

Draft
Pier Bowl
Specific Plan

November 2019

Pier Bowl Specific Plan



November 2019

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Chapter 1

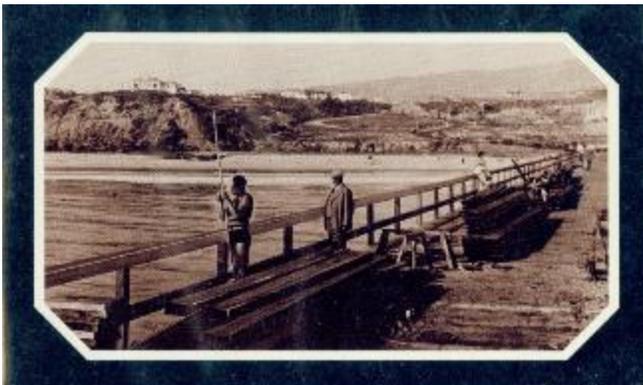
INTRODUCTION

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101 Pier Bowl Area

The Pier Bowl consists of approximately 56 acres of land in a portion of the San Clemente coastline that transforms from the vertical coastal bluff face into a large bowl with gentle slopes forming a natural amphitheater to the ocean. The founder of San Clemente, Ole Hanson, in designing his blueprint for the “Spanish-Village by-the-Sea” decided that this place would be the perfect location to build the San Clemente Pier. Hence, this area is referred to today as the “Pier Bowl.” The Pier Bowl area is located southwest of the Interstate 5 Freeway (I-5) and west of Del Mar/T-Zone. The area’s approximate boundaries are Linda Lane Park to the north, Trafalgar Canyon to the south, the Pacific Ocean to the west, and the inland residential neighborhoods to the east.

The Pier Bowl is a highly active, pedestrian-oriented, coastal center serving residents and visitors. It capitalizes on its exceptional ocean views, ocean-side location, and the abutting historic Municipal Pier. The home of the City’s founder, Ole Hanson, 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 is defined by its exceptional beach experience, rich history, nearby amenities and the San Clemente Pier 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 the Del Mar/T-Zone and North Beach areas. The Pier is one of the City’s most recognizable landmarks. It is a destination in its own right, offering dining, sightseeing, fishing and other recreation opportunities.



Original pier under construction in 1928



San Clemente Pier in 2019

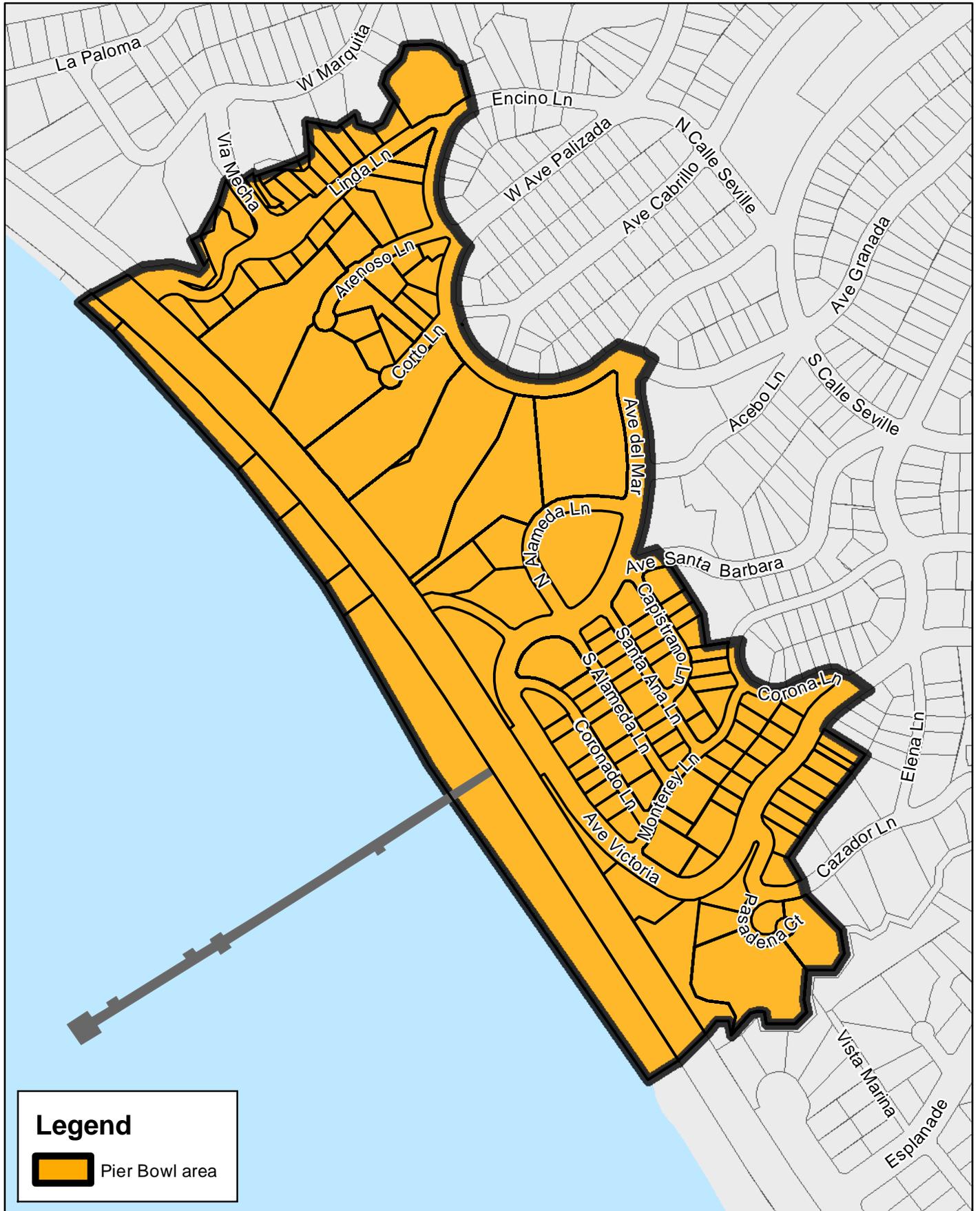


Figure 1-2

Focus Area Map

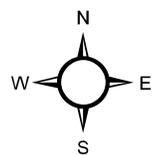
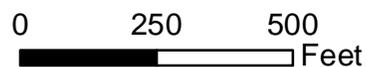


Figure 1-3 – Aerial View of Pier Bowl



102 Purpose and Objectives

The purpose of this Specific Plan is to implement the City's General Plan with respect to the Pier Bowl area. The objectives for the Pier Bowl Specific Plan are to:

- A. Provide planning and design concepts for the Pier Bowl consistent with the General Plan and Local Coastal Program, including policies specific to the Pier Bowl focus area;
- B. Provide for the implementation of the City's Inclusionary Housing Program, Growth Management Program, and Urban Design Program, and the Local Coastal Program Sea Level Rise Vulnerability and Resiliency Studies;
- C. Provide a set of development standards for the Specific Plan area to implement planning and design concepts;
- D. Provide a balance of land uses within the Specific Plan area, including a range of housing opportunities, coastal recreation commercial, open space, and recreational resources;
- E. Preserve and protect existing public view corridors;
- F. Phase development in step with provision for the infrastructure and services needed to support new development, including upgrades to the Safety Quiet Zone (SQZ) where feasible;
- G. Preserve and enhance coastal recreation, resources, access and amenities, consistent with the Sea Level Rise Vulnerability and Resiliency Studies;
- H. Protect and preserve significant historic resources; and
- I. Protect and maintain environmental resources.

103 Applicability and Organization of Specific Plan

The Pier Bowl Specific Plan is both a planning and a regulatory document developed to implement the goals, policies, and objectives of the City of San Clemente General Plan and California Coastal Act. The Specific Plan provides guidelines and regulations for land use, circulation, resource preservation, and development processing. The provisions of this Specific Plan apply to all real property in the Pier Bowl, shown on Figures 1-1, 1-2, and 1-3, above. The following is an outline of the Chapters in this Specific Plan:

- Chapter 1: Introduction
- Chapter 2: Land Use Plan
- Chapter 3: Design Guidelines
- Chapter 4: Implementation
- Chapter 5: Development Standards
- Chapter 6: Administration
- Chapter 7: Definitions

104 Relationship to Other City Planning Documents

A. Local Coastal Program.

This Specific Plan is an implementation plan of the City's Local Coastal Program. The Pier Bowl Specific Plan area is entirely located within the coastal zone. Land use planning and development standards in the City coastal zone are governed by the City's Local Coastal Program (LCP), which in turn must be consistent with the policies and standards found within the California Coastal Act of 1976 as amended and contained in the California Public Resources Code (Section 30000 et seq.). The Coastal Act directs each local government lying within the coastal zone to prepare an LCP for its portion of the California coastal zone (Public Resources Code Section 30500(a)).

The LCP is to carry out the resource protection policies of the Coastal Act within the City of San Clemente. The LCP is a comprehensive long-term planning blueprint governing development in the City of San Clemente's coastal zone. The coastal zone is a distinct geographic area of land and water defined by the Coastal Act that extends along the coastline. An LCP is defined as "a local government's (a) land use plans, (b) zoning ordinances, (c) zoning district maps, and (d) within sensitive coastal resources areas, other implementing actions which when taken together meet the requirements of and implement the provisions and policies of [the Coastal Act] at the local level." (Public Resources Code Section 30108.6). As required by the Coastal Act, the City's LCP is comprised of a Land Use Plan and an Implementation Plan.

1. Land Use Plan.

A Land Use Plan (LUP) is the primary planning policy document for the coastal zone, defined as "the relevant portion of a local government's general plan, or local coastal element which are sufficiently detailed to indicate the kinds, location, and intensity of land uses, the applicable resource protection and development policies, and where necessary, a listing of implementing actions" (City LUP). The LUP contains policies that indicate which land uses are appropriate in the various parts of the coastal zone. The LUP policies and programs also guide how natural resources shall be protected when land is developed, how public access to the coast shall be preserved, and how other coastal resources shall be maintained and enhanced.

2. Implementation Plan.

An Implementation Plan (IP) consists of the zoning ordinances specific to the coastal zone and the zoning maps for the coastal zone. The IP plays a central role in carrying out the policies and programs of the LUP and contains specific requirements that apply to development projects, as well as detailed procedures for applicants to follow. The City does not have an IP. An IP is being prepared for public review, City Council consideration, and Coastal Commission certification. Until IP certification, this Specific Plan and the Zoning Ordinance function as implementation plans for the Pier Bowl area.

B. General Plan.

This Specific Plan is a tool for the implementation of General Plan goals and policies applicable to the Pier Bowl area. The City's General Plan provides comprehensive long-term goals and policies for achieving San Clemente's vision. It guides growth and development to achieve optimum results from the City's physical, economic, environmental and human resources. The General Plan is made up of thirteen elements: Land Use; Urban Design; Historic Preservation; Economic Development; Mobility and Complete Streets; Housing, Beaches, Parks and Recreation; Natural Resources; Coastal; Safety; Public Services, Facilities and Utilities; Growth Management; and Governance. Separately, the City more regularly adopts updates to the State mandated Housing Element. The City also has a Climate Action Plan (CAP) that links with the General Plan.

The General Plan establishes what types of land uses will be permitted and where they can be located, allowable densities for development, and the proportional relationship of the built environment to the natural environment. The General Plan also identifies the location and criteria for open space preservation, the basic design and phasing of the circulation system, future infrastructure and public services needs, and methods to protect environmental resources. The City's physical form and image, economy, and social fabric are greatly influenced by the General Plan. The General Plan remarks on the crucial role the natural environment plays in sustaining community lifestyle and the local economy. As such, the CAP builds upon the environmental values set forth in the General Plan. The CAP focuses on water, energy, and waste consumption as areas targeted for action to create efficiencies.

C. Zoning Ordinance.

The City's Zoning Ordinance is the primary document that implements the General Plan and LUP for the coastal zone, until an IP is adopted by the City and certified by the Coastal Commission. The Zoning Ordinance provides regulations regarding permitted land uses, development standards, and the development entitlement process for parcels of land within the incorporated boundaries of the City. Certain areas of the City, like the Pier Bowl, are zoned SP (Specific Plan). The various adopted Specific Plans for these areas are incorporated into the Zoning Ordinance by reference. They establish regulations applicable to the land within the boundaries of a particular Specific Plan. Likewise, the Zoning Ordinance provides

certain regulations that apply within the Specific Plan areas. The Specific Plan incorporates sections of the Zoning Ordinance by reference.

D. Sign Ordinance.

The Sign Ordinance is a chapter of the Zoning Ordinance that contains regulations pertaining to signs throughout the City. This Specific Plan incorporates the Sign Ordinance by reference.

E. Design Guidelines.

The City's adopted Design Guidelines, which apply to all areas of the City except for the Specific Plan areas, contain recommended architectural and site design guidelines for use by planners, architects, landscape architects, and other design professionals. Their purpose is to implement the General Plan Urban Design Element. Chapter 3 of this Specific Plan contains design guidelines similar in purpose and content to the City's Design Guidelines, but created for and applicable to areas within Pier Bowl.

105 Pier Bowl History

In 1928, Ole Hanson had the San Clemente Pier erected as a gift to the town. Hanson designed the street Avenida Del Mar to gracefully meander down from El Camino Real to the beach and base of the Pier. Taking advantage of the natural topography, roads and lots were designed to view out over the Pacific. To prevent San Clemente from becoming "a heterogeneous mixture of terrible structures," Ole Hanson established strict architectural guidelines that required all buildings in the City to be Spanish. In keeping with his vision for the town, Ole Hanson built his own Spanish villa, the "Casa Romantica," on top of the bluff above the Pier Bowl. The residence enjoys white-water ocean views and panoramic views of Dana Point, Catalina Island, Cotton's Point, San Clemente Island, and San Diego on clear days.

During the depression, Ole Hanson's influence in San Clemente subsided. In the years that followed, the architectural design theme prescribed by Ole Hanson was abandoned. Despite the relatively unplanned development that followed from the 1950's through the late 1970's, the Pier Bowl has retained much of its village character. This character retention is because Ole Hanson laid the groundwork for a successful village design, the components of which are still in place today. These components include: the Casa Romantica and other historic buildings; the architectural integrity of many of the buildings; the Pier; the panoramic views; the mix of residential and commercial uses; recreational activities; the street and lot design with the natural topography; the interwoven street pattern; and the area's sunny Mediterranean climate.

Since the mid 1970's, the City has made continued effort to enhance the Pier Bowl and implement Ole Hanson's vision of making the Pier Bowl a "Spanish-Village-by-the-Sea." Land use plans, regulations, and design guidelines have been adopted, including this

Specific Plan, to ensure development improves the Pier Bowl consistent with goals and policies for the area. The history of Pier Bowl planning efforts are summarized below.

A. Specific Plan History.

January of 1975 marked the City's first formal attempt since Ole Hanson to revitalize the Pier Bowl when the City Council approved Ordinance 642, designating the Pier Bowl as a redevelopment area. Soon after the establishment of the redevelopment area, the firm of Keisker-Johnson was retained by the City to develop a master plan for the redevelopment area. A Master Plan was developed including a commercial plaza over parking, a beachfront park, parking-lot improvements, and streetscape amenities. The Master Plan was approved by the City; however, implementation and development of the plan was never carried through due to controversy over the purchase of private land to develop the project.

In 1983, the City adopted San Clemente's Downtown Plan 2000. The Plan 2000 established goals, policies, and guidelines for Pico/North Beach and Del Mar/Pier Bowl. In the Del Mar/Pier Bowl portion of Plan 2000, design concepts for the Pier Bowl are discussed. These design concepts address Spanish architectural design, open space, and parking and circulation. Specific improvements that are recommended include a subterranean parking structure with a garden and park above, and a beach walk.

In the summer of 1988, the City met with local merchants and residents from the Pier Bowl and began developing a comprehensive Master Plan for the area in conjunction with the firm of Thirtieth Street Architects. Midway through this process, the City purchased the Casa Romantica. Purchase of the Casa achieved an important goal of the City, which was to protect historic and significant architectural properties. As a consequence of this purchase, the Pier Bowl Master Plan was put on hold until a development plan for the Casa Romantica could be completed.

The City conducted a process for selection of a developer for the Casa. The Ratkovich Company, a Los Angeles development firm, was selected as the best qualified developer. The Ratkovich Company, working with the City, proposed a development plan for the Casa Romantica, the City Parking Lot, and the Alameda property. This plan, which included 275,000 square feet of development, was presented to the public at several workshops. Due to the lack of public support for the project, the Ratkovich Company withdrew its proposal. With the end of the public-review process for the Casa Romantica in May of 1990, the City committed to continuing the Pier Bowl planning effort including a renewed effort for development of the Casa Romantica site. Based on this commitment, staff re-initiated the Pier Bowl Planning process in February, 1991. In August, 1991, the City Council endorsed a three-phased planning approach for the Pier Bowl:

- Phase 1, the development of a conceptual plan to provide the guidelines and project description.
- Phase 2, the development of the Pier Bowl Specific Plan.
- Phase 3, the development of a Casa Romantica Development Plan.

Phase I, the Pier Bowl conceptual plan, was developed from data gathered through past planning efforts in the Pier Bowl, information developed from the General Plan Advisory Committee (GPAC) and the Pier Bowl Advisory Committee, and through numerous public workshops. The conceptual plan (Phase I) was to build a consensus among the community on the general policy direction for the Pier Bowl Specific Plan. In 1993, Phase 2 was completed with the adoption of the Pier Bowl Specific Plan. The Specific Plan was to provide the specific framework and enabling legislation for physical improvements which will revitalize the area and address issues and concerns that have been identified by the local community. These issues include: a desire to retain and enhance the Spanish-Village theme; to maintain the existing character of the area; a need for more beach parking; preservation of the Casa Romantica and other historic resources; preservation of public view corridors; development of City-owned property; better directional signage; street landscaping; more economic opportunities; and improved access and traffic flow.

B. Casa Romantica Development Plan.

In 1988, the City of San Clemente Redevelopment Agency purchased the Casa Romantica with three goals: 1) to restore the Casa Romantica and gardens, 2) open it up for public use and enjoyment, and 3) insure it is not a financial burden to the City. To test the financial viability of a cultural center as the Casa's primary use, the City Council contracted with Wolf, Keens, & Company (WKC) in 1999 to complete a feasibility study, as Phase 3 of the City Council directives in 1991 for the Pier Bowl. WKC did extensive research and public outreach with the City, as part of the study process. In March 2000, the City Council and City Redevelopment Agency Board of Directors endorsed the WKC feasibility study, and directed staff to implement it. The feasibility study included eight key findings: 1) the Casa be overseen and operated by a non-profit organization, 2) the City lease the Casa to the non-profit with an agreement that assures appropriate use and oversight accountability, 3) develop multi-cultural programs, 4) develop usable spaces that retain the historic fabric of the building while meeting community need for a cultural center, 5) grounds are developed into horticultural gardens with new terraces, 6) all rooms and outdoor terraces be active spaces that can be used for a variety of cultural, art, and educational uses, 7) the City provide findings for the creation of the non-profit, and 8) a fundraising study be completed prior to launching a capital campaign.

In 2001, the City Council approved permits for the development of a cultural center using recommendations in the WKC study, and later the Coastal Commission approved the project. Since 2003, Casa Romantica has been a premier Southern California cultural center, producing over 100 cultural programs annually with music, art, dance, theater, wellness, free children's education, and guest speaker

events. It hosts nationally-and internationally-renowned artists, and in 2017 was awarded Outstanding Arts Organization for all of Orange County by ArtsOC. Casa Romantica is visited by over 40,000 people annually.

C. Safety Quiet Zone Established.

Starting in 2011, the City of San Clemente and Orange County Transportation Authority (OCTA) received approval from the Federal Railroad Administration (FRA) and California Public Utilities Commission (CPUC) for the establishment of the City's Safety Quiet Zone (SQZ) that has since expanded to include other City portions of the Los Angeles to San Diego Rail (LOSSAN) Corridor. The SQZ is consists of an Audible Warning System (AWS), fencing, and railroad crossing improvements to reduce train horn noise and lessen the environmental impact train horns have on residents, beach goers and trail users. The City monitors and improves upon the SQZ as opportunities and resources are available.

D. San Clemente Redevelopment Agency Dissolved.

The Pier Bowl was a redevelopment area with oversight by the San Clemente Redevelopment Agency (RDA). Pursuant to California Assembly Bill 26 (AB 26), the RDA was dissolved on February 1, 2012. The Oversight Board of the Successor Agency to the San Clemente Redevelopment Agency was created in 2012, pursuant to the State law that dissolved the redevelopment agency of the City of San Clemente, along with all 400 redevelopment agencies in California. The Oversight Board oversees the actions of the City of San Clemente, in its capacity as the Successor Agency to the San Clemente Redevelopment Agency, in winding down the affairs of the RDA.

Since the RDA was dissolved, non-profit organizations were formed to support public facilities. Pier Pride is a non-profit that partners with the City of San Clemente to fill gaps between City funds and the Pier's needs to restore the Pier to the best version of its historic self. The Casa Romantica Cultural Center and Gardens non-profit formed to operate and manage the Casa Romantica grounds with a lease from the City of San Clemente.

