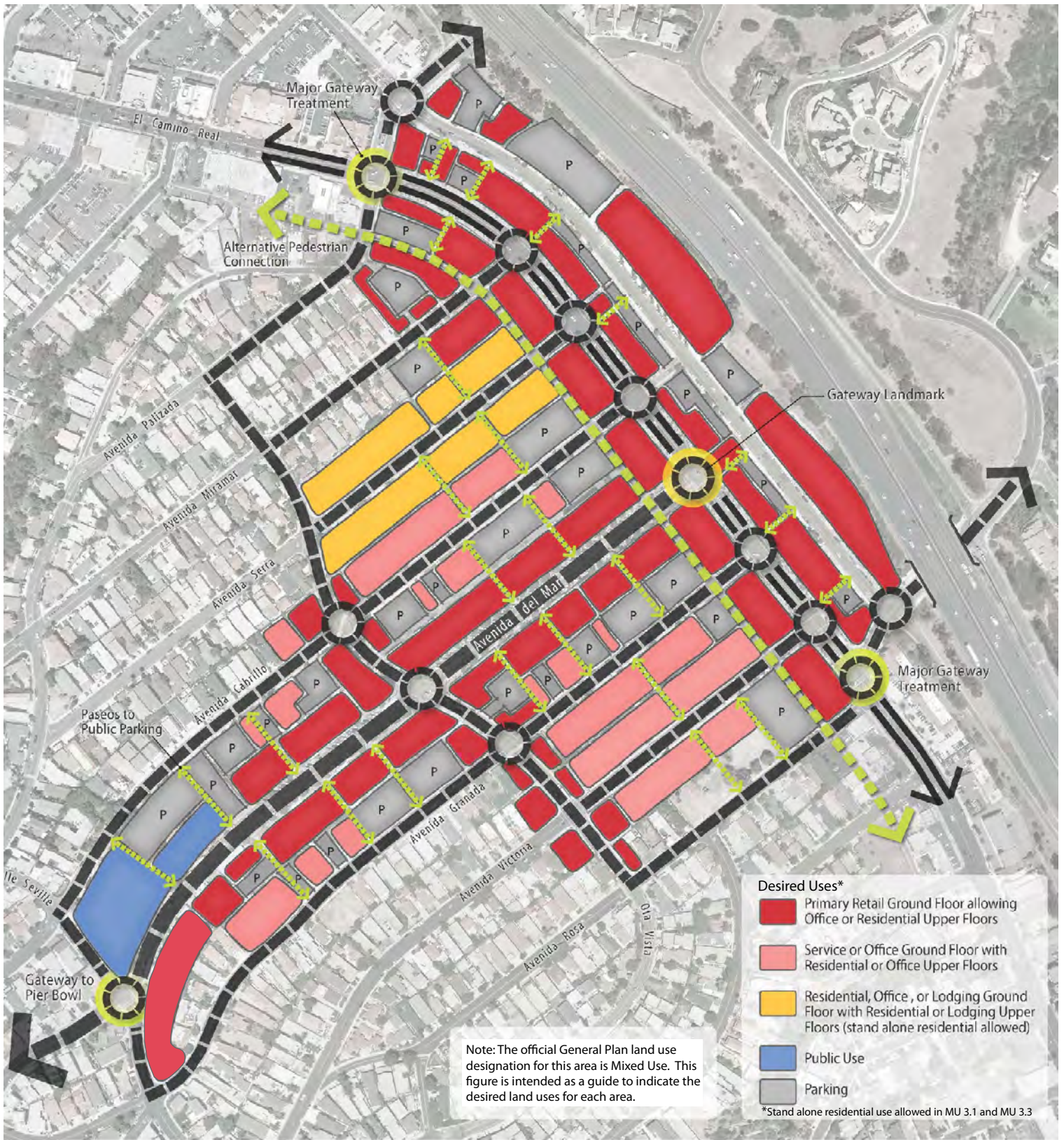


Figure LU-4F

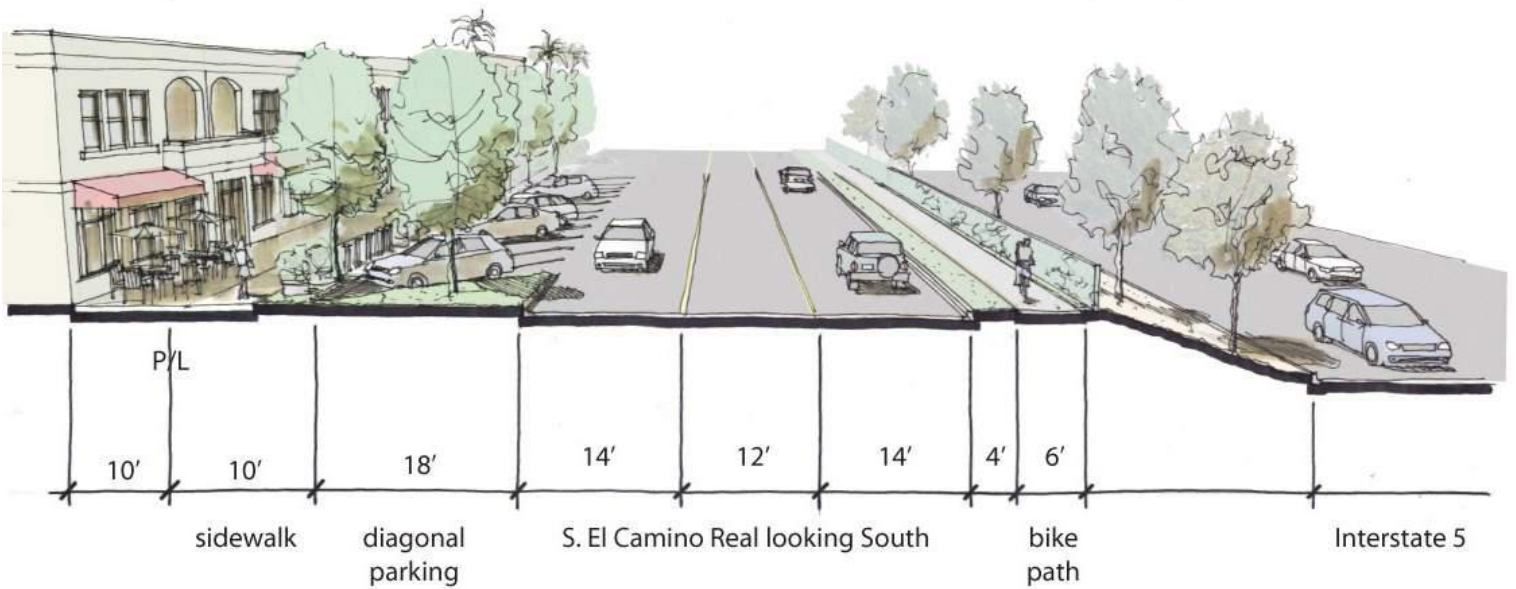
**FOCUS AREAS - South El Camino Real (West and East of Interstate 5)**











Several streetscape improvements are proposed. Providing greater sidewalk space will allow outdoor dining to flourish, diagonal parking will reduce the need for on-site parking, and creating a designated bike path will provide safe passage for the cycling community, including those coming and going from the beach. The overall goal of these changes is to energize the corridor, make it safer for all modes of transport, and foster a unique sense of place.

Note: This figure is only a concept and does not prescribe specific improvements.

**Note: This figure is only a concept and does not prescribe specific improvements.**



Figure LU-6  
**DESIGN CONCEPT (S. El Camino Real, East of Interstate 5)**