E. Centennial General Plan.

On February 4, 2014, the City updated its General Plan, titled as the "Centennial General Plan" to recognize the San Clemente's centennial celebration in 2028. The General Plan provides goals and policies to guide the City towards its vision through this milestone year. 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.

Prior to commencing the Centennial General Plan effort, the City Council appointed a General Plan Advisory Committee (GPAC) to guide City staff and planning consultants in the development of the Plan. The GPAC was made up of 25 community members, representing various commissions, committees, organizations, informal groups and citizens at-large. The GPAC's first major effort

was to establish the community's core values and develop guiding principles for the new General Plan. Following that effort, the GPAC reviewed draft design concepts and land use alternatives that were shared with the community at various public workshops, as described below. After establishing key policy issue priorities, the GPAC completed its work with the review of the entire draft Centennial General Plan document.

In all, including public meetings held with the GPAC, the Planning Commission and the City Council, San Clemente citizens provided input at 86 public workshops and meetings. Public participation kicked off with a series of six community workshops held between July and September 2010. The workshops provided valuable public input on land use issues, concerns and needs in 8 key "Focus Areas", and the Pier Bowl was included. In addition, a number of stakeholder meetings were conducted to further engage the community and to involve those who might be directly affected by potential changes. Throughout the course of the effort, the Planning Commission held 40 public meetings to consider GPAC's recommendations regarding land use alternatives, goals and policies and prepare the "City Council Hearing Draft." The Beaches, Parks and Recreation Commission and Coastal Advisory Committee also held public meetings on specific sections. In addition to unanimously adopting the final Centennial General Plan document and certifying its accompanying Environmental Impact Report on February 4th, 2014, the City Council provided direction at each of the key milestones of the effort, including the Values and Guiding Principles, the selection of a Preferred Land Use Alternative and review of every General Plan goal, policy and implementation measure and the Environmental Impact Report.

Throughout this review process, there were a variety of discussion topics that included but were not limited to existing and proposed policies, area boundaries, land use issues and opportunities, architectural character and guidelines for neighborhood compatibility, the preservation of public view corridors, parking management strategies and supply, wayfinding signage improvements, economic development initiatives with the dissolution of the redevelopment agency, streetscape and public improvements, bicycle and pedestrian environment and connections to public transit, public art, visual and transportation connections to the downtown area, and the preservation of historic, cultural, scenic, and natural resources. This community input was considered by the City Council when it approved land use changes and set specific policy direction in the General Plan for the Pier Bowl, beyond goals and policies applicable Citywide.

F. Local Coastal Program.

In 2014, the City initiated work on a Comprehensive Land Use Plan (LUP) Update after being awarded a Local Coastal Program (LCP) grant from the Coastal Commission to support the effort. City staff worked to develop a draft LUP and conducted multiple public meetings and hearings to solicit public input on the LUP update. The LUP carries over General Plan policies related to coastal zone, including the Pier Bowl area, and expands upon goals and policies for coastal planning and implementation.

In February 2016, the City submitted the City Council approved LUP to the California Coastal Commission (CCC). Following the formal submittal, City staff and CCC staff coordinated on a regular basis over a period of two years to review and discuss CCC staff proposed changes to the City's LUP. Discussions focused

on both non-substantive changes such as typographical changes, minor edits, changes to figures and chapter reorganizations as well as substantive policy changes. The final changes to the document recommended by CCC staff are known as the suggested modifications. On February 8 2018, the CCC approved the comprehensive LUP with suggested modifications. At its June 12, 2018 public hearing, the City Council approved and adopted the LUP update as modified and approved by the CCC. Then, the CCC certified the LUP on August 8, 2018.

The City is now preparing an Implementation Plan (IP) for public review, City Council consideration and adoption, and Coastal Commission certification. With the completion of the IP process, the IP will function as the City’s zoning ordinance for the coastal zone, including the Pier Bowl Specific Plan. In 2019, the City updated the Pier Bowl Specific Plan for internal consistency with the General Plan and LUP, as required by State law.

106 General Plan and Zoning

A. General Plan Designations.

The City’s General Plan land use designations and overlay districts for the Pier Bowl are listed in Table 1-1 below and shown in Figures 1-2 (Land Use Designations) and 1-5 (Overlays).

Table 1-1 General Plan Designations

Land Use Designations	Maximum Density	Building Height (TOR = Top of roof) (PL = Plate Line)	Allowable Uses
Residential			
Residential Medium (RM)	15.0 units per gross acre 24.0 units per net acre	TOR: 25 feet	Single-family detached and attached homes, clustered homes and townhomes, Bed and Breakfast facilities, multifamily apartments, Senior housing, boarding houses, public open space, and recreation.
Residential High (RH)	24.0 units per gross acre 36.0 units per net acre	TOR: 45 feet Coronado Lane properties in Pier Bowl area: 30 ft. TOR	Single-family attached homes, townhomes, condominiums, multifamily apartments, Bed and Breakfast facilities, Senior housing, and boarding houses public open space, and recreation.

Land Use Designations	Maximum Density	Building Height (TOR = Top of roof) (PL = Plate Line)	Allowable Uses
Commercial			
Coastal and Recreation Serving (CRC)	1.00-1.50 FAR	Per existing building height at street elevation	Coastal-oriented retail and visitor-serving commercial, recreation, dining, and lodging
Mixed Use			
MU 4	24.0 units per gross acre 36.0 units per net acre Commercial or mixed use projects: 1.00-2.00 FAR	TOR: 30 feet	Visitor-serving commercial uses with residential units (including Senior housing) on upper floors.
Public			
Public (P)	Floor Area Ratio (FAR)/density not specified		Governmental administrative and related facilities, utilities, schools, parking and undeveloped parks
Open Space			
Open Space (OS2) (Private)	N/A	To be determined on an individual basis.	Privately owned parklands, beach parcels, recreational facilities, passive open space areas; habitat protection areas and golf courses.

Land Use Designations	Maximum Density	Building Height (TOR = Top of roof) (PL = Plate Line)	Allowable Uses
Open Space (OS 1) (Public)	N/A	To be determined on an individual basis.	Publicly owned and dedicated parklands, passive open space areas, beaches, active recreational facilities, parking and golf courses, habitat protection areas
Overlays			
Architectural Design (A)	As specified in underlying land use designation.	As specified in the underlying land use zone.	Uses permitted by the underlying land use category; Spanish style architecture requirements
Pedestrian Overlay (P)*	As specified in underlying land use designation		Prioritize those uses that promote and retain visitor serving land uses, including but not limited to commercial, lodging, and restaurants.

*The Pedestrian Overlay is known as the Visitor-Serving Commercial District (VSCD) in the Local Coastal Program Land Use Plan.

B. Zoning Designations.

The zoning designation for the Pier Bowl is “SP” –Specific Plan. This zoning designation is made per Chapter 17.52 of Municipal Code Title 17 “Zoning.” This Specific Plan sets forth permitted uses, development standards, and design guidelines to ensure the Pier Bowl area is developed in a consistent and unified manner. Development within Pier Bowl shall conform to all provisions contained within this Specific Plan, and sections of the City’s Zoning Ordinance adopted herein by reference.

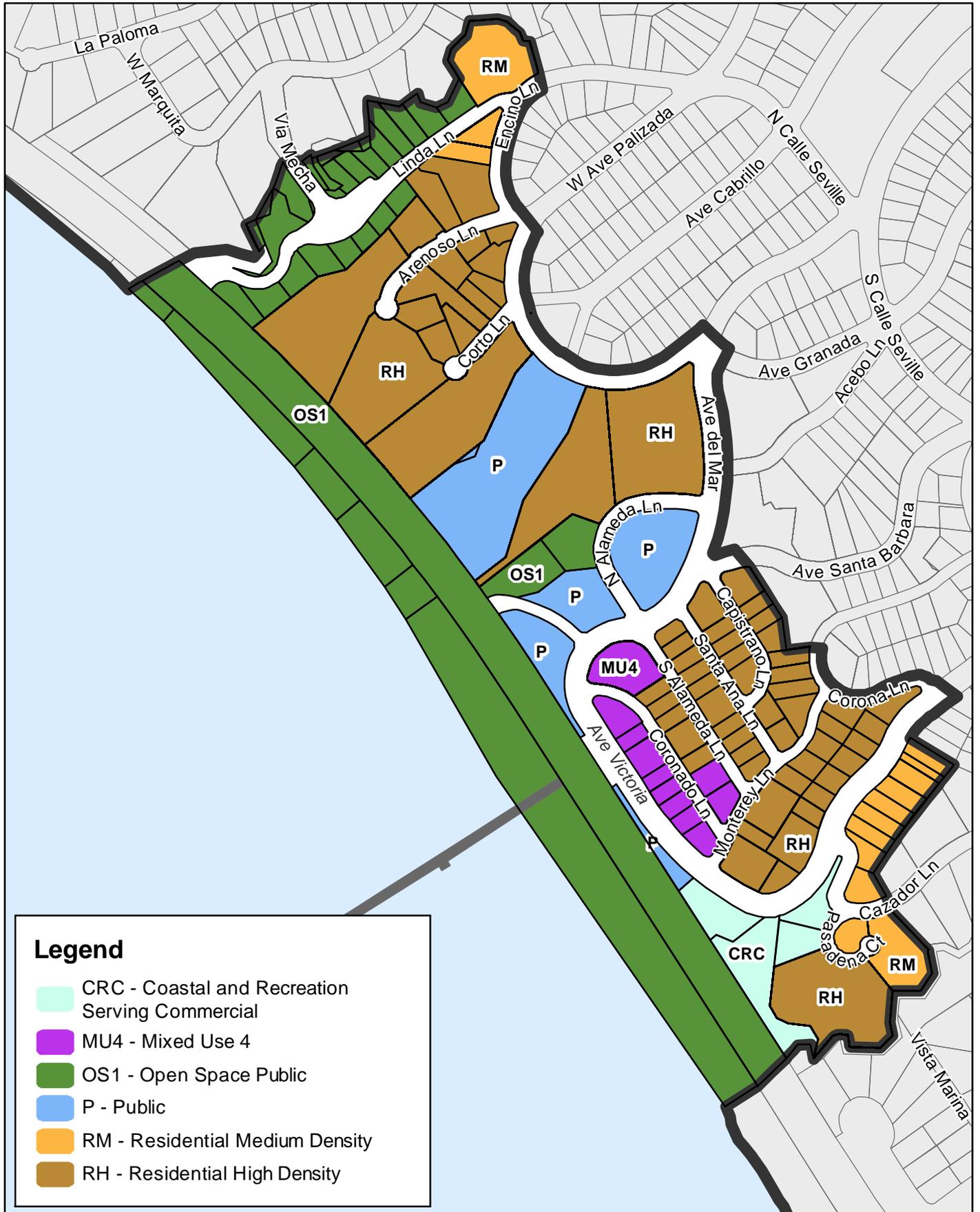
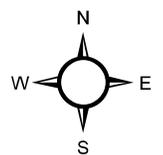
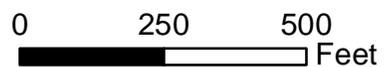


Figure 1-4
**General Plan
 Land Use**



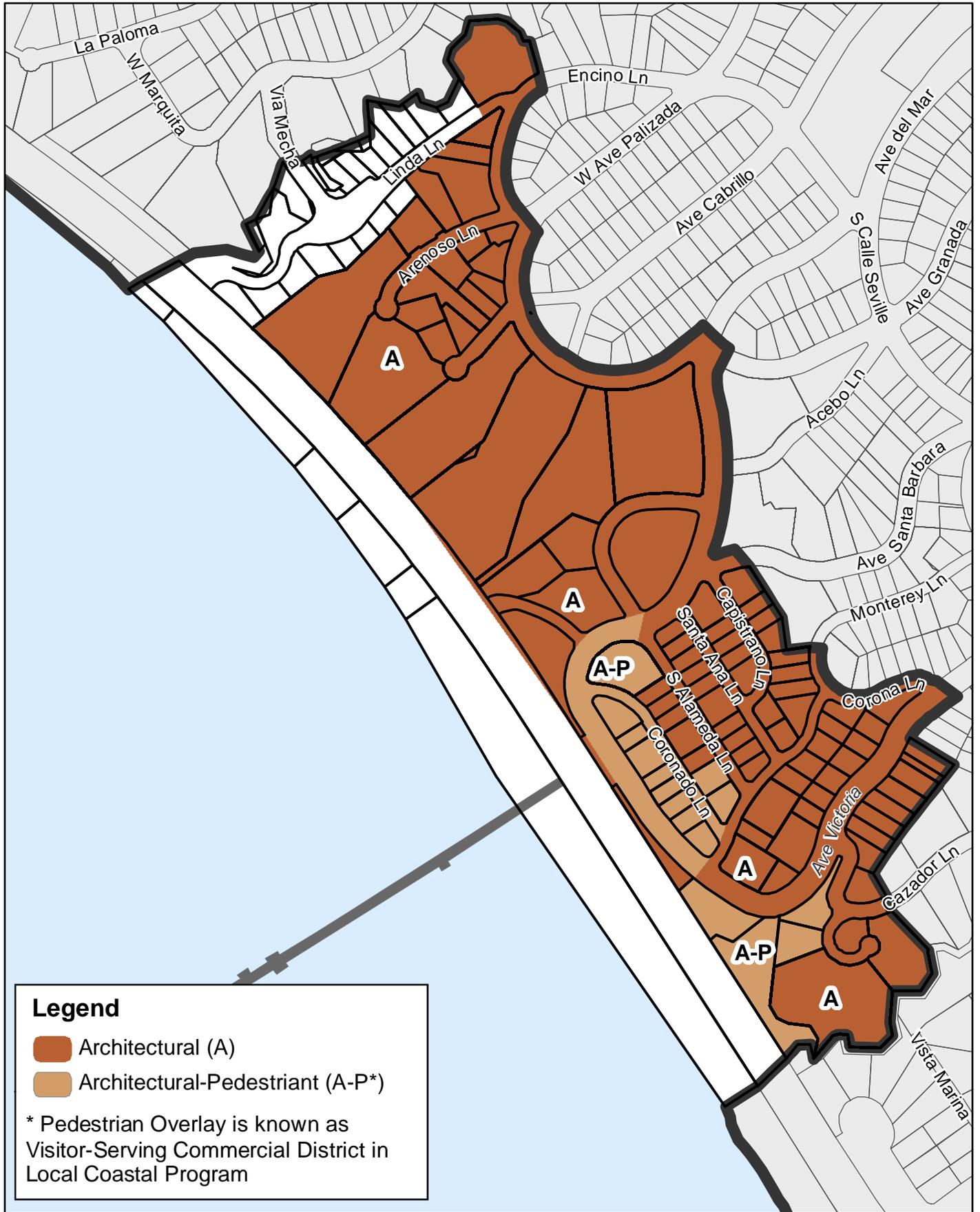
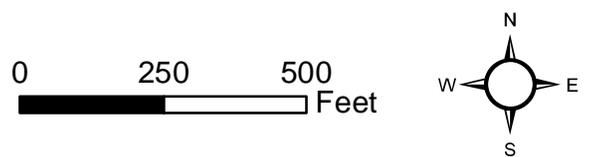


Figure 1-5
**General Plan
 Overlays**



107 Existing Physical Conditions

The Pier Bowl has gentle sloped topography resulting of ancient landslides that caused bluffs along a portion of the bluff to erode and become subdued, forming a more gentle bowl shape along the coastline than the near vertical bluffs elsewhere in the City.

Existing development includes the pier, the Casa Romantica cultural center, a train station, restaurants, retail shops, lodging, timeshares, recreational uses, open space, municipal parking areas, and institutional uses. The predominant uses in the area are residential apartments, condominiums, and homes that are mixed within and around the commercial uses. The Pier Bowl includes several landmark and historic structures, including but not limited to the Casa Romantica, the Beachcomber Motel, and the Robison's property. The landmark structures are shown on Exhibit 1-4 above and described in Chapter 2, Land Use Plan. Natural resources, open space, and recreational areas include the coastline and beaches, the Beach Trail, Linda Lane Park, Park Semper Fi, and Parque Del Mar - the shoreline park along Avenida Victoria. Table 1-2 below summarizes existing land uses in 2019.

Table 1-2 - Existing Land Uses in 2019

Land Use Area	Acres (ac.)	% of Total ac.	Existing Use
Residential Medium	2.71	6.6	Residential, mostly multi-family; short-term lodging, timeshare
Residential High	16.00	39.2	Residential, mostly multi-family; short-term lodging
Coastal and Recreation Serving Commercial 1	.42	1.0	Historic Robison residence and garden. Used as a triplex since 1960s
Coastal and Recreation Serving Commercial 2	1.07	2.6	Lodging - historic Beachcomber Motel
Mixed Use 4	1.46	3.6	Restaurants, timeshare, lodging, retail, offices
Public Facilities 1	2.40	5.9	Historic Casa Romantica Cultural Center and Gardens
Public Facilities 2	2.10	5.1	Municipal parking lot and Parque Del Mar park
Open Space	14.68	35.9	Pier, Fisherman's restaurant, concessions, Linda Lane and Semper Fi parks; recreational facilities (e.g. Beach trail), Marine Safety Headquarters, train station and railroad, etc.
Totals	40.84	100	

Chapter 2

LAND USE PLAN

- 201 Planning Vision and Concepts
- 202 Land Use Plan
- 203 Affordable Housing Program
- 204 Open Space and Recreation Trails
- 205 Grading Concept
- 206 Circulation Plan
- 207 Landscape Concept
- 208 Public View Corridors
- 209 Infrastructure

201 Planning Vision and Concepts

The planning vision and concepts for this Specific Plan are discussed below.

A. **Planning Vision.**

In the process of preparing the Centennial General Plan, the community identified the Pier Bowl area as one of eight Focus Areas to have the most potential for change. The Pier Bowl Specific Plan lays out a master land use plan, design guidelines, development standards, allowed uses, and other criteria for the Pier Bowl Focus Area, based on a vision defined in the General Plan and Local Coastal Program Land Use Plan (LUP). The goal for the Pier Bowl Focus Area is to:

“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.”

B. **Planning Concepts.**

This Specific Plan implements the vision in Subsection 201.A (above) and policies in the General Plan and LUP. The intended policy for the Pier Bowl (or planning concepts) is summarized below.

1. Pedestrian experience and focus for ocean-related activities.

Require initiatives, investments, and development approvals for the Pier Bowl area to contribute to the City’s vision of the area as a historic, multi-modal, mixed-use entertainment and recreation district that emphasizes the pedestrian experience, provides beach and ocean access, and is the focus

for ocean-related activities for residents and visitors.

2. Design treatment.

Require Spanish Colonial Revival Architecture for all new buildings and major remodels in accordance with the Architectural Overlay District requirements, and encourage art in public and private spaces that reflects the Area's surf heritage and historic, small town beach and maritime character.

3. Infill development.

Continue to require new development to be compatible with coastal-oriented and community-serving commercial uses, such as overnight accommodations, mixed uses, residential uses, and public recreational uses whose function or scale are compatible with the Pier Bowl area's recreational character.

4. Visitor-serving land uses in mixed use areas.

Prioritize visitor-serving and recreational uses in areas designated mixed use areas.

5. Public view corridors.

Preserve and protect existing public view corridors, identified on Figure 2-10. Ocean views are among the most valued assets in the Pier Bowl area. New development shall not adversely impact these important public view corridors.

6. Parking.

To address parking constraints during peak season and peak hour demand, 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. Structures are avoided as parking solutions.

7. Connectivity to the Del Mar/T-Zone.

Provide effective visual and transportation connections to the Del Mar/T-Zone area with visual cues such as signage, landscaping and lighting.

8. Wayfinding.

Provide clear wayfinding signage or other methods at key locations throughout the area (e.g., train station, Pier Bowl parking lot, Casa Romantica, etc.) to direct visitors to local amenities.

9. Historic resource preservation and character.

Preserve Pier Bowl and Pier historic resources and historic character through enforcement of Historical Preservation and Urban Design policies and enforcement of zoning standards, including the Spanish Colonial Revival Architectural Overlay.

10. Economic development.

Leverage Pier Bowl economic development efforts and special events to enhance regional appeal and encourage visitors to visit the Pier Bowl, in support of the area's revitalization.

11. Public streetscape.

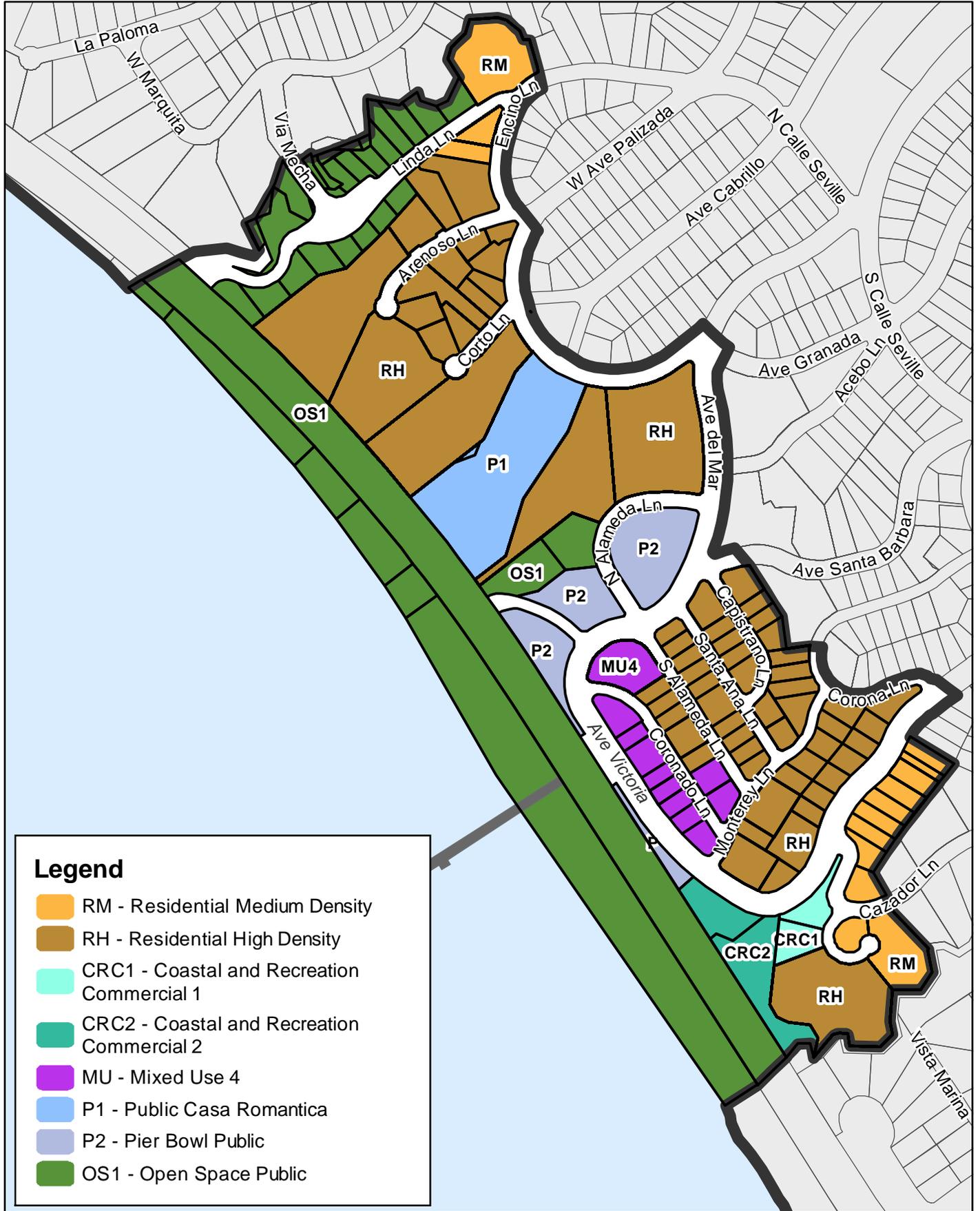
Provide a distinctive visual and physical environment for the Pier Bowl's public streetscape, including the use of consistent street trees, landscape (planters), street furniture (benches, trash receptacles, news racks, etc.), street and crosswalk paving, pedestrian-scaled lighting, public and entry signage, and other appropriate elements.

12. Bike and pedestrian environment.

Provide a high quality bicycle and pedestrian environment with "living street" designs, consistent landscaping, lighting, sidewalks, traffic calming measures, bikeways and trails.

202 Land Use Plan

The Pier Bowl Land Use Plan, Figures 2-1 and 2-2, shows the location of designated land use areas, described below. The land use plan provides for a mix of housing types, lodging, visitor and community-serving retail uses, and small-scale supporting services with strong connections to the Del Mar/T-Zone and North Beach areas. The Specific Plan is entirely within the Coastal Zone and located within the Architectural Overlay except for publicly-owned open space areas. Open space designated areas are described in Section 204 of this Chapter.

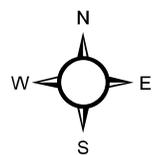
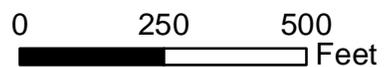


Legend

- RM - Residential Medium Density
- RH - Residential High Density
- CRC1 - Coastal and Recreation Commercial 1
- CRC2 - Coastal and Recreation Commercial 2
- MU - Mixed Use 4
- P1 - Public Casa Romantica
- P2 - Pier Bowl Public
- OS1 - Open Space Public



Figure 2-1
Specific Plan
Land Use Areas



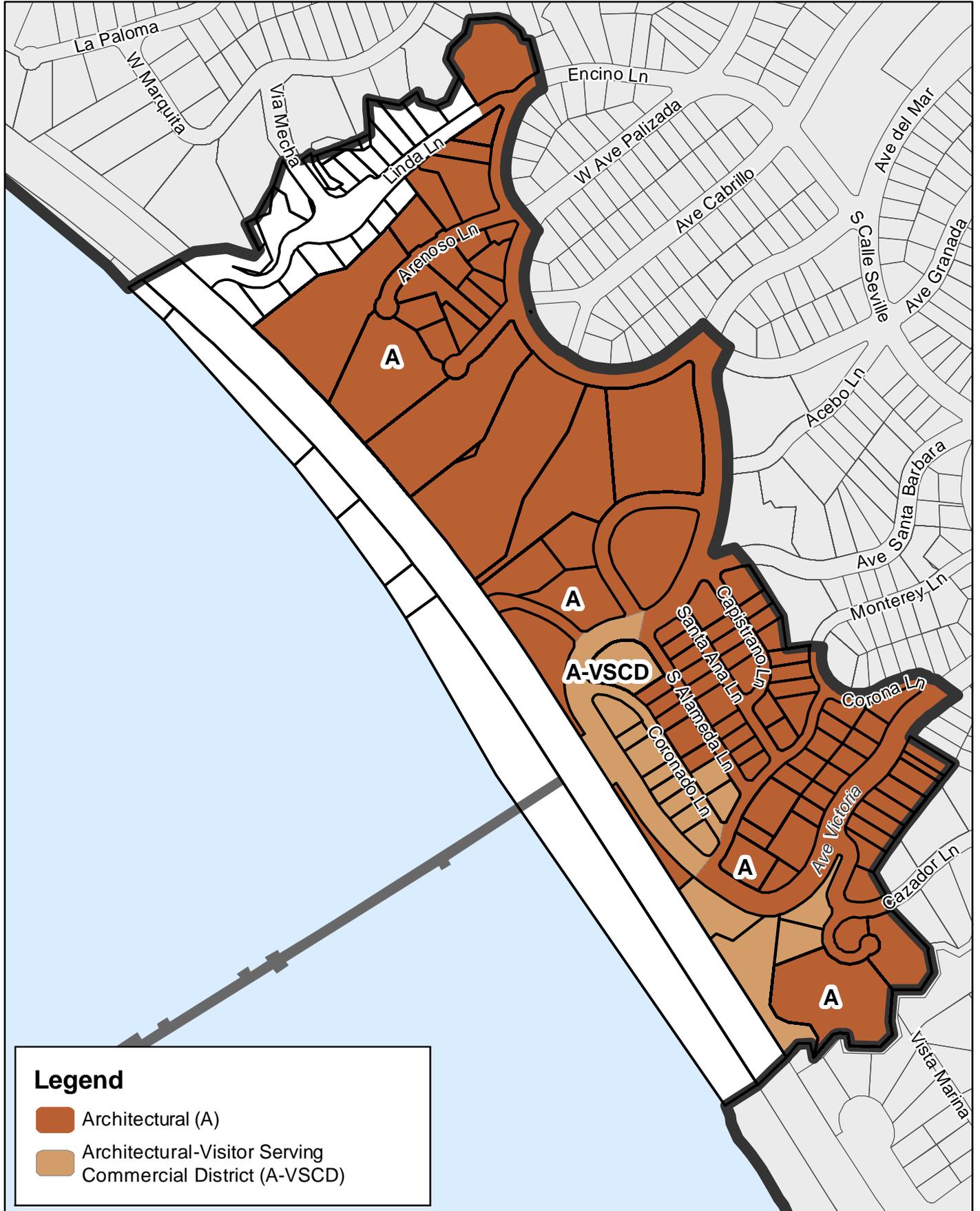
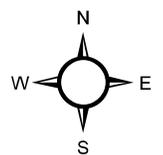


Figure 2-2
Specific Plan
Overlays



A. Residential Neighborhoods.

There are two types of multi-family residential areas in the Specific Plan: Residential-Medium Density and Residential-High Density.

1. Residential Medium Density.

The Residential Medium (RM) designated areas allow single-family detached and attached homes, clustered homes and townhomes, bed and breakfast facilities, multifamily apartments, senior housing, boarding houses, lodging uses including short-term units; public open space, and recreation. The maximum allowed density for residential development is 15 dwelling units per gross acre and 24 dwelling units per net acre.

2. Residential High Density.

The Residential High (RH) designated areas allow single-family attached and detached homes, townhomes, condominiums, multifamily apartments, bed and breakfast facilities, multifamily apartments, senior housing, boarding houses, lodging uses including short-term units; public open space, and recreation. The maximum allowed density for residential development is 24 dwelling units per gross acre and 36 dwelling units per net acre.

B. Coastal and Recreation Serving Commercial Areas.

There are 1.49 acres of property designated Coastal and Recreation Serving Commercial (CRC) with an Architectural (A) and Visitor-Serving Commercial District Overlay (VSCD). The CRC area consists of four properties at the southwest end of the Pier Bowl where Avenida Victoria curves inland. This curving section of Avenida Victoria, looking westward, is a public view corridor of the ocean shown on Figure 2-10. Similar to the Pier Bowl Core, the properties slope downward toward the ocean and are also intended to provide coastal-oriented retail and visitor-serving commercial, recreation, dining, and lodging uses. The CRC area is developed with two historic structures: the Robison Property and the Beachcomber Motel; described below.

1. Robison property (CRC1 area).

The CRC1 area is the Robison property located just up Avenida Victoria from the Beachcomber Motel. In 1930, a Spanish Colonial Revival residence and garden were built on the site; that are on the City's list of designated historic structures. The architect and designer of this building was Virgil Westbrook. Westbrook designed the vast majority of the Spanish Colonial Revival buildings during the Ole Hanson period. In the 1960s, the Robison residence was converted into a triplex with permits. This is the current use of the site.

The CRC1 area provides for coastal and recreation serving commercial uses, but the site has been a residential use since the historic structure was developed in 1930. Therefore, if a project is pursued in the future, City goals must be balanced for the preservation of the historic resource with establishing visitor-serving commercial uses in the Pier Bowl. In this context, the permitted uses are to continue using the historic structure as a residential triplex (or fewer dwelling units) or establish a bed-and-breakfast inn use with two or fewer guest rooms (and one manager unit). If the structure were used as a bed-and-breakfast inn, the addition of visitor-serving accessory uses is encouraged, such as a café that fronts Avenida Victoria and a pedestrian path between Pasadena Court and Avenida Victoria that allows the public to access the on-site terraced garden.

If this is not economically viable, the next best option is to adaptively reuse the structure as a lodging use and add small-scale development for visitor-serving commercial uses compatible with the historic structure and public view corridor. New development should be minimally visible from public streets, maximize visibility of the historic structure, and preserve historically significant features of the garden, such as the fountain and tiled stairway. A project shall maintain the existing building height at the street frontage on Avenida Victoria and Pasadena Court.

2. Beachcomber Motel (CRC2 area).

The CRC2 area is the “Beachcomber Motel” on the City’s list of designated historic structures. The Beachcomber Motel consists of 12 bungalows with white-stucco walls and red-tile roofs, stepping their way up the hill along Avenida Victoria. Each bungalow looks out onto a lawn and over the Pacific Ocean. The Beachcomber, originally known as the “Tepper” apartments, was built in 1940 during the Ole Hanson period. The Beachcomber has a Spanish Colonial architectural design with one-story in height, which gives it a pedestrian scale. The intent is to maintain the existing building height (from Avenida Victoria) and use of the site as lodging.

C. **Pier Bowl Core Mixed-Use Area.**

The Pier Bowl Core is designated Mixed Use (MU4) with an Architectural Overlay and Visitor-Serving Commercial District Overlay (VSCD). The Pier Bowl Core consists of 11 properties, totaling 1.45 acres, located at the lower end of the hillside that forms the bowl nature of the Specific Plan area. The properties average approximately 80 feet in depth with a downward slope toward the ocean. The area is a popular environment for pedestrian use and public activity. The Pier Bowl Core is unique from the rest of the Pier Bowl and San Clemente because it has a block of visitor serving commercial space at the ground level to Avenida Victoria that orients westward toward the train tracks, the City’s beach trail, and the ocean. On these properties there is a mixture of lodging, retail, restaurant, and other visitor-serving commercial uses and residential units on upper levels. The Pier Bowl Core

also includes a timeshare development at 104 South Alameda Lane and two developed properties at 119 Coronado Lane and 512 Monterey Lane.

The area allows for commercial visitor-serving uses or a vertical mix of commercial visitor-serving uses on the ground floor (level of Avenida Victoria frontage) and residential uses (including senior and affordable housing) on upper levels. While residential isn't required on upper levels, housing is encouraged above the street level to provide opportunities for employees or owners of businesses to reside within walking distance of an activity center with transit access. The Architectural Overlay requires projects to have Spanish Colonial Revival architecture consistent with Design Guidelines in Chapter 3. The VSCD Overlay prioritizes visitor-serving uses in pedestrian-oriented spaces with frontage to street level along the sidewalk on the lower grade of properties. Street level is on Avenida Victoria for properties on the 600 block of Avenida Victoria, on Coronado Lane for properties at 104 South Alameda Lane and 119 Coronado Lane, and on Coronado Lane and Monterey Lane for the property at 512 Monterey Lane. Visitor-serving use types prioritized in the Pier Bowl Core, include but are not limited to retail, commercial services, lodging, and restaurants. Less pedestrian-oriented uses, such as offices, should be located to the rear of properties or on upper levels, preferably in spaces that are not street-facing.

D. Public Facility Areas.

There are 4.5 acres of property designated Public shown on Figure 2-1. The Public designation allows for public facilities, including governmental offices, recreational and cultural facilities, parks, parking lots, and similar uses. Public designated areas include the Casa Romantica Cultural Center and Gardens, Park the municipal parking lot, the Amtrak/Metrolink Station and Parque Del Mar.

1. Casa Romantica Cultural Center and Gardens (P1 area).

The Casa Romantica Cultural Center and Gardens is situated on a bluff-top overlooking San Clemente's Pier and the rest of the Pier Bowl. The Spanish Colonial Revival style residence was built in 1928 and represents an important part of San Clemente's past. The original home of Ole Hanson, the founder of San Clemente, the Casa Romantica is considered an historic and aesthetic treasure of the community. The City purchased the Casa Romantica in 1988 in order to preserve the Casa Romantica as a historic landmark. The Casa Romantica is included in to the National Registry of Historic Places. The Casa Romantica property consists of 2.43 acres and is accessed by Avenida Granada. The property slopes downward, from north to south, with a coastal bluff on the ocean side that drops off to the railroad tracks and beach below. The single-story Spanish Colonial Revival style residence is designed around a central courtyard. The main building occupies approximately 8,000 square feet and has nine bedrooms. Two large contemporary-style condominium complexes border either side of the building.

In 2003, the Casa Romantica Cultural Center and Gardens opened for public use. Since, the facility continues to be a successful adaptive reuse in terms of preserving the historic resource and providing a facility for cultural, art, and educational programs.



Casa Romantica entrance

2. Municipal parking lot (P2 area).

The Municipal Parking Lot consists of 151 public off-street parking spaces on the north side of Avenida Del Mar below the Casa Romantica site. Bordering the parking lot is a parkway with a meandering red-stamped concrete sidewalk and a landscaped strip that includes palm trees, coral trees, and turf. The primary function of the parking lot is to provide needed parking for the commercial uses and the beach. The parking lot presently provides a dramatic view corridor of the Pier and the ocean from Avenida Del Mar. As one travels down from the top of Avenida Del Mar, the Pier Bowl and the ocean can be seen as a backdrop to the street and buildings. Around the final bend of Avenida Del Mar, white water views of the ocean can be seen. At this point, the Pier, the surf, and the sand are all in view.

3. Parque Del Mar (P2 area).

Parque Del Mar is located in the heart of the Pier Bowl area. This park primarily serves as an extension of the pier and beach facilities. The Parque Del Mar is a linear park that extends from the Beachcomber Hotel to the base of the bluff below the Casa Romantica and is adjacent to residential and mixed uses. Parque Del Mar includes the main entrance to the Municipal Pier, the Amtrak/Metrolink Station, picnic tables, passive open

space, and 160 public parking spaces. Public access to the beach is available, but the City considers and pursues opportunities to improve coastal access, including upgrades to railroad crossings.

H. **Overlay Zones.**

There are two overlay zones in the Pier Bowl Specific Plan: the Architectural Overlay and Visitor Serving Commercial District Overlay. The overlays are described below and shown on Figure 2-2.

1. Architectural Overlay.

Except for OS1 areas, the Pier Bowl is entirely within the Architectural Overlay. The purpose of the "A" Overlay designation is to signify a visually distinct district in San Clemente, containing structures characterized by two significant design orientations: 1) the City's traditional architectural style, Spanish Colonial Revival, and 2) small-scale businesses with walkable streets to preserve the traditional downtown atmosphere and pedestrian orientation. While the intent is for the Pier Bowl to have a "Spanish-Village-by-the-Sea" theme. In some instances; however, a site may have historic resources with a distinctive architectural style other than Spanish Colonial Revival (SCR) or a project may involve a minor remodel that is impractical to convert an existing structure into a true form of Spanish Colonial Revival architecture. In these instances, SCR may not be required according to Chapter 5, Development Standards.

While Public Open Space (OS1) areas are not a part of the Architectural Overlay, the City requires SCR architecture for the development and major remodels of public buildings, and for the development and major remodels of visually prominent, non-residential, quasi-public structures such as churches, assembly halls, theaters and cultural facilities, except in those districts allowing for a different architectural style.

2. Visitor-Serving Commercial District Overlay.

The MU4 and CRC areas (shown on Figure 2-1) are in the Visitor Serving Commercial District (VSCD) Overlay. The VSCD designation is to signify core commercial and mixed-use districts in which the City will require pedestrian/visitor serving uses to be located in pedestrian spaces (on the street level of the project along the sidewalk/street), thereby facilitating visitor-serving uses and pedestrian activity along sidewalks and throughout the area. This Overlay sets aside certain commercial areas to ensure adequate sites to accommodate the provision of additional new visitor-serving commercial and lodging development in the Coastal Zone. This goal is to be achieved by reviewing all uses requiring discretionary review for their appropriateness in pedestrian spaces. The City recognizes that the market for pedestrian/visitor serving uses in the overlay fluctuates and, as

such, provides this discretionary review process for the approval of non-pedestrian/visitor serving uses in pedestrian spaces.

203 Affordable Housing Program

New residential development in the Pier Bowl shall be consistent with policies and programs in the City’s Housing Element. The Pier Bowl does not have a development agreement that requires a developer to meet specific financial commitments with regard to the provision of affordable and senior housing development. The majority of future development in the Pier Bowl will be “infill” on vacant or under-used parcels within areas that are largely developed and served by public services and facilities. For these types of projects, the following Housing Element programs are highlighted that primarily facilitate the development of affordable and senior housing.

A. Inclusionary Housing.

The Housing Element inclusionary housing program (implemented by Zoning Ordinance Section 17.24.120) requires developers of six or more units to set aside four percent of the total number of units for households earning 50 percent or less of the median income. This affordable requirement can be provided either on-site, off-site, or through the payment of an in-lieu fee or provision of land. The in-lieu fee option was intended primarily for small to midsize in-fill developments or subdivisions where insufficient land exists to provide both for-sale and rental units.

B. Density Bonus and Other Incentives.

The City provides density bonus and other housing regulatory incentives in Zoning Ordinance Section 17.24.070 to implement California Government Code Section 65915 for affordable housing projects. When an applicant seeks a density bonus for a housing development or for the donation of land for housing in the City, then the City shall provide the applicant with incentives or concessions for the production of housing units. The incentives or concessions are limited in that they shall not adversely impact coastal access, public recreation, community character, any other sensitive coastal resource, or any other resource governed by Chapter 3 of the Coastal Act. For further details on these provisions, please refer to State Government Code Section 65915 and Zoning Ordinance Section 17.24.070.

204 Open Space, Recreation Trails, and Coastal Access

The Pier Bowl contains 15.6 acres of open space designated Open Space Public (OS 1), shown in Figures 2-1 and 2-3. The OS 1 designation allows for publicly owned and dedicated parklands, passive open space areas, beaches, active recreational facilities, parking and habitat protection areas. The open space includes a popular City beach, the pier, concessions, a portion of the beach trail, and Linda Lane Park. Parque Del Mar Park and Park Semper Fi are described in Section 201 above.

A. Beaches.

Located between the Dana Point Headlands and San Mateo/Cotton's Point is the Capistrano Bight. Within the Capistrano Bight is a southwestern facing stretch of coastline with pristine sandy beaches, five miles of which make up the San Clemente coastline. San Clemente beaches are popular for surfing, body boarding, sun bathing, walking, volleyball, fishing, and other ocean related activities. The City beach includes two miles, or approximately twenty acres, of coastline. Annually, City beaches receive approximately 2.5 million visitors. The number of visitors in any one year is greatly dependent on the summertime weather. Single and multi-family residential uses are located along the 100 foot tall bluffs that overlook the beach. The most heavily used City beaches are the Pier Bowl, North Beach, and "T" Street.

The Pier Bowl contains 11.5 acres of the City beach along almost half a mile of the City's coastline. The beach at the Pier Bowl, with its concentration of year round activities, may be considered the City's most popular beach. Some of the facilities on the beach include: the Municipal Pier, volleyball courts, fire pits, picnic areas, beach concession stands, restrooms, and showers. The City's marine safety headquarters is also located on the City beach. The pier and marine safety headquarters are described in Section 204 below.

1. San Clemente Pier.

With the development of San Clemente, Ole Hanson provided a number of recreational facilities. Two of these facilities within the Coastal Zone, the Municipal Pier and the Ole Hanson Beach Club, remain in use today. The quarter-mile long Municipal Pier was built as a gift to the community in 1928. The Municipal Pier has been impacted by coastal storms and rebuilt several times, most recently in 1983.

The Pier is accessed by a railroad at-grade crossing and underpass located across Avenida Victoria from the Pier Bowl Core Mixed Use area. The access point is adjacent to train and bus stops, Parque Del Mar park, the beach trail, and the City beach. The City considers and pursues opportunities to improve coastal access, including upgrades to railroad

crossings. The beach adjacent to the Pier is very popular for surfing, body boarding, swimming, and sunbathing.

The primary recreational use of the Pier is for fishing and for quiet strolls to enjoy the beautiful setting, views of the ocean and sunset. Also, the pier provides a small concession and bait-and-tackle shop at the end and the Fisherman's restaurant, bar, and beach concession stand at the base. The Pier Bowl area is also known for its special community events, such as the Fourth of July fireworks show and the Ocean Festival. The Ocean Festival - Billed as "The Greatest Show on Surf," features a variety of ocean related events. Due to the diversity of attractions in the Pier Bowl, the Municipal Pier access receives the highest use of any coastal access point in the City.



San Clemente Pier

2. Marine Safety Headquarters.

The marine safety headquarters is located on the Pier Bowl portion of the City's shoreline. The facility contains the City's lifeguard operations directly supporting coastal access and recreation at the beach. The establishment of the building pre-dates the enactment of the Coastal Act.

The marine safety building is seaward of the railroad rock revetment so it is susceptible to waves, erosion, sea level rise, and storm surges (see Figure 2-3 for a vicinity map). Due to these coastal hazards, the LUP includes a policy for the redevelopment and relocation of the marine safety headquarters. The policy prevents new permanent structures on the sandy beach except for the redevelopment of a headquarters until an operationally suitable alternative inland location is available. This Specific Plan provides

options for relocating the marine safety headquarters in the future if the City decides to pursue a project within the Specific Plan area.



Marine Safety Headquarters

B. Parks.

There are three public parks in the Pier Bowl: Linda Lane, Parque Del Mar, and Park Semper Fi. Parque Del Mar is on Public (P2) designated property so this park is described in Subsection 202.D above. The Beaches, Parks, and Recreation Master Plan provides a framework for decision makers to plan, maintain, and develop and/or rehabilitate beaches, parks, and recreation facilities in the Pier Bowl and other areas of San Clemente.

1. Linda Lane Park.

Linda Lane Park is a four-acre site located within the north side of the Pier Bowl area, adjacent to the beach and multi-family residential uses. Linda Lane Park is accessed from Encino Lane that transitions into Linda Lane within the park. Recreational amenities include swings and creative play equipment, picnic tables, benches, a grass play area and approximately 131 public parking spaces (all metered). Public access to the beach is available.

2. Park Semper Fi.

Park Semper Fi sits on the hillside to the west of the Municipal parking lot that extends from Avenida Victoria down to the coastline. Park Semper Fi is a special use facility and was established as a tribute to the United States Marine Corps in 2005. The park is approximately one-eighth of an acre, and

is situated on a slope above Parque Del Mar. The park has a monument that was dedicated to the Marine Corps centrally located in the park.



Park Semper Fi

C. Recreational Trails.

Recreation trails within and in proximity to the Pier Bowl are shown on Figure 2-4 and described below.

1. Beach Trail.

The City participated and consulted with the National Park Service, the State Department of Parks & Recreation, the State Coastal Conservancy, the California Coastal Commission and other public and private entities and interested parties in designing, locating, funding, acquiring, and implementing the California Coastal Trail (CCT) segment located within San Clemente's Coastal Zone. This section of the CCT, known as the "San Clemente Beach Trail" (Beach Trail), is a popular route used by pedestrians and bicyclists, linking beach access points from North Beach to Calafia State Beach.

The Beach Trail is a popular route used by pedestrians and bicyclists, linking beach access points from North Beach to Calafia State Beach. The Beach Trail is a 2.3 mile long trail (.5 miles is within the Pier Bowl) that is primarily comprised of decomposed granite with a half mile long bridge segment. The northern and southern sections of the trail are located on the inland side of the train tracks and the middle segment (Corto Lane to T-Street) is located on the ocean side of the train tracks. The trail is improved

with post and cable fencing to protect users from passing trains. The Beach Trail has 13 access points to the beach that include improved at grade crossings, underpasses, and bridges. The Beach Trail is part of a planned continuous trail system traversing the length of the state's coastline, designed and sited to link with contiguous trail links located along many coastal jurisdictions.



Beach trail

2. Bikeways.

There are several bike routes through the City that can be used to access the Pier Bowl area – three routes run parallel to the coast: the Beach Trail, a Class 2 route along El Camino Real, and a Class 2 route along South Ola Vista. The north/south bicycle routes are located on Avenida Pico, Camino De Los Mares, and Avenida Vista Hermosa. In terms of future routes, the Bicycle and Pedestrian Master Plan identifies a planned Class 3 bikeway on Avenida Del Mar/Avenida Victoria to improve bicycle connections to-and-from the Pier Bowl to the Downtown and existing bicycle routes along El Camino Real and Ola Vista.



Beach trail provides a scenic bicycle route along the coastline

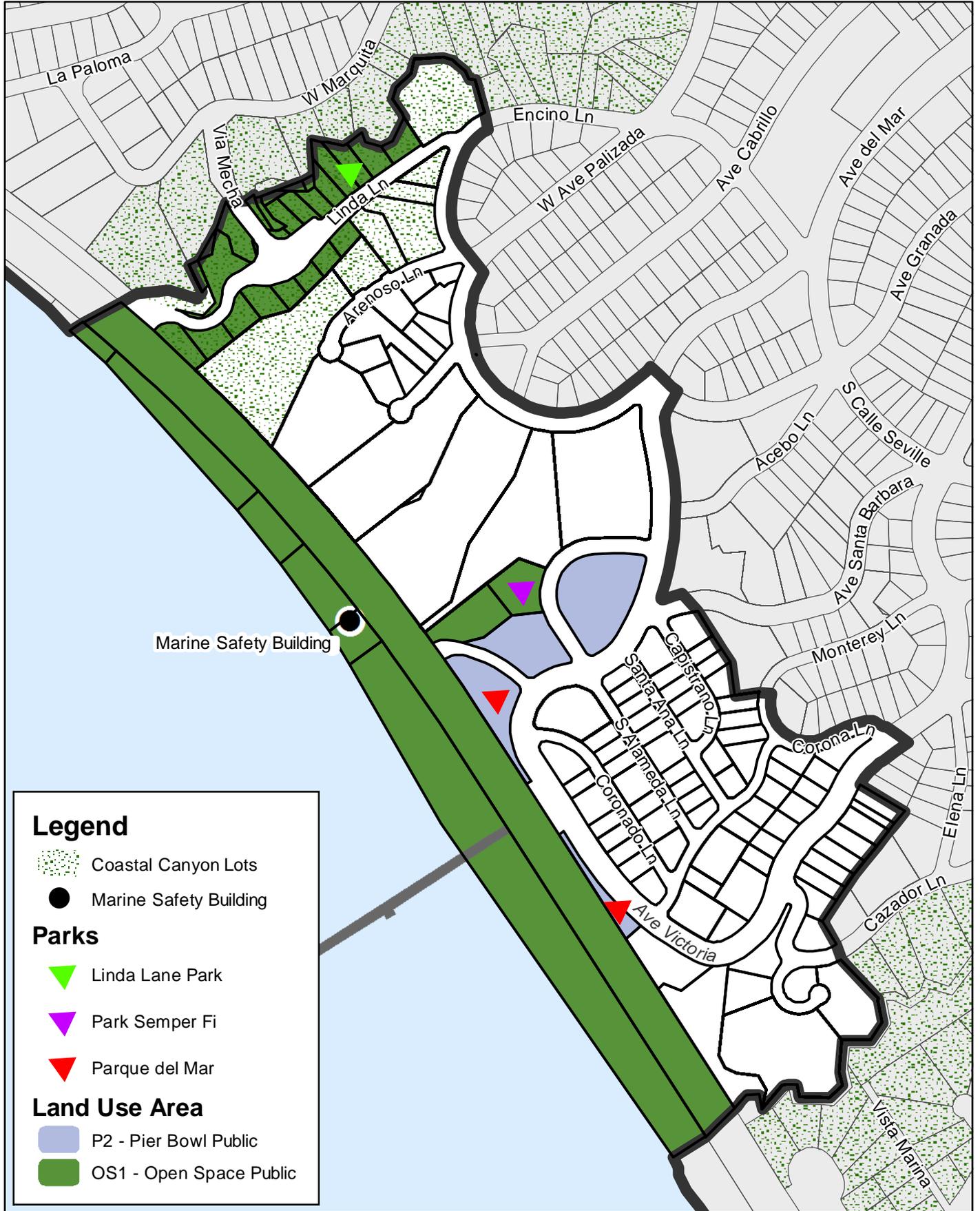
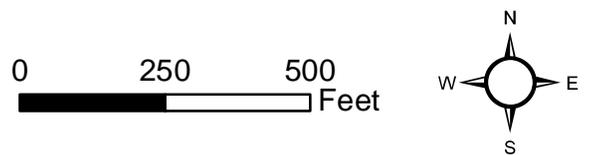
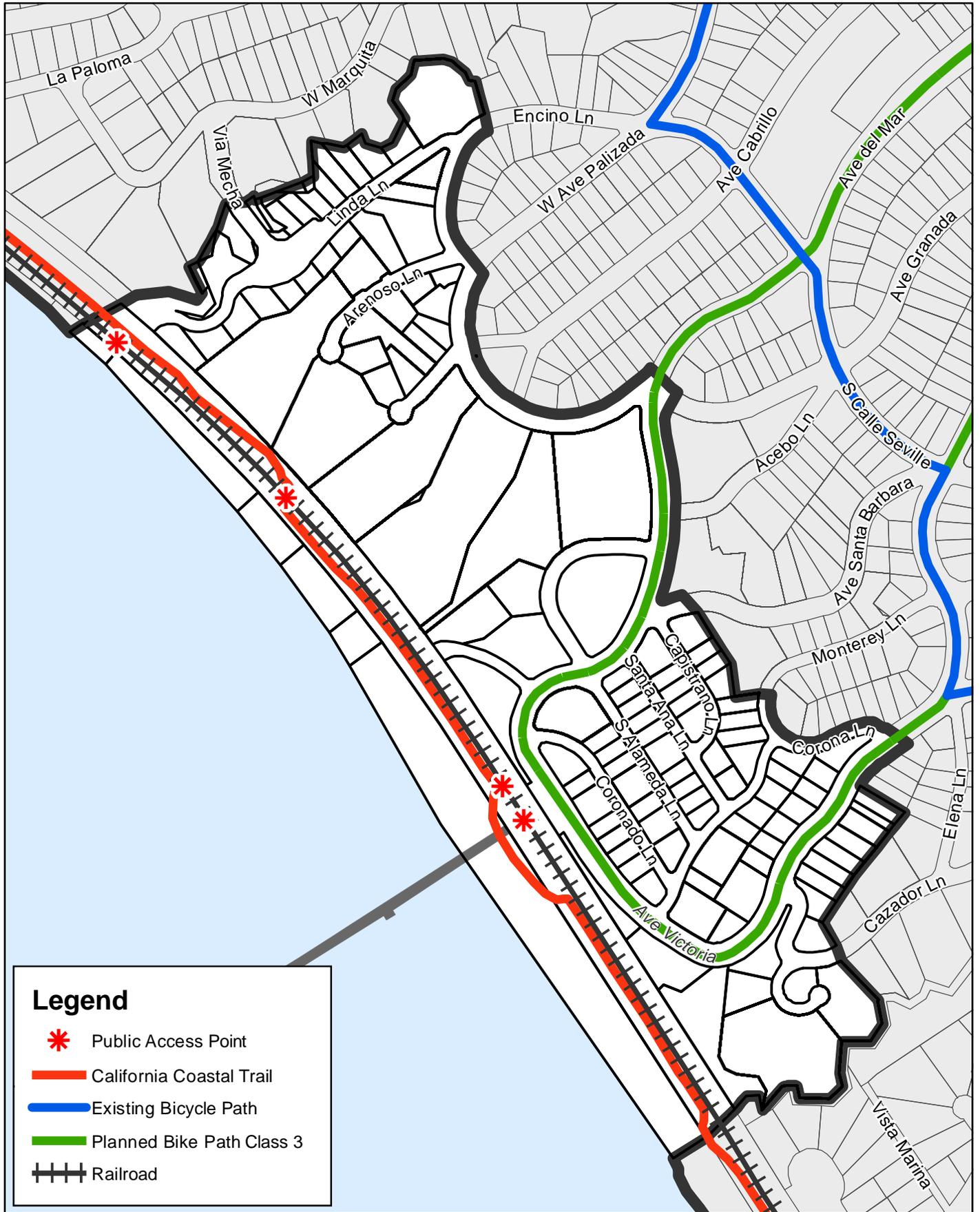


Figure 2-3
Open Space



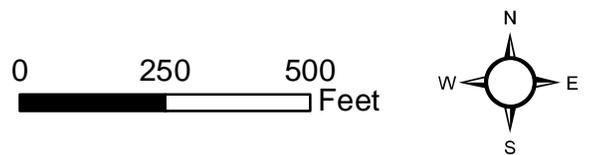


Legend

- * Public Access Point
- California Coastal Trail
- Existing Bicycle Path
- Planned Bike Path Class 3
- Railroad



Figure 2-4
Trails and Bikeways



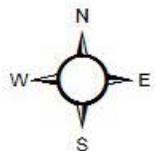
D. Coastal Access Points.

The Pier Bowl contains three coastal access points along the Beach Trail: Linda Lane, Corto lane, and the Municipal Pier. Figure 2-5 shows these coastal access points and other access points along the Beach Trail located outside the Pier Bowl.

Figure 2-5 Coastal Access Points



Figure 2-5
Coastal Access Points



1. Linda Lane Park access point.

Linda Lane Park was constructed by the City of San Clemente in 1975 (see Figure 2-6). The park facilities provide excellent parking and beach recreation opportunities. There are approximately 135 public parking spaces in the Linda Lane area. Recreation facilities within the park include a children's play area and a picnic area. The recreational facilities on the beach, coined "Second Spot" by the locals, includes one volleyball court and restrooms. Vehicular access to Linda Lane Park and beach access point is provided by Linda Lane itself (which is one way westbound). Beach and park users exit via Mecha Lane (one way northbound), which intersects Avenida Marquita. The beach access is by a large storm drain tunnel under the railroad right-of-way. There is also an approved public access stairway that leads from Arenoso Lane at the top of the coastal bluff down to Linda Lane Park and a public viewpoint from Linda Lane Park.

Figure 2-6 Linda Lane



2. Corto Lane access point.

Corto Lane access is located on Corto Lane, a short street with a cul-de-sac at the end. The access is located between two large condominium projects and leads to a long stairway that makes its way down the coastal bluff. The beach access is an at-grade protected pedestrian railroad crossing. This access point leads to the beach called "Second Spot" (see Figure 2-7).

Figure 2-7 Corto Lane



3. Municipal Pier access point.

The Municipal Pier access can be reached by a number of routes through San Clemente. The most direct route is provided by Avenida Del Mar and Avenida Victoria, turning west from El Camino Real. The configuration of Avenida Del Mar and Avenida Victoria form the "bowl" of the pier area, and are the main components of the roadway network in the vicinity. Avenida Granada, Avenida Rosa, and Avenida Algodon also provide convenient access to the Pier Bowl by connecting with Avenida Del Mar and Avenida Victoria west of El Camino Real. Access to the Pier Bowl is also available by bus, established bicycle routes, and the beach trail. For more information on the Pier, see Subsection 204.A, above.

Figure 2-8 Municipal Pier



205 Grading Concept

The Pier Bowl is a portion of the San Clemente coastline that transforms from the vertical coastal bluff face into a large bowl that forms a natural amphitheater to the ocean and pier. The Pier Bowl's gentle sloped topography is a result of ancient landslides that caused portions of coastal bluffs to erode and become subdued, forming a more gentle bowl shape along the coastline than the near vertical bluffs elsewhere in the City. The topography is also defined by coastal canyons that enclose the sides of the Pier Bowl and by coastal bluffs along the coastline. The Palizada coastal canyon is along the north boundary of the Specific Plan and Trafalgar coastal canyon is on the south boundary. The Pier Bowl is mostly developed and is serviced by utilities. The grading concept for the Specific Plan is based on the City's grading ordinance and grading and development design guidelines in Chapter 3, Design Guidelines.

Within areas intended to be graded, grading should maintain or enhance the major natural landforms within the Pier Bowl. Slopes should be contoured to blend with the natural terrain at the development edge. Large flat slopes and highly visible down drains should be avoided. Vegetation, irrigation, and continuing maintenance programs should be used to stabilize slopes, with native trees and shrubs used to soften their appearance. Building pads should be designed and sited in a manner that compliments the natural topography and does not interrupt the view of the ocean from the public view corridors described in

Section 208 below. Precautions should be taken during grading operations to ensure coastal canyons and bluff habitat areas are protected. Coastal canyons and bluff habitat lots are shown on Figure 2-3.

206 Circulation Plan

The General Plan goal for the Pier Bowl focus area envisions a highly active pedestrian-oriented coastal center that is easily accessible. To achieve this vision, the transportation system needs to provide an effective and efficient means of circulating people in-and-out of the Pier Bowl area across multi-modes. The vehicular and transit components of the transportation system are described below. Bicycle and pedestrian transportation modes are described in Section 204 above. City programs and funding sources for circulation improvements are addressed in Chapter 4, Implementation.

A. Vehicular Circulation.

Regional traffic service to the Pier Bowl area is provided by the San Diego Freeway (I-5) and El Camino Real. The I-5 runs parallel to the coastline and traverses the length of the City. Freeway access to the Del Mar business district and the Pier Bowl is from the Avenida Palizada and Avenida Presidio interchanges. The Pier Bowl circulation system includes the following roadways shown on Figure 2-9:

1. Avenida Palizada.

Avenida Palizada is a two-lane street that is the most northern access road into the Pier Bowl. Avenida Palizada winds its way down into the Pier Bowl from the I-5 interchange. The streetscape plan (see Chapter 3) identifies the intersection of Avenida Palizada and Calle Seville as a secondary gateway into the Pier Bowl area, as shown on Figure 3-1.

2. Avenida Del Mar.

Avenida Del Mar is a two-lane street that is considered the primary entrance road into the Pier Bowl. Avenida Del Mar extends from its intersection with El Camino Real, dissecting through the Del Mar/T-Zone Downtown business district and terminating at the base of the Pier where it meets Avenida Victoria. The streetscape plan identifies the intersection of Avenida Del Mar and Calle Seville as the primary gateway into the Pier Bowl area.

3. Avenida Victoria.

Avenida Victoria is a two-lane street that is the southern access road into the Pier Bowl. Avenida Victoria extends from the base of the Pier to El Camino Real and to I-5 via Avenida Presidio. The streetscape plan identifies the intersection of Avenida Victoria and Calle Seville as a secondary gateway point into the Pier Bowl, as shown on Figure 3-1.

4. Local collectors.

There are several two-lane roadways used to circulate through residential neighborhoods within and near the Pier Bowl and connect to the streets described above to enter-and-exit the Pier Bowl. These streets include Alameda Lane, Calle Seville, Coronado Lane, Santa Ana Lane, Capistrano Lane, and other two-lane roadways.

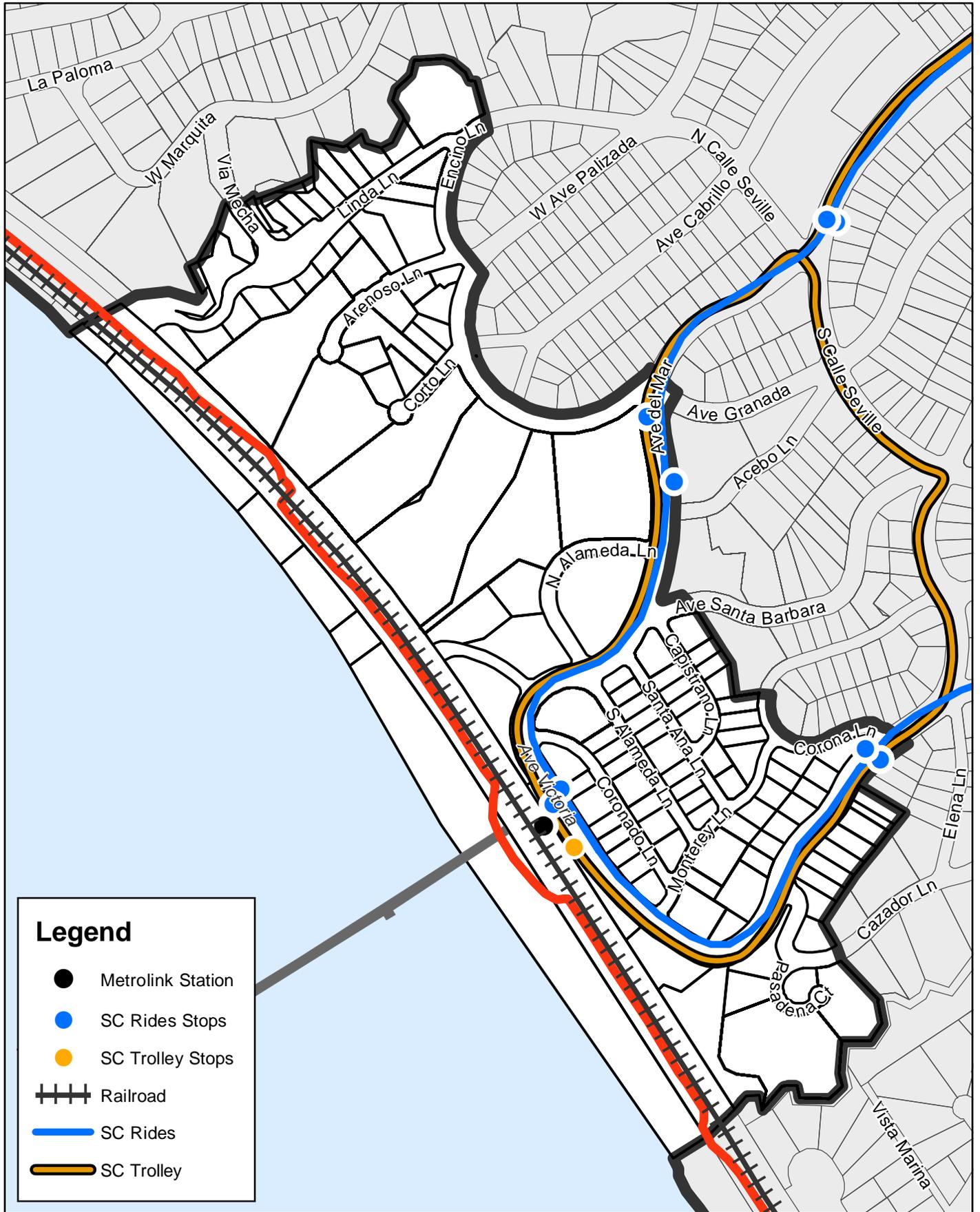
The street network in-and-out of the Pier Bowl was established back when the City was first developed in 1925. The existing circulation pattern in the Pier Bowl leads a vehicle down Avenida Del Mar to the base of the Pier. From the Pier, the vehicle is lead up Avenida Victoria where motorists not familiar with the City can become lost trying to find their way back to Avenida Del Mar or I-5. Since the street network is in place and the Pier Bowl is nearly built out, there is limited room for expansion of these streets. Because of this limitation, improvements to the circulation system are focused on improvement of traffic flow by defining circulation patterns more clearly with streetscape improvements and directional signing, rather than widening or developing new streets. A goal of this circulation plan is to direct traffic to the municipal parking lot, eliminate confusion on how to enter and exit the Pier Bowl, and minimize traffic circulating through residential streets.

B. Transit Service.

The Pier Bowl has access to public transit services described below and shown in Figure 2-9.

1. Rail service.

The 351-mile Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN Corridor) travels through a six-county coastal region in Southern California. The segment that runs through San Clemente is a single track and is owned and maintained by the Orange County Transportation Authority (OCTA). Although the right-of-way is owned by the OCTA, the Beach Trail, protective fencing and improved, signalized pedestrian-grade crossings parallel to the railroad tracks are maintained by the City of San Clemente. The primary passenger railroad carriers through are by Amtrak and Metrolink. The two passenger rail services operate separate stations in the City at two different locations. The Amtrak station is located at San Clemente Pier (shared with Metrolink), while the Metrolink station is located at the north beach area. Rail services are described below:



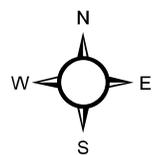
Legend

- Metrolink Station
- SC Rides Stops
- SC Trolley Stops
- +++ Railroad
- SC Rides
- SC Trolley



Figure 2-9
Circulation System

0 250 500 Feet



a. Amtrak.

There is an Amtrak connection at a station near the Pier that provides regional access to City Trains (Pacific Surfliner and California Coastal Services) stop at the Pier daily in the spring and summer, from late April to October. During the rest of the year, service is limited to weekends and holidays only. There are four northbound and southbound trains which serve this facility on the weekdays. On weekends, there are two trains (both northbound and southbound) which serve this facility. Regional access to this facility is via Avenida Del Mar and Avenida Madrid, which connect to El Camino Real. Local access to the station is provided through the driveway along Avenida Victoria. Paid public parking spaces are currently provided at the station.

b. Metrolink.

Metrolink commuter trains inaugurated service for the City in 1995, providing peak hour commuter transportation to key cities in both Orange and Los Angeles Counties and connections beyond. Currently, two Metrolink lines provide service in the City of San Clemente (at San Clemente Metrolink Station in North Beach and San Clemente Pier), which are the Orange County Line and Inland Empire – Orange County Line. The rail service and number of stops per day are subject to change. The North Beach Metrolink station is accessible from the Pier Bowl using the Beach Trail. Regional roadway access is provided from Avenida Pico and El Camino Real. Local vehicular access to the station is provided through the driveways along El Camino Real. Paid public parking spaces are available at the station. OCTA bus Routes 91 and 1 service the station. On Weekends, two northbound and two southbound Metrolink trains stop at San Clemente Pier station.

2. On-demand transit service. Lyft, Uber, and taxi companies provide on-demand curb-to-curb shuttle service to the area.

3. San Clemente Trolley.

The San Clemente Trolley is a City shuttle service that started in summer 2017. In 2018, the trolley service operated from May through September, Monday through Friday 12 noon - 10 pm, Saturday 10 am - 10 pm, and Sunday 10 am - 8 pm. The trolleys are free to ride, and riders can expect a trolley at each stop about every 15 minutes. There are 16 stops clearly marked with signs.

Three trolley vehicles operate on a route that connects to the Outlets at San Clemente, the North Beach Metrolink station, runs along North El Camino

Real, and travels through downtown to the Pier Bowl and back to El Camino Real. The City has plans to expand trolley shuttle service. The City submitted an OCTA grant application to help fund additional service days for the Summer 2018 trolley operating season, and an expansion of the trolley to connect with the Dana Point Trolley in Summer 2019.

C. Bicycle and Pedestrian Mobility.

Bicycle and pedestrian circulation trails are described in Subsection 204.C above.

D. Parking.

There are 581 public parking spaces in the Pier Bowl to support land uses in the area: 425 on-street spaces and 156 spaces in off-street lots or located at coastal access points. 395 of the parking spaces are metered. Public parking spaces are in highest demand along Avenida Victoria, in the Municipal Parking lot, and at Linda Lane Park near primary coastal access points. At these high-demand locations in the Pier Bowl, there are 398 public parking spaces summarized below in Subsection 204.D.

Table 2-1 – Parking at Coastal Access Points

Coastal Access Location/ Name	Type of Public Access	# of Parking Spaces			
		On-Street	On-Site	Metered Spaces	Total
Linda Lane City Park	Foot-Path	131	0	129	131
Corto Lane	Stairway	0	5	None	5
San Clemente Municipal Pier	Foot-Path	115	151	266	266
Totals		246	156	395	402

207 Landscape Concept

The four primary goals for Pier Bowl’s landscape concept are to: 1) enhance the Pier Bowl’s "Spanish-Village" character, 2) develop a unified streetscape design, 3) create a sense of arrival, and 4) maintain and enhance public view corridors. The landscape and streetscape concept, described further in Chapter 3, maintains and enhances the "Spanish Village" character of the Pier Bowl. To achieve this theme, California native species are encouraged, but non-native species are allowed when proposed to follow Chapter 3 Streetscape Design Guidelines and when located in areas not adjacent to or in proximity with the bluff, coastal canyons, the ocean, or other open space areas. In these sensitive and natural open space areas, plant materials should be used that blend-in with and complement the native Southern California environment to provide a sustainable and environmentally sensitive landscape system that is water conscious,

environmentally or micro-climate appropriate, and allows visitors to observe unique Southern California plant species.

Development of a unified streetscape will enhance the Pier Bowl's pedestrian and vehicular circulation system. Streetscape includes: street trees, street furniture, lighting, signage, and sidewalks. Unity in the streetscape design will help identify the key circulation routes for the pedestrian and the driver by establishing a pattern that is recognizable to the user. The streetscape should also create a "sense of arrival" at key intersections entering the Pier Bowl. This goal is accomplished by creating focal areas, or gateways, at key intersections along the main circulation routes.

Landscaping must be consistent with the LCP and requirements of the Orange County Fire Authority. Plantings must be primarily drought-tolerant and must be entirely consist of non-invasive species. The City will give consideration to the reduction of landscape maintenance and water consumption, adaptability to high-salt and high boron local soil conditions, low fire-fuel content in transition areas between development and open space, and enhancement of slope stability and erosion control.

208 Public View Corridors

The coastal bluffs, the oceanfront, the Pier, and Casa Romantica provide scenic views in the Pier Bowl. There are four designated significant view corridors from public lands in the Pier Bowl identified in the General Plan and Local Coastal Program (LCP). The public view corridors are shown on Figure 2-10. These public view corridors are protected based on valued public views of scenic and visual qualities of coastal areas. Permitted development will be sited and designed to protect designated public view corridors by making sure projects preserve the physical features of coastal bluffs and canyons, and where feasible, enhance and restore scenic and visual qualities of the coastal zone. This includes protecting public views to and along the ocean and coastal bluffs, visually significant ridgelines, and coastal canyons, open spaces, prominent mature trees on public lands.

209 Infrastructure Plan

City initiated capital and maintenance improvements are planned, budgeted, and prioritized by the City Council through the annual budget and Capital Improvement Program (CIP). Developers of property within the Pier Bowl will construct required infrastructure improvements, such as streets, water lines, bikeways, trails, sewers, storm drains, etc., in conjunction with their projects. Chapter 4, Implementation, describes the CIP, infrastructure requirements for private development, and funding programs. There is sewer and water capacity available for the Pier Bowl areas designated for development. For these systems and storm water drainage, the Master Plan for Water Distribution, Wastewater, and Drainage is used as a general guide for infrastructure improvements. For parks, beaches, and recreation facilities, the Beaches, Parks, and Recreation Master Plan provides a framework for decision makers to plan, maintain, and develop and/or rehabilitate beaches, parks, and recreation facilities in the Pier Bowl and other areas of San Clemente.

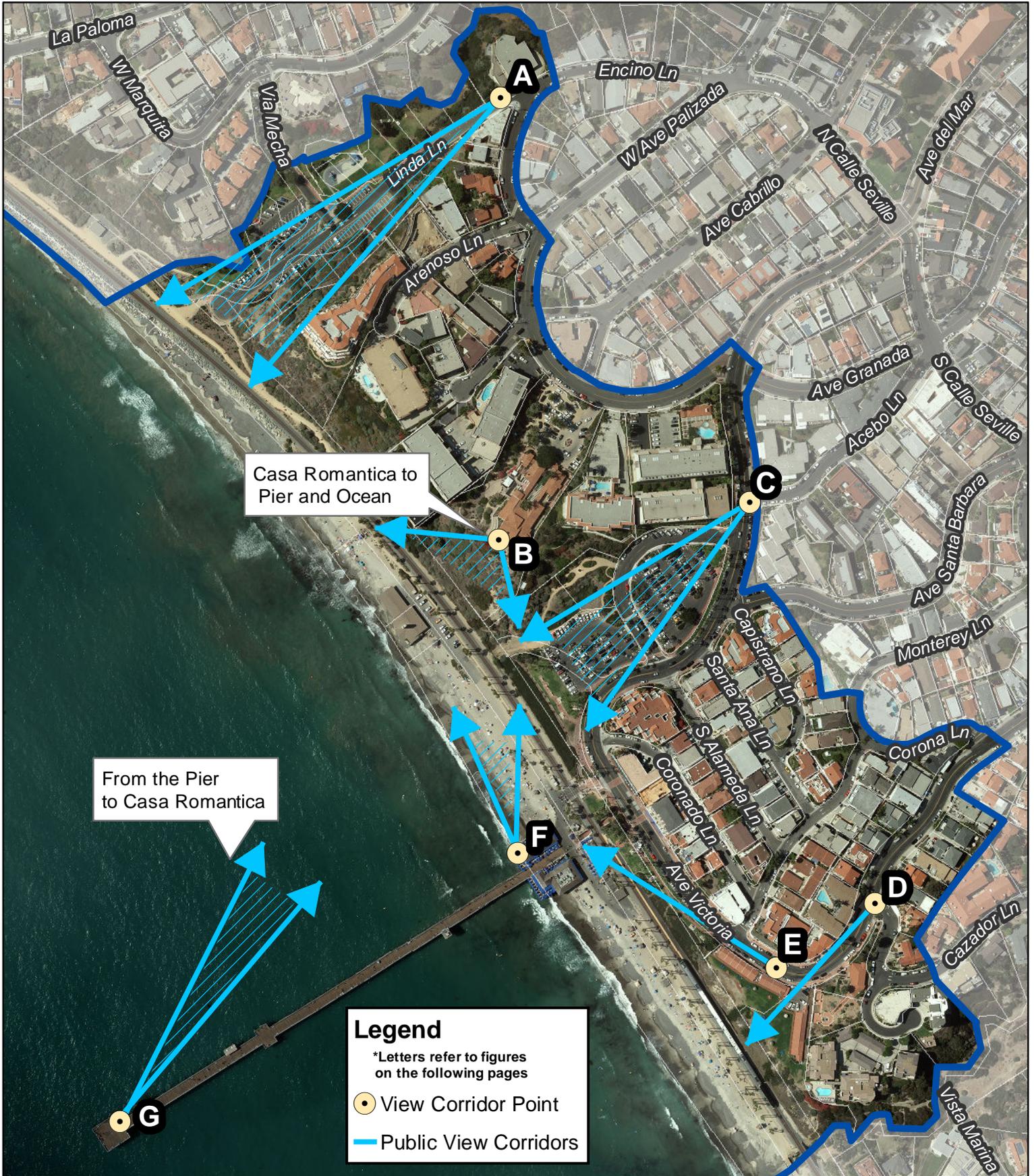


Figure 2-10
Public View Corridors



Figure 2-10-A – View from Linda Lane



Figure 2-10-B(1) – North View from Casa Romantica



Figure 2-10-B(2) - South View from Casa Romantica



Figure 2-10-C – View from Avenida Del Mar and Acebo Lane



Figure 2-10-D – View from Avenida Victoria to coast and Beachcomber



Figure 2-10-E – View from Avenida Victoria and Monterey Lane



Figure 2-10-F – View from Pier to Casa Romantica



Figure 2-10-G – View from Pier to Casa Romantica

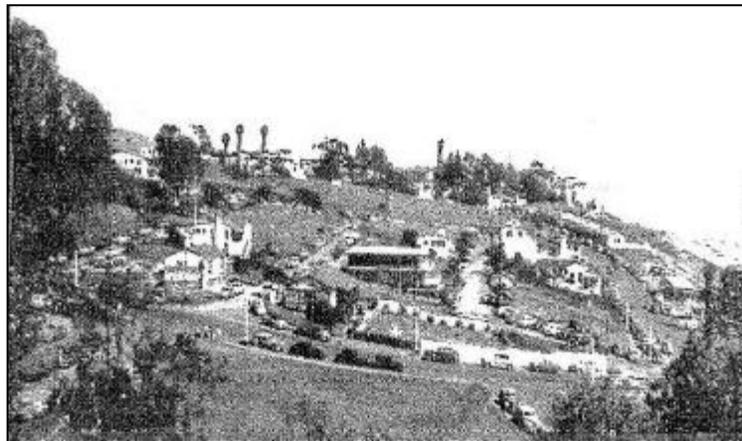


Chapter 3

DESIGN GUIDELINES

- 301 Purpose
- 302 Grading Design Guidelines
- 303 Site Design Guidelines
- 304 Landscape and Streetscape Guidelines
- 305 Architectural Guidelines

301 Purpose



Pier Bowl in early 1940's when all structures were required to have Spanish Colonial Revival design

A. **Purpose.**

This Chapter provides guidelines for grading, site planning, landscaping, and architecture. These design guidelines are to maintain and enhance the unique "Spanish-Village- by-the-Sea" character and the Pier Bowl's "sense of place." Urban design, architecture, and landscape architecture shall be integrated to create a unified "Spanish-Village" character by integrating the old with the new.

B. **Use of Guidelines.**

The design guidelines in this Chapter are used in conjunction with the City's Design Guidelines. First, the design guidelines in this Chapter are used as the primary reference for desired design principles in the Pier Bowl area. Then, when this Chapter does not address a site design, grading, landscaping, or architectural design topic, the City's Design Guidelines should be used as a reference to design projects.

The Pier Bowl design guidelines are used to design and evaluate projects that are subject to design review through a discretionary permit process, according to Chapter 6. This includes but is not limited to projects involving new development,

historic preservation projects, certain signage, and additions or major exterior modifications to existing structures. When projects do not require a discretionary permit, the City recommends these design guidelines be followed, but a decision is not made on a project based on consistency with design guidelines.

Design guidelines describe desired principles for designing projects that implement the General Plan and urban design program. The guidelines also provide a framework for decision-makers to evaluate design and make the necessary findings for design-related decisions. The Design guidelines should assist design efforts to meet or exceed the City's quality standards. More specifically, the objectives of the Design guidelines are to:

- Preserve and strengthen San Clemente's unique atmosphere and historic identity as the "Spanish Village By The Sea."
- Help implement the grading, land use, landscape, and other concepts described in Chapter 1.
- Define a consistent approach to site planning, architecture, streetscape, lighting, landscaping, and other design elements to achieve visual harmony within the Pier Bowl area.
- Preserve significant natural coastal zone features and develop pedestrian/open space linkages within and between neighborhoods.
- Recognize the unique character, constraints, and opportunities of the Pier Bowl area.
- Preserve and reinforce the integrity of historically significant structures and site according to the Local Coastal Program and Secretary of the Interior Standards for the Treatment of Historic Properties.
- Maintain and enhance public view corridors.

302 Grading Design Guidelines

Within areas intended to be graded, the following principles should apply:

A. **Natural Landforms.**

Grading should maintain or enhance the natural landforms within the Pier Bowl area, such as the arroyo bowl, coastal canyons and bluffs. Manufactured slopes should be contoured to blend with the natural terrain at the development edge. Large flat slopes and highly visible down drains should be avoided.

B. **Slope Stabilization.**

Vegetation, irrigation, and continuing maintenance programs should be used to stabilize manufactured slopes, with trees and shrubs used to soften their appearance.

C. Maximum Gradient.

The maximum gradient for manufactured slopes should not exceed a ratio of 2:1 (exceptions should be in compliance with criteria in the City's Grading Ordinance).

D. Scenic Views from Public View Corridors.

Building pads should be designed and sited in a manner that compliments the natural topography and does not interrupt the view of the ocean from public view corridors. Public view corridors are shown on Figure 2-10 in Chapter 2.

E. Resource Protection.

Precautions should be taken during grading operations to ensure coastal canyons and bluff habitat areas are protected. Coastal canyons and bluff habitat areas are shown on Figure 2-3 in Chapter 2.

303 Site Design Guidelines

Site planning should follow desired design principles in the City Design guidelines and the following:

A. Site Considerations.

1. Pedestrian elements for Visitor Serving Commercial Overlay.

The incorporation of pedestrian elements is of primary importance in site design when a project is located in the Visitor Serving Commercial Overlay. Pedestrian elements such as paseos, courtyards, plazas, and sidewalk arcades should be incorporated into a project whenever possible. Site design should consider adjacent pedestrian areas and attempt to form paseos (pedestrian walkways) between a series of private and public pedestrian areas to connect the streetscape including sidewalks and streets, open plazas, courtyards, cafes, and shops.

2. Relation to site.

The site design of the project should relate to the building size, bulk, and scale. How the building is placed on the site, street configurations, and pedestrian spaces should reflect the traditional form of the project's architecture. Many historic buildings, such as the Casa Romantica, have been situated to take advantage of the area's topography, climate, and views.



Casa Romantica View of Municipal Pier and Ocean

3. Relation between size and form.

Larger areas should reflect grand symmetrical forms, such as the example of the historic Hotel San Clemente in the downtown, while smaller areas should reflect irregular asymmetrical forms, creating intimate spaces.



San Clemente Hotel

4. Parking and service areas.

Parking and service areas can often diminish the pedestrian environment, so these areas should be screened from the primary streetscape where feasible.

5. Traditional site planning for Spanish Colonial Revival projects.

For projects with Spanish Colonial Revival architecture, traditional site planning is encouraged with enclosed patios and interior courtyards in somewhat formal arrangements. Water features are often focal elements in these enclosures.

6. Outdoor hardscape materials.

Outdoor hardscape materials should be brick, stone, tile, or other compatible materials and be placed in appropriate historical design patterns.

7. Sense-stimulating elements.

Sense-stimulating elements should be included in the site plan design, such as the sound of the water fountain, the scent of flowers, the play of light, and shadows off the building forms.

8. Preserve mature landscaping if feasible.

If a site has mature landscaping consistent with this Chapter, a project should preserve mature landscaping where feasible and practical.

9. Driveway cuts should be minimized.

Where feasible, driveway cuts should be minimized to maximize pedestrian access and landscaping along street frontages.

B. Surrounding Neighborhood.

1. Minimize impacts between commercial and residential.

The Pier Bowl is a blend of commercial and residential uses. In areas where commercial uses abut residential buildings and streets, careful site design is required to minimize the impacts on existing residential neighbors. For example, parking and loading areas that are visible from neighboring residential buildings should be avoided. Main entries to commercial buildings should be taken off primary pedestrian and vehicular circulation routes.

2. Consider all building sides.

Many of the properties in the Pier Bowl abut two or more streets and are visible from all sides. For this reason, careful design consideration should be given to all sides of a building. Side and rear elevations with less or dissimilar fenestration than is on the primary elevation are discouraged.

3. Neighborhood connections.

Spanish Colonial Revival pedestrian elements included within a site design should connect with the pedestrian elements of neighboring projects. The goal is to connect these elements with the pedestrian circulation system for the Pier Bowl.

304 Landscape and Streetscape Guidelines

A. Introduction.

Landscaping is an important component of the urban-design fabric; to a large extent, it establishes the overall site character. Well-conceived plantings can do much to transform an otherwise dull and barren site into a more useful, comfortable, and pleasant place. It also softens the visual image of architecture or development. A common landscape theme helps create a sense of place; it can provide areas for public activity by creating attractive spaces to enjoy views, relax, and recreate. The four primary goals for Pier Bowl's landscape are to: 1) develop a unified streetscape design, 2) enhance the Pier Bowl's "Spanish-Village" character, 3) create a sense of arrival, and 4) maintain and enhance public view corridors.

1. Unified streetscape design.

Development of a unified streetscape will enhance the Pier Bowl's pedestrian and vehicular circulation system. Streetscape includes: street trees, street furniture, lighting, signage, and sidewalks. Unity in the streetscape design will help identify the key circulation routes for the pedestrian and the driver by establishing a pattern that is recognizable to the user.



Example of unified streetscape in front of Casa Romantica

2. "Spanish Village" character.

The landscape and streetscape concept, described in this Chapter, will maintain and enhance the "Spanish Village" character of the Pier Bowl. Much of the impression of the "Spanish Village" is the tight-and-close arrangement of buildings where passageways are comfortable to the pedestrian on curving, winding streets, and alleys. The streetscape does not change the inherent spatial arrangement in the Pier Bowl, yet it can enhance it by making pedestrians more comfortable in their surroundings; and by enhancing public views, entries, and open space. The "Spanish Village by the Sea" can also be suggested by utilizing plant material and decorative streetscape furniture or paving materials which are reminiscent of the Spanish Colonial Revival styles. Materials should be consistent with the Spanish Colonial Revival tradition (see Section 305 below). Plant materials should be consistent with traditional plantings found at California Missions or in association with Spanish Colonial Architecture such as palms, flowering trees and vines, drought-tolerant plants, and succulents.

Two goals in creating a "Spanish Village" are to: 1) underground the overhead utilities, and 2) to preserve significant existing trees. If cost becomes a limiting factor in implementing these goals, then undergrounding utilities and preserving mature trees should apply to areas where the most aesthetic benefits will be gained.

3. Sense of arrival.

The streetscape should create a "sense of arrival" at key intersections entering the Pier Bowl. This goal is accomplished by creating focal areas, or entries, at key intersections along the main circulation routes. These entries are made "focal" by highlighting the location with highly noticeable

plant material, gateway structures, street furniture, or other spatial enhancements which signify changes in location, direction, or importance, in other words, gateways are created. The intent then is that the user notices the change from outside to inside, recognizes it as the gateway, and has the desired "sense of arrival."

4. View corridors.

A goal of the Specific Plan is to maintain and enhance public view corridors while allowing tree planting that supports and directs the streetscape. Public view corridors are shown on Figure 2-10 in Chapter 2. These views should be enhanced, directed, or protected by the planned streetscapes. The relative positioning of street trees, as well as the types selected, will allow windows of view in the key areas, as needed. Street trees are chosen, in part, for their respective character of becoming a manageable, mature size.

B. Criteria for Plant Selection.

Plantings should be consistent with the following planting guidelines so landscape and streetscape designs fit with the desired landscape concept for the Pier Bowl. Plant types and landscape plants are reviewed by the City for consistency with this Specific Plan and Local Coastal Program as a part of the project approval process.

1. Plants must be drought-tolerant, non-invasive, and non-toxic.

Plants must be primarily drought-tolerant and consist of non-invasive species. Plants should consist of non-toxic varieties in the public right-of-way and not have root systems that could become intrusive to underground infrastructure, such as sewer systems, because aggressive roots can damage sewer lines and cause sewer spills.

2. Spanish Village landscape theme.

Plant species should be used that maintain and enhance the City's Spanish Village "By The Sea" theme. To achieve this theme, California native species are encouraged, but non-native species are allowed when proposed in areas not adjacent to or in proximity with the bluff, coastal canyons, the ocean, or other open space areas (see Subsection B.4 below). Examples of Spanish Village themed plant types include select palm, citrus, and fruitless olive trees, and flowering shrubs and vines (or drought tolerant substitutes).



Use of Spanish themed plant palette to accent architecture

All individual site planting designs should be sensitive to the relationship of the landscape to Pier Bowl architectural guidelines. Those guidelines require the provision of outdoor spaces according to the Spanish Colonial Revival theme. Outdoor spaces take the form of arcades, courtyards, plazas, patios, verandas, trellis areas, and colonnades. Landscape designs should enhance such spaces in a manner that complements and reinforces the Spanish Colonial Revival theme, reminiscent of the Santa Barbara and Montecito area of California: flowering vines at walls, slopes, and trellises; use of course-leaf succulents, use of flowering shrubs and trees. A strong design with simplistic, yet rich, landscape plantings should be incorporated into the theme of each project.

Plantings adjacent to City streetscape areas should be aware of the streetscape design theme for the Pier Bowl and should complement, not conflict with it. In these circumstances, trees in frontages adjacent to City streetscapes may be the same as the designated City street trees (in Subsection B.5 below), but other varieties included in the planting lists are encouraged to add variety. Selection of additional varieties of trees helps to reduce creation of a tree monoculture. For example, palms, or palm-like trees (i.e., soft-tip yuccas, dragon trees, etc.) with slender trunks and relatively small canopies, which act to provide both a vertical delineation and frame views toward the sea. Working from a designated list limits the planting palette to provide continuity of theme.

3. Plant selection considerations.

Consideration will be given to the reduction of landscape maintenance and water consumption, adaptability to high-salt and high boron local soil

conditions, low fire-fuel content in transition areas between development and open space, and enhancement of slope stability and erosion control.

4. Native species in open space and other sensitive areas.

Native species should be used in areas adjacent to or in proximity with the bluff, coastal canyons, the ocean, or other natural open space areas. In these sensitive and natural open space areas, plant materials should be used that blend-in with and complement the native Southern California environment to provide a sustainable and environmentally sensitive landscape system that is water conscious, environmentally or micro-climate appropriate, and allows visitors to observe unique Southern California plant species. Plantings also are subject to constraints pertaining to soil and other environmental conditions (see Landscape Concept submitted with Site Plans). A soils agronomy report will be submitted with the landscape construction drawings.



Drought-tolerant planting near coastal bluff edge

5. Streetscape tree theme.

Street trees planted along the primary and secondary streetscapes should not vary from the primary and secondary tree species listed below. The streetscape program is explained in detail in this Chapter, while the planting list below reiterates the plant selections identified there. In order to maintain mature trees in the Pier Bowl, the preservation of mature, healthy trees is encouraged and may substitute for the required street trees.

a. Primary streetscape, primary street trees.

- (1) Trachycarpus fortune (Common name: Windmill Palm)

- (2) *Umbellaria californica* (Common name: California Laurel)
- b. Primary streetscape, secondary street trees.
 - (1) *Arbutus Unedo* (Common name: Strawberry Tree)
 - (2) *Cercis occidentalis* (Common name: Western Redbud)
- c. Primary streetscape, support tree in frontages.
 - (1) *Trachycarpus fortune* (Common name: Windmill Palm)
 - (2) *Arbutus Unedo* (Common name: Strawberry Tree)
 - (3) *Umbellaria californica* (Common name: California Laurel)
 - (4) *Livistona* spp. (Common name: King Palm)
- d. Secondary streetscape, primary street trees.
 - (1) *Aesculus californica* (Common name: California Buckeye)
 - (2) *Cercis occidentalis* (Common name: Western Redbud)
- e. Secondary streetscapes, support trees in frontages.
 - (1) *Arbutus Unedo* (Common name: Strawberry Tree)
 - (2) *Brahea edulis* (Common name: Guadalupe Palm)
 - (3) *Brahea armata* (Common name: Mexican Blue Palm)
 - (4) *Trachycarpus fortune* (Common name: Windmill Palm)
 - (5) *Koelreuteria* spp. (Common name: Chinese Lantern Tree)
- f. Gateway streetscapes, primary street tree.
 - (1) *Brahea armata* (Common name: Mexican Blue Palm)
- g. Gateway streetscapes, secondary street tree.
 - (1) *Trachycarpus fortune* (Common name: Windmill Palm)
- h. Special effect (minor public gateway/interest or private special effect).
 - (1) *Magnolia grand* (Common name: Little Gem Magnolia)
 - (2) *Cassia leptophylla* (Common name: Gold Medallion Tree)

- (3) *Stenocarpus sinuatus* (Common name: Firewheel Tree)
- (4) *Erythrina Caffra* (Common name: Coral Tree)

Chapter 4, Implementation, includes a future update of plant lists in the City's Design Guidelines for consistency with LUP policies, including a policy that calls for street trees in the coastal zone to emphasize California Native tree species. After this implementation project is completed, the updated plant lists in the City's Design Guidelines should be used as a primary reference to select plants to use for a project in the Pier Bowl area. Plant species can vary from the Specific Plant species listed in the City's Design Guidelines but must be consistent with the LUP.

C. Ornamental Landscape Elements.

- 1. Landscaping on contoured slopes.

Slope banks should be landscaped to reflect the appearance of natural slopes in the area. Shrubs should be arranged in broad informal masses. These masses should be built up to produce a "mounding" or textured appearance on the slope surface similar to natural slopes. Trees used on slopes should be of rounded, less vertical species. They should be planted in informal groupings on the lower half of the slope to visually reduce the height of the slope when viewed from below, without blocking views from the top.

- 2. Parking area screening.

Parking and circulation areas should be screened from the street by landscaping and berms in order to shield views of cars and paving, while promoting views of buildings on the site. Trees should be planted throughout the parking areas to soften the visual impact of large expanses of asphalt. Opportunities to add tree canopies for shade without obstructing public view corridors are encouraged.

- 3. Decorative paving.

Decorative paving at project entries and interior project pedestrian areas should be used. Decorative paving should consist of brick, tile, pavers, stamped concrete, or similar materials.

- 4. Street trees in front yards and street side yards.

Trees in front yards and street side yards between buildings and the public right-of-way should provide a shade canopy along street edges and visually soften the effect of buildings and hardscape as viewed from the street.

D. Fuel Modification.

A fuel modification zone is a wide strip of land where flammable native vegetation is removed or thinned, and partially or totally replaced with drought tolerant, fire resistant plants. The many variables involved with fuel modification make precise regulations for general application infeasible. Therefore, each project must be

reviewed for its particular needs. These guidelines may be modified in areas where unique conditions or biological resources exist, subject to review and approval of the Fire Marshall.

Fuel modification generally consists of a wet zone and one or more thinning or fuel modification zones. The wet zone, also referred to as the irrigation zone, generally extends from the edge of a graded pad or the limit of an area where storage of combustible materials or combustible structures may be located. The project wet zone will vary (when needed), and planted only with fire resistant plants and permanently irrigated. The thinning zone is likely not needed on potential projects in the area because slopes are not expansive and projects would not be adjacent to wildland conditions. Plant selection should comply with the Fuel Modification Standards of the Orange County Fire Authority and with requirements of the California Coastal Commission.

E. Space Limitations.

One important element in creating the streetscapes and entries noted above is the amount of space available to create the effects which show unity and sense of arrival. Trees, structures, street furniture, lighting, and other special features need space in which to be placed. The Pier Bowl area has a severe limitation on the amount of parkway space available—that is, the public right-of-way (ROW) space between private property and street paving. In some locations, there is less than three or four feet available to place, streetscape features like sidewalk, street trees, and street signs. The minimum sidewalk width is 4 feet, which leaves no extra room for providing other streetscape features. The result of these pockets of limited space is that they can disrupt the repetition and pattern of the streetscape. While the tight spaces lend to the impression of the "Spanish Village," they conflict with minimum widths of parkway needed to add streetscape features.

These space limitations require that several strategies be developed when dealing with areas where there is not sufficient right-of-way (ROW) to accommodate the full streetscape improvements. This Specific Plan recognizes the need for sidewalks throughout the primary and secondary circulation routes as the minimum practical streetscape treatment. Sidewalks will provide for pedestrian safety and a minimum degree of uniformity to suggest main circulation routes. True visual uniformity, will be provided by vertical streetscape elements, such as street trees and monument signage, where space allows. This Specific Plan identifies four ways to approach the space limitation problems. The best strategy could be a combination of these options. The four options include:

1. Expand the City parkway by acquiring private property. This option should only be used for the most important streetscape features such as at gateway intersections or where the minimum sidewalk width is not available in existing ROW.
2. Expand the parkway area by narrowing the street width. This option should be utilized only when the existing parkway does not allow room for sidewalks, where additional ROW cannot be gained between existing curb lines and existing private buildings or structures, and where there will not be a significant effect on the traffic flow. Use of this strategy is recommended for the secondary entries into the Pier Bowl.

3. Reduce the amount of streetscape improvements provided where the available parkway cannot accommodate significant vertical streetscape features, such as street trees and monuments. This recognizes that on several street segments space for street trees or other vertical elements is not practically available, and further recognizes that a full streetscape treatment cannot be provided on those segments of secondary circulation routes. With this strategy, minimum parkways are being provided for sidewalk only, while street trees, monuments, and decorative paving are utilized only at intersections or gateway areas.
4. Require projects that front areas where there is deficient parkway to plant the designated street tree on private property. This would help fill the gaps in the streetscape and, over time, provide consistency. The trees would be maintained by property owners on which the trees are placed. This, of course, is not the preferred option, since consistent maintenance cannot be guaranteed over time. The preference is to install street trees within the right-of-way, and the "back-up" tree option should be left for the most extreme circumstances.

F. **Streetscape Treatments.**

Streetscape treatments are meant to enhance and unify the visual and spatial experience of the driver and the pedestrian. A comfortable experience through streetscape pattern gives the user a sense of direction and a "sense of place" within the Pier Bowl. Streetscape treatments follow along primary and secondary circulation routes used to enter and exit the Pier Bowl area, and streets that define the Pier Bowl boundaries. These streets are shown on Figure 3-1.

Streetscape treatments are divided into two types. The "primary" streetscape follows along the primary circulation route: Avenida Del Mar/Avenida Victoria. The "secondary" streetscape is along for the secondary circulation route. Each streetscape has a street tree palette and specialty features to define the circulation route, such as decorative paving, street monuments, or street furniture. The primary streetscape has more define features to define the circulation route than what is needed for the secondary streetscape. For this reason, the secondary streetscape design features are fewer in numbers, frequency, and scale.

Portions of the primary and secondary circulation routes are located outside the Pier Bowl Specific Plan. Chapter 4 (Implementation) includes a future update of the City's Design Guidelines that will consider streetscape guidelines to continue the Pier Bowl streetscape theme from the Specific Plan boundary to gateway points. The design guidelines update will consider several issues, including various City infrastructure priorities and budget, right-of-way width, and the existence of driveways and structures.

1. Primary streetscape.

The right-of-way (ROW) width for this segment allows approximately seven-to-ten feet 7-10 feet of parkway on both sides of the street. More space is available on one side of the street (the northwest side at the upper end, and

the southwest side at the lower end) due to the City-owned parking lot and park on that side.

The significant view opportunities of this streetscape segment of Avenida Del Mar make it unique. The public view corridor is framed and enhanced by the tall palm planting, in contrast to adjacent streetscapes where there is no ocean view. A distinct "opening" is created at the entrance to this primary streetscape, where the public view corridor is presented. The streetscape should maintain palm planting because of the strong visual impact and relation to the "Spanish Village by the Sea" image. The inland side of the street has less space, making it difficult to duplicate the palm statement. Instead, the "palm" theme will be mimicked through the use of a smaller-scale palm. Smaller palms relate to the pedestrian scale and are in keeping with concerns of maintaining the public view.

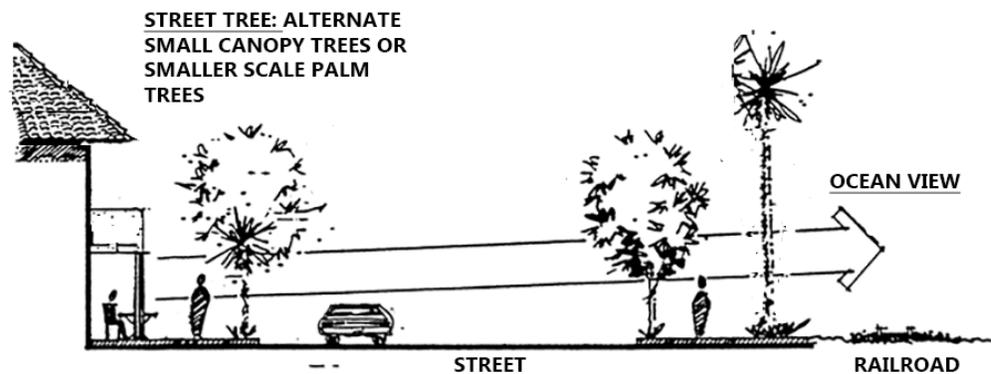
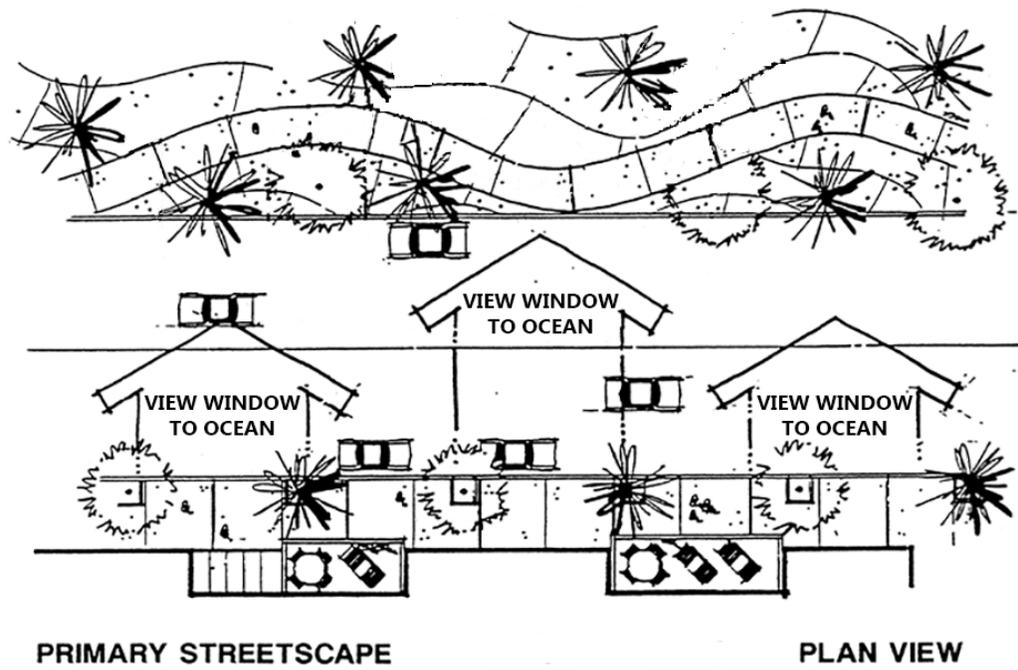
Small canopy trees are recommended because of their relation to the pedestrian. These trees have the added benefit of decreasing blockage of views. When installing street trees to frame public views, it is impossible not to block a portion of these views. The objective is to space trees at regular intervals to create a continuous streetscape pattern, but to leave spaces, or "windows," where significant public-view opportunities are present.

These views are not hampered greatly by regular plantings of small trees, since the viewers are below the tree canopies. The taller existing palms do not hamper the public view because those trees are spaced at some distances, the trunks are narrow, and the heads are tall and often out of sight. Yet the palms frame views between trunks at the lower end of the streetscape and the heads from higher vantage points. Several Coral trees on public property impede the public view. Should those trees require removal for health or other reasons, they should not be replaced, which should enhance public views.

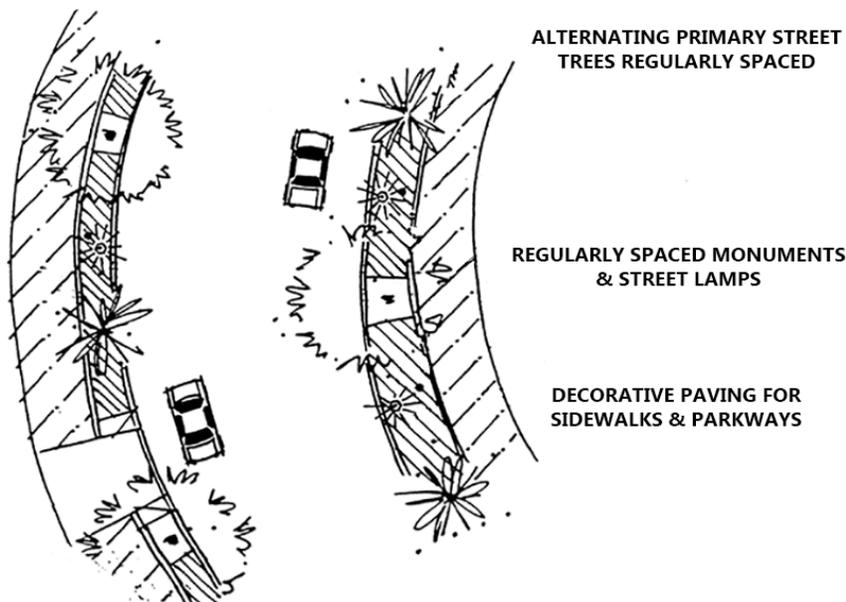
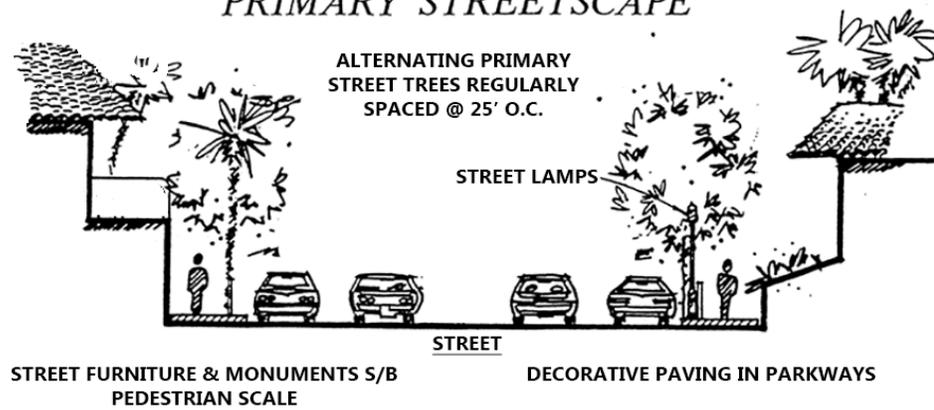
This streetscape is also required to relate to the adjacent primary and secondary streetscape segments in plant material and decorative features in order to create continuity. The street-tree selection and arrangement for this primary streetscape, then, should be an alternating mix of small fan palms and small trees. Street trees will be spaced regularly on the inward side of the street, and spaced regularly but intermittently on the ocean side of the street to allow public-viewing windows to the ocean. This lop-sided arrangement will be balanced by the strong palm-tree statement on the ocean side of the street. Accent trees may relate to those already used on the Avenida Del Mar streetscape, outside but adjacent to the Pier Bowl. The following specifications should be utilized for this streetscape segment:

- a. The inland side of the street should use both primary street trees, alternating from one to the next, regularly spaced at approximately 25 feet on center.
- b. The ocean-view side of the street should alternate both primary street trees, spaced regularly but intermittently, allowing public viewing windows.

- c. View windows should not exceed 60 feet maximum distance, should only be allowed within 60-80 feet of another view window, and only on the ocean-view side of Avenida Del Mar/Avenida Victoria.
- d. Street trees should be planted according to Subsection B.5 above.
- e. Decorative paving for sidewalks and parkway hardscape should be red ("Terra Cotta") interlocking concrete pavers.
- f. Removal of the overhead street lights and the installation of decorative street lamps at intervals of 30-50 feet.
- g. Street furniture items should be added to provide pedestrian-scale detail, such as bollards, sign monuments, benches and seating, tree grates, and decorative signage. Pedestrian-scale street furniture should be spaced at regular, close intervals of 30-50 feet intermittent with street lamps for uniformity. Seating and directional signage may be at irregular intervals, as needed or desired.



PRIMARY STREETSCAPE

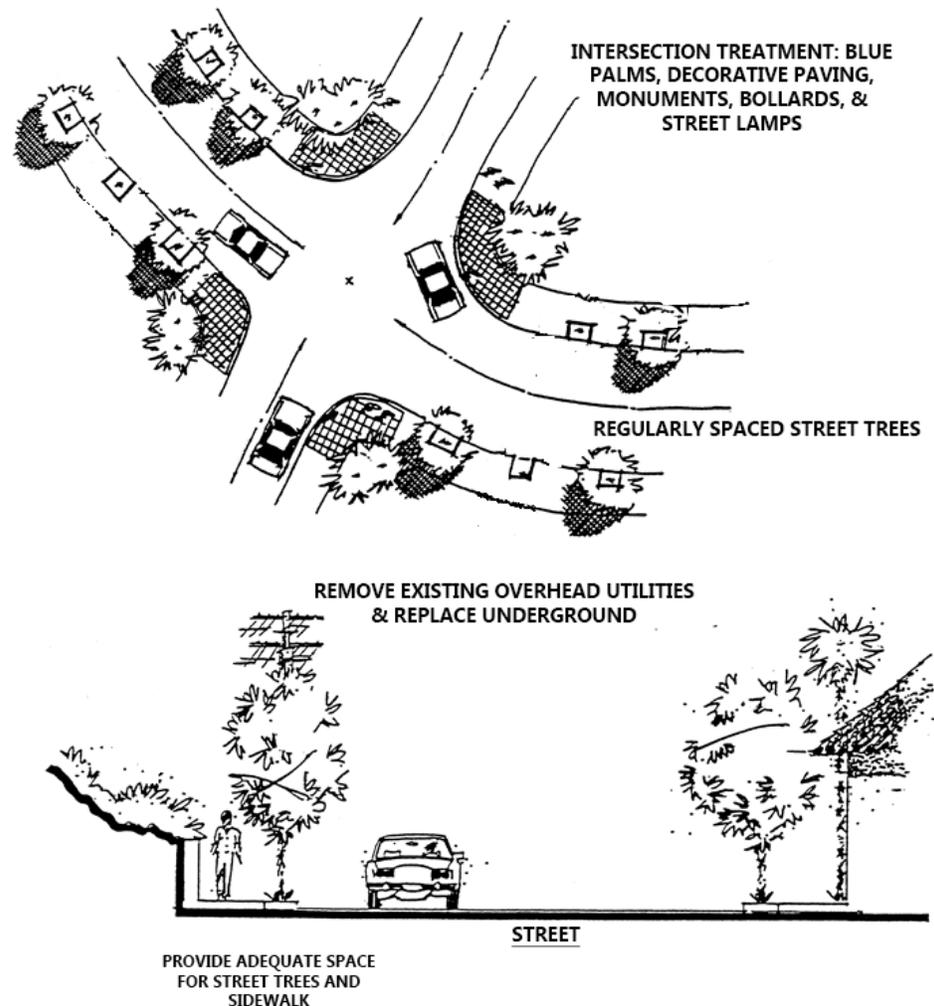


2. Secondary streetscapes.

Segments of the secondary streetscape have severely limited parkway space. Many existing features crowd the parkways, leaving as little as 2-3 feet for streetscape improvements. In other cases, driveway cuts are so numerous that virtually no parkway space is available. These segments of streetscape are so limited it will be difficult to provide any streetscape features, even the minimum width sidewalk. Overhead power lines and overhead vehicular-scale street lights line the secondary circulation routes. These features are detrimental to the pedestrian scale of the area and break up the streetscape continuity. If possible, utility lines should be underground and street lights should be exchanged with pedestrian-scale lamps. A minimum of 7 feet of parkway is needed to provide a sidewalk, small street trees, and some other minimum streetscape features. In areas where mature trees exist, additional parkway will be required to accommodate saving trees in place and providing the minimum-width sidewalk.

The secondary streetscape relates in design with the primary streetscapes and entries. This segment has a unifying plant palette, with varying continuity of some features, such as the spacing of street trees, due to severe limitations of parkway space or crowding of parkway by driveways. The exact spacing of street trees, sidewalks, and other design features will be evaluated on a case by case basis in order that the best design features feasible are installed given the right-of-way and driveway-cut limitations. The following specifications should be used when designing this streetscape segment:

- a. Sidewalks will be provided at a minimum, in all cases, at the required width of 4 feet. Street trees will be provided where 4 feet can be obtained for them by parkway expansion strategies, for a total of 6.5 to 7 feet of parkway.
- b. Street tree type should be planted according to Subsection B.5 above, spaced 25-30 feet in cutouts to sidewalk.
- c. Special pedestrian-streetscape features-such as decorative paving and monument signage-should be limited to all street intersections or gateway locations.



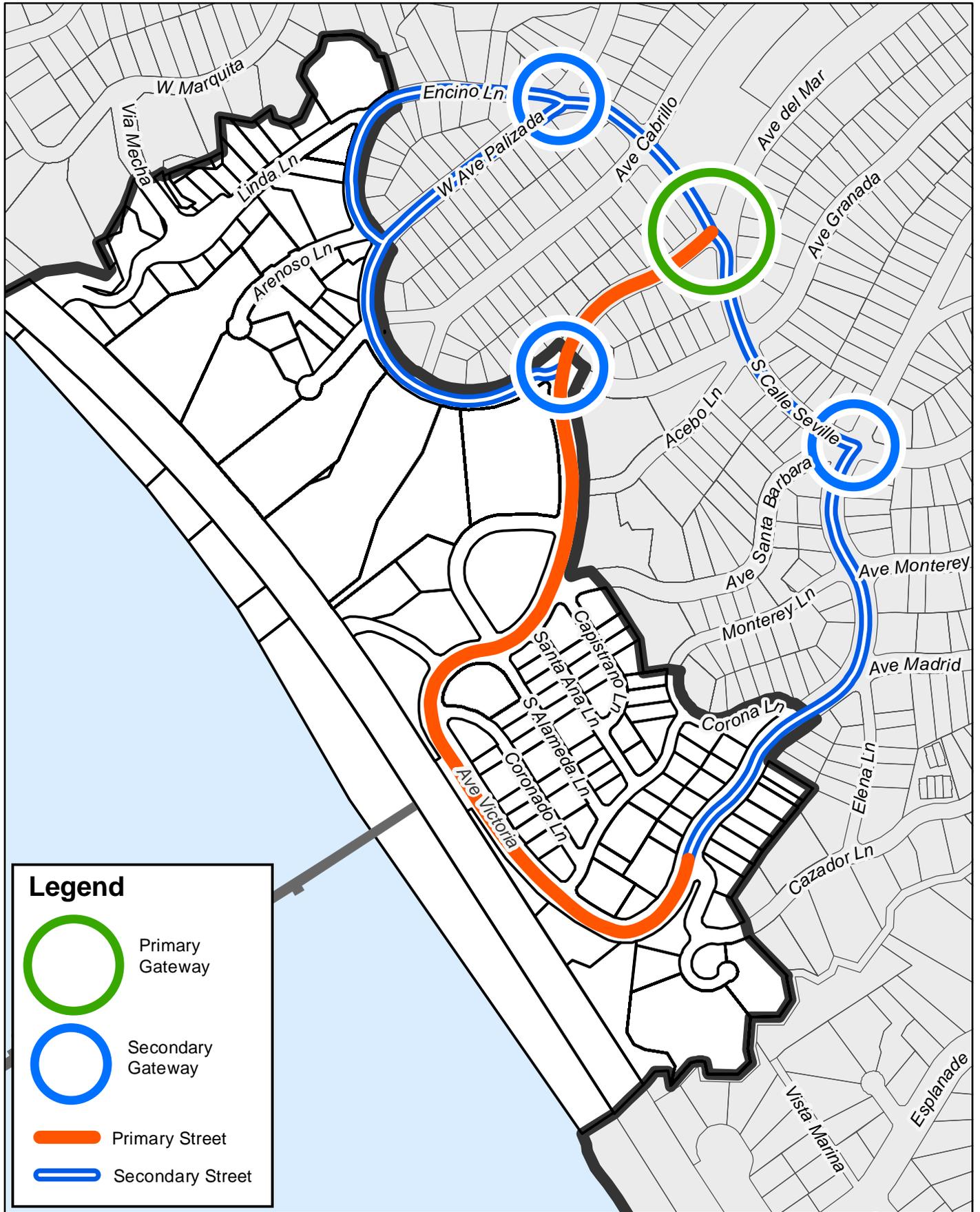
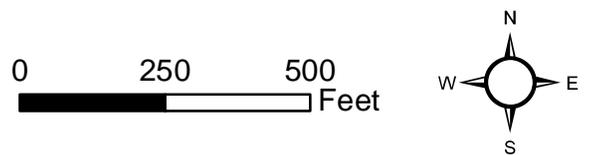


Figure 3-1
Streetscape Plan



- d. Streetscape furniture, such as bollard-size monuments and decorative signage posts for informational and traffic signage, should be placed where parkway width and length allows safe placement.
- e. When feasible, underground utilities and replace street lights with pedestrian-scale street lamps.

G. Streetscape Gateways.

The Pier Bowl area is accessed from outlying neighborhoods by primary and secondary circulation routes shown on Figure 3-1. Street intersections at these primary and secondary gateway points should be improved with design elements that provide a “sense of arrival” and create a first impression of Pier Bowl’s character, consistent with streetscape themes in Subsection B.5 above.

The primary gateway intersection and several of the secondary entries are located outside the Pier Bowl Specific Plan. Chapter 4 (Implementation) includes a future update of the City’s Design Guidelines that will consider design guidelines for these gateway intersections with a focus on integrating their design into the Specific Plan streetscape theme. The design guidelines update will consider several issues, including various City infrastructure priorities and budget, right-of-way width, and the existence of driveways and structures.

1. Primary gateway.

The primary gateway is located at Avenida Del Mar and Calle Seville/South Ola Vista, where the primary circulation route (Avenida Del Mar) leaves the Del Mar/T-Zone Downtown visitor serving mixed-use district and enters the Pier Bowl area. This circulation route is the primary, most traveled gateway to the Pier Bowl. As the main gateway to the area, the intersection should have design features that create a “sense of arrival” bold enough to capture the attention of people traveling to the Pier Bowl.

2. Secondary gateways.

Secondary gateways exist where secondary circulation routes enter into the Pier Bowl area from outlying neighborhoods at the intersections of West Avenida Palizada/Calle Seville, Avenida Victoria/Calle Seville, and Avenida Del Mar and Avenida Granada. These intersections are secondary entries. The secondary circulation routes are important to identify and highlight with special design features; again, to create the “sense of arrival,” as well as to visually define the boundaries of the area. Secondary entries are important but less in scale than the primary gateway.

Limited right-of-way for parkway and streetscape is a constraint on enhancing the appearance of secondary entries. Any design must be preceded by expansion of parkway to 7 feet through acquisition of approximately 3-4 feet from either private property or narrowing of street width, depending on which corner of the intersection.

H. **Street Furniture.**

Street furniture is defined as any fixture within public streetscape that can be used in a functional way by pedestrians. The pedestrian may interact directly with or touch street furniture, and the furniture is often placed within the reach of the pedestrian for his/her specific use and comfort: for example, benches, trash receptacles, tree grates, light fixtures, directional or informational signage, and even parking meters. These items are put to full use by the pedestrian, and they are a significant part of the pedestrian experience in the Pier Bowl.

Street lights and other street fixtures on vehicular-oriented streets are designed to be functional, but may not necessarily be visually attractive. This type of street-furniture treatment is generally designed not to draw attention and are more functional than aesthetic. The street furniture in pedestrian-oriented environments, on the other hand, is designed with aesthetics as well as functions in mind. The primary streetscape and the pedestrian walkways in the Pier Bowl are oriented toward the pedestrian and therefore demand a more aesthetic design approach. The street-furniture program in the Pier Bowl should include fixtures that are full of detail and visual interest at a scale comfortable to the pedestrian.

I. **Directional Sign Program.**

Directional signage should be used along vehicular circulation routes, bicycle routes, and pedestrian walkways. Chapter 4, Implementation, includes an update of the City's Design Guidelines that adds guidelines for a cohesive wayfinding program, including signage for the Pier Bowl area. Directional signs should have a small-scale material, and design that is consistent with the City's Design Guidelines. The signs will be used to direct the public to parking, commercial districts, recreation areas, and other public places. Signage should be grouped to avoid sign clutter and be constructed of materials consistent with streetscapes and the "Spanish Village by the Sea" theme.

305 Architectural Guidelines

A. **Purpose.**

The purpose of the Pier Bowl architectural guidelines is to:

1. Maintain and enhance the architectural character of the Pier Bowl consistent with the vision for San Clemente as the "Spanish-Village-by-the-Sea";
2. Maintain a high quality of design consistent with the General Plan Urban Design Element, this Specific Plan, and the City's Design Guidelines; and
3. Preserve and reinforce the integrity and character defining features of historic resources. When historically significant buildings have distinctive architecture other than Spanish Colonial, the Local Coastal Program requires projects to preserve and reinforce the character defining features

and other aspects of the site and building's design that are architecturally significant and distinct.

Chapter 3 describes when a project is required to have Spanish Colonial Revival architecture. The intent is for the Pier Bowl to have a "Spanish-Village-by-the-Sea" theme. In some instances; however, it may not be practical or desired for a project to have Spanish Colonial Revival architecture. For example, a site may have historic resources with a distinctive architectural style other than Spanish Colonial Revival, or a project may be limited to minor changes that are costly and technically burdensome to convert an existing structure into a different form of architecture.

For Spanish Colonial Revival projects, the following architectural guidelines should be used to design projects in the Pier Bowl. The design guidelines in this Chapter are used in conjunction with the City's Design Guidelines. First, the design guidelines in this Chapter are used as the primary reference for desired design principles in the Pier Bowl area. Then, when this Chapter does not address a site design, grading, landscaping, or architectural design topic, the City's Design Guidelines should be used as a reference to design projects, including specific guidelines for Spanish Colonial Revival architecture.

B. Ole Hanson-era Spanish Colonial Revival architecture.

The intent is for development in the Pier Bowl to have Spanish Colonial Revival architecture consistent with the "Spanish-Village-by-the-Sea" theme. At the same time, creative interpretation of Spanish Colonial Revival architecture should be permitted, where appropriate.

Architecture should follow the basic principles of Spanish Colonial Revival architecture discussed below and in detail within the City's Design Guidelines. No written set of Design guidelines can detail fully all aspects of the Ole Hanson-era Spanish Colonial Revival design criteria. What sets the Ole Hanson-era Spanish Colonial Revival style apart from other designs is its simple forms, shapes, and details. While the following guidelines, illustrations, and photographs help answer many of the design questions about the Spanish Colonial Revival style, perhaps the best way to understand the City's "Spanish Village" character is to visit the City buildings on the National Registry of Historic Places and any of the other buildings that the City has traditionally recognized as being historic.

The California Spanish Colonial Revival style is similar in form to those that are found in other moderate climates such as in Mexico and along the Mediterranean Sea. Climate and California's Spanish traditions have encouraged the use of building materials such as stone, clay, and stucco surfaces for walls, floors, roof tiles, and a limited use of milled lumber. These traditions tend to convey a "hand-made quality" in their overall design and details. The result is a simple form, articulated by a design orientation relating to the warm Mediterranean climate. The buildings exhibit strong expanses of stucco surfaces, deep reveals, porches, arcades, and red-tile roofs. Buildings also have weather-protecting colonnades and wall extensions to enclose garden spaces and are situated with respect for natural topography.



Rear facade of Casa Romantica

The decorative details used in the Spanish Colonial Revival style are borrowed from the entire history of Spanish architecture. Some of these decorative elements include: low-keyed traditional colors; exposed stone and woodwork; Spanish/Mediterranean inspired ironwork; fountains; arbors; courtyards; arcades; towers; chimneys; traditional paving; and landscaping which emphasizes flowering material. The integration of traditional design elements reinforces the Spanish Colonial Revival style and defines a building's individual character. The following design elements should be considered to enhance the Spanish-Village theme and establish its "sense of place."

1. Wall surfaces.
 - a. Provide uninterrupted stucco surfaces that are carefully scaled with Ole Hanson-era traditional projections and recessions.
 - b. Convey a structure of stone, brick, or adobe through the suggestion of thickness (mass).
 - c. Stucco is the preferred surface cover to create a relatively smooth surface that is suggestive of a masonry structure behind.
 - d. Stucco texture should be a smooth-sand finish or other traditional style. Other non-traditional textures, such as rough-sand and lace finish, should be avoided.



Deep wall recesses and stucco traditional Spanish Colonial Revival finish

2. Colors.
 - a. Traditional colors for wall surfaces are a light earth tone, typically white or off-white.
 - b. A limited number of colors should be used on a building.
 - c. Accents, trim, and highlighting features should have colors that contrast with but complement wall surfaces. Traditional trim colors are dark blue, green, and brown. Extremely vivid, bright, and/or fluorescent colors are inconsistent with traditional Spanish Colonial Revival architecture, and are therefore inappropriate.
 - d. Signage and awnings for commercial uses can be used and successfully introduce brighter, more intense colors to a building's color scheme. These colors should be coordinated with the building colors.
 - e. Clay materials, such as roof tiles and pavers, should be terra-cotta red.
3. Roofs.
 - a. Simple low-pitched gabled and shed roofs are preferred. Hipped roofs are also used on architectural elements such as towers or turrets. Single-barrel mission terra-cotta clay tile should be used on pitched roofs. There should be a double-starter row employed at the

eave ends, and the tile wrapped in a traditional fashion around the rake gable of the building. Tiles should be laid in random or scattered fashion to avoid the uniform look associated with "S-Tile" and other non-traditional roof materials. "Pack-and-stack" mortar between clay roof tiles is also encouraged.



Two-piece Spanish tile with random mortar packing and booster tiles

- b. Flat roofs, including roof decks, particularly from higher topography in the Pier Bowl, should not be a structure's primary roof element visible from public right-of-way. Flat roofs, including roof decks, should have a color and material that matches mission clay tile on pitched roof elements as closely as possible. These color and material guidelines are to make flat roofs less noticeable. Roof decks should be integrated into the roof system, preferably concealed within a roof well if possible, so roof decks are architecturally compatible with a structure's exterior.
- c. Mansard roofs are discouraged.
- d. Roof mounted Ventilation, heating, cooling, and other equipment should be screened from public streets and public view corridors within parapet wells or roof projections, such as towers, cupolas, and varied chimney forms.

4. Ground surface.
 - a. Brick, tile, and stone are the preferred surface materials. Where concrete is used, it should be appropriately colored, textured, and designed in traditional geometric patterns.
 - b. Building surfaces should be broken up into appropriately-scaled geometric patterns which are related to the design of the building, to the general area within which the building is located, and to plantings.



Decorative tile floor in Casa Romantica courtyard

5. Windows and doors.
 - a. Openings are to be placed and designed to suggest the thickness of traditional masonry buildings.
 - b. Recess windows and doors away from the outer wall surfaces. Plant-on strips around doors and windows are discouraged.
 - c. The material used for door and window frames, and for the door and window mullions is encouraged to be wood, painted or stained. Decorative metalwork should be traditional steel (iron). The use of anodized or mill finished aluminum is not allowed.
 - d. Glass areas should be broken up by mullions. Reflective glass is not allowed.
 - e. Focal windows, such as triple-arched windows or windows with parabolic shaped grills of wood, iron or other traditional Ole Hanson-style elaborations, are encouraged.

- f. Windows of either casement or a double-hung design are encouraged.
- g. Decorative entrances, with carved arched doors or heavy wood-panel doors emphasized by an inset; adjacent columns or pilasters; calved stonework pattern tiles or other elements, are encouraged.



Entrance with inset wood door

- 6. Arches.
 - a. Arches are one of the key identifying elements of Spanish Colonial Revival architecture. Full rounded arches of appropriate scale are encouraged. Segmented or pointed arches are used in limited situations but are less desirable.
 - b. Generally, arches should be extended from a column, pier, or pilasters.
 - c. The arch and its support column should be a minimum of 18 inches depth, with an articulated column base.
 - d. Careful consideration should be given to the wall surface and mass above an arch. There should be sufficient wall surface between the key of the arch and the next architectural element above the arch. Given that Spanish Colonial style is imitating masonry construction, the mass of the building elements above the archway should be in proportion with the supporting arches.



Storefront arches in Downtown with deep recesses

7. Columns, piers, and pilasters.
 - a. These elements should be in scale with the building and the pedestrian environment. Columns are typically round or square in shape with no capital or base.
 - b. The relationship of the diameter of the column, its height, and its base is important. Each of these components should maintain a proper scale to one another.
8. Cornices.

Cornices should be in scale with the surfaces and the architectural elements in which they are placed. To avoid a fake or planted-on appearance, the contour of the cornice should be designed so its height and width are harmonious with the building design.
9. Arcades.
 - a. Arcades are not only decorative but function as a covered outdoor passageway. The use of this element strictly as a decorative feature should be avoided.
 - b. Locating arcades against broad expanses of plain surfaces is recommended.
 - c. Full round arches should be used; pointed or segmented arches are not recommended. A traditional ratio of proportions between columns, the diameter and height of the columns, and the width of the arch should be maintained.



Arcade on rear facade of Casa Romantica

10. Exterior staircase.
 - a. Exterior staircases should be compatible with the architectural character of the building.
 - b. The railing should be a stepped or rounded-stucco wall that is a continuation of building form.
 - c. Exterior staircases are encouraged in mixed-use projects to enhance the pedestrian environment.
 - d. The tread should be a stone or a Mexican paver, and the rise enhanced with a decorative tile.



Tile risers on exterior stairway of beach club in North Beach

11. Metalwork.
- a. Metal is encouraged and can be used: over windows, doors, and vents; as railings; as awning supports; balconies; and as weather vanes, etc.
 - b. Smooth-finish milled and anodized metal is not allowed.
 - c. Metalwork should be rough-finish, and painted black or another traditional color.
 - d. All metalwork should be designed with individual bars of appropriate thickness.



Example of decorative wrought-iron

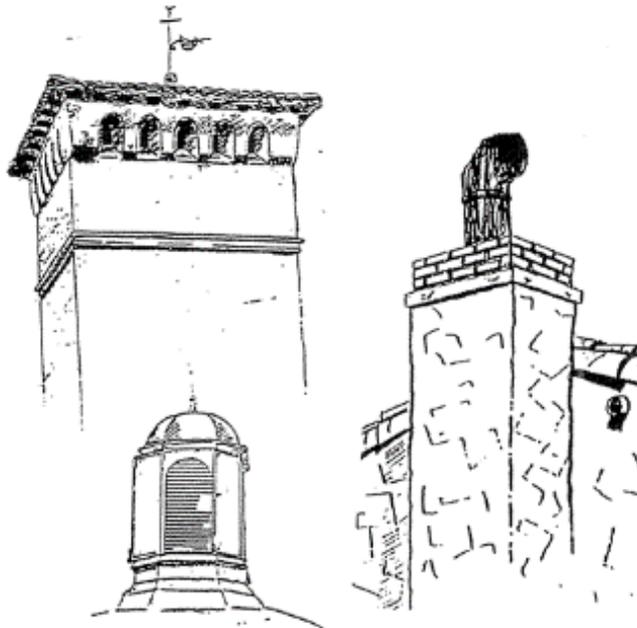
12. Awnings.
- a. Canvas awnings should be designed in the traditional form of a simple triangular shape open on the sides with either a pane or decorative valance.
 - b. Decorative wrought-iron metal supports are encouraged.
 - c. Segmented curved awnings and domed awnings are to be avoided. Curved awnings may be used in those instances where they are appropriate to an arched opening. When a curved awning is used within an arched opening, the awning should be placed within the arch so that visually the form and depth of the arch is maintained.



Awnings with wrought-iron details

13. Towers/chimneys/cupolas.

- a. Decorative towers, chimneys, and cupolas are encouraged.
- b. Decorative chimney caps should be designed in a traditional manner. Metal imitations of the traditional style are not allowed. Materials should be stucco, brick, terra-cotta pipe, or barrel tiles. Ironwork is also sometimes used.



14. Lighting.
 - a. Decorative metal light fixtures should be used to illuminate pedestrian space.
 - b. Fixtures should be designed as an integral part of the building's Spanish Colonial Revival architectural design. Lighting should accent important building features such as arcades and entrances; over-use of lighting should be avoided.
 - c. Directional lighting to accentuate the building form and the public importance of the Casa Romantica is encouraged.



Wrought-iron lighting (not shown, but required is shielding for dark sky policies)

C. Scale, Mass, and Form.

The mass and scale of a building should reflect the Spanish Colonial Revival architectural style. The basic principles of the mass and scale appropriate to "Spanish Colonial Revival" architecture are discussed below and in detail within the City's Design Guidelines.

The Pier Bowl is nearly built out, Therefore, the majority of future development in the Pier Bowl is anticipated to be in-fill. These observations make the following considerations of proper mass and scale important:

1. Thicker masonry walls.

Buildings are to be designed so that their surfaces convey a visual suggestion of masonry construction, e.g. thick stucco walls and inset windows and doors. Exposed masonry is not recommended.

2. Break-up mass into smaller units.

The building volume or mass should be broken up into smaller units to better relate to the physical scale of the Pier Bowl area. "Box-like" building forms are discouraged. The use of architectural features can serve to help break up unacceptable mass and bulk. One method of breaking up mass and to provide visual interest is to vary rooflines or provide a combination of gabled, hipped, and shed roofs. This can also be accomplished by using a combination of vertical and horizontal elements, e.g. pilasters, columns, exterior stairways, towers, etc.

3. Materials to reduce apparent mass.

Materials should be used to reduce the apparent mass or scale of the building. Complimentary colors when used on window mullions, building trim and other design elements is encouraged to reduce a building's perceived scale.

4. Setback areas of maximum height.

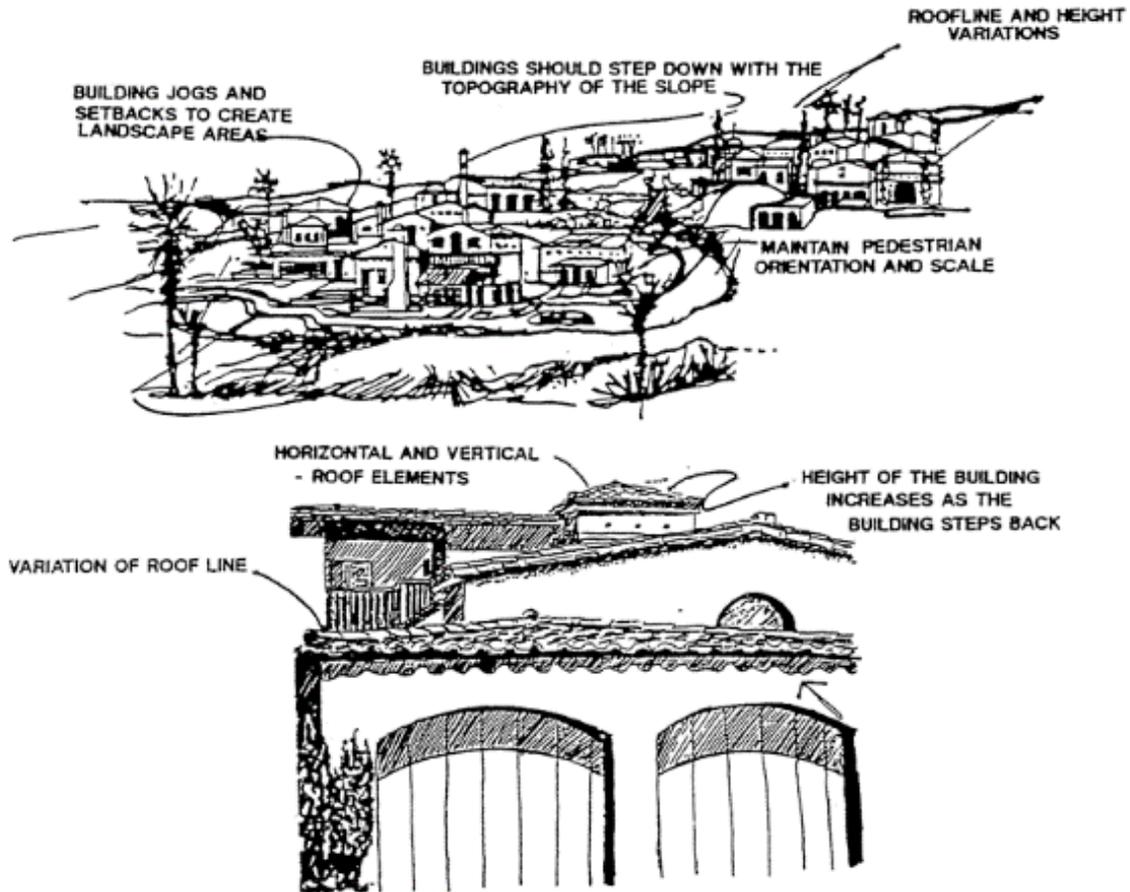
Areas of maximum height and the building's highest points should be set back from neighboring structures. The general building form should not contrast greatly with the neighboring structure. Step backs of a minimum of five feet should be provided for at least 25 percent of the building face on each story; this will provide building off-sets and variation in the building mass.

5. Increase structure spacing for increased height.

Usable human scale spaces are encouraged between structures where narrow corridors are created. The space between structures should increase as the building height increases. Crowding or overwhelming neighboring buildings should be avoided.

6. Step buildings to follow slopes.

Buildings on sloping lots should step down with the topography of the slope.



D. Parking and Loading Facilities.

For parking and loading facility guidelines, refer to the City's Design Guidelines in addition to the discussion below. Parking and loading facilities in the Pier Bowl should be created and maintained in a manner that is consistent with Spanish Colonial Revival architecture so these areas will contribute to the pedestrian village environment and minimize visual impacts. Loading facilities should be screened from view in such a way as to not detract from the aesthetics of a building or a neighborhood. Walls or landscaping compatible with Spanish Colonial Revival architecture should be used to help reduce the impact of loading and parking areas. The items that follow should be considered when designing parking and loading facilities.

1. Compatibility with village character.

Parking lots should be designed to be compatible with Spanish Colonial Revival architecture. Parking lot designs should maintain the village character through use of trellis-screen devices, walls, and/or landscaping.

2. Compatibility with streetscape.

Parking surface lots should maintain a pedestrian scale and be compatible with the streetscape.

3. Facilitating safe pedestrian travel.

The safety of both the pedestrian and driver is paramount in designing circulation patterns. Parking areas should be designed to lead pedestrians from their parked vehicles to the primary circulation routes in the Pier Bowl.

4. Access points with decorative design elements.

Entrances and exits into parking lots, garages, and other parking areas along primary circulation routes should be designed with the use of decorative gates, landscaping, and special paving.

5. Screen parking areas from main pedestrian areas.

Parking areas should be screened from main pedestrian areas. Subterranean parking or surface parking located to the rear of buildings is recommended.

6. Screen loading facilities from streets.

Loading facilities should be located, when possible, so as not to be visible from a street. In areas where commercial property abuts both residential and commercial zones, the parking area and loading facilities access should be taken off the street that is within the Visitor Serving Commercial Overlay zone.

7. Consolidate loading facilities. Combining of loading facilities for several properties is encouraged.

8. Loading zones that facilitate multi-modal traffic flow.

When public streets are impacted by service vehicles, loading zones must allow passageway for both pedestrians and vehicles.



E. Street Orientation for Pier Bowl Core.

1. Primary building access from lower streets.

Major pedestrian access for all buildings should occur off the lower street. Pedestrian connections from Avenida Victoria to Coronado Lane are encouraged.

2. Storefronts toward primary street.

Storefronts and the main building entrance should be oriented toward the primary street, the street from which the project address is taken (see Figure 5-1).



Pedestrian-orientation of Avenida Victoria in Pier Bowl Core

F. Courtyards.

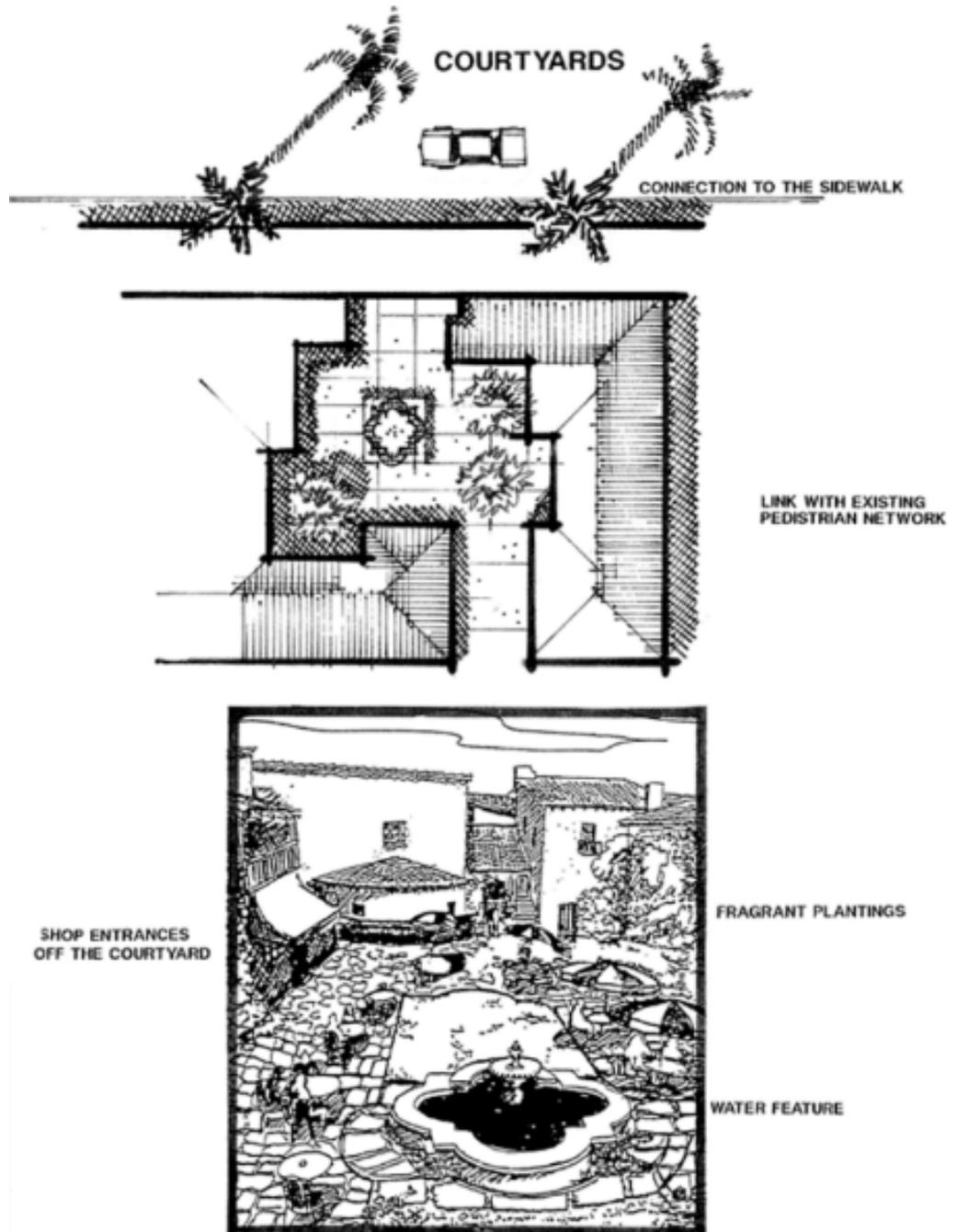
Courtyards and other intimate pedestrian spaces are key components of the Spanish Colonial tradition that enrich the pedestrian experience. The design of a courtyard or other pedestrian space should consider the following:

1. Courtyards linked to pedestrian network.

Courtyards should be linked with the existing pedestrian network, parking lots, and streets; to encourage pedestrian use, courtyards should connect with adjacent City streets and sidewalks.

2. Courtyards with active pedestrian uses.

Active pedestrian-oriented uses for courtyards such as for dining, exhibits, seating areas, etc., are encouraged.



G. Rear Building Facades.

Many of the commercial and mixed-use properties in the Pier Bowl face onto more than one public street. For this reason, attractive building facades should be provided on all visible sides of a building. For example, buildings in the Pier Bowl MU4 area should provide the same type of fenestration on elevations facing Coronado Lane as they apply on the elevation facing Avenida Victoria. The following should be addressed:

1. Consistent fenestration.

Fenestration on secondary elevations should match the primary elevation.

2. Attractive, inviting, and compatible rear entrances.

Entrances off the secondary street or alley should be attractive and inviting with signing and proper lighting. Rear entrances for commercial uses on secondary streets that abut a residential district should be low key and maintain the residential character of the area. Uses that have an obvious conflict with a residential area, such as a pub or restaurant, should not take access off a residential street or alley; the only exception is emergency exits.

3. Landscaping and awning enhancements.

Planters, awnings, and landscaping can be used to improve the appearance on secondary streets or alleys.

4. Screen less attractive areas.

Storage, trash, loading and mechanical equipment should be concealed from public view.

5. Coronado Lane entries are encouraged.

Commercial uses facing Avenida Victoria should also be encouraged to provide entries off Coronado Lane.

H. Signage.

Refer to the Zoning Ordinance for details about design and sign review procedures. Signs should be designed to enhance the special character of the Pier Bowl and the buildings on which they are placed. Commercial projects should be designed with signage placement in mind; the placement of signage is an important part of the overall composition of the building. In general, large font lettering and the use of plastic, foam, or internally-illuminated signs should be avoided. Decorative lettering, preferably in a Spanish style, should be used. Lighting of signs should be indirect; lighting fixtures should be carefully placed, non-obtrusive, and of an appropriate style.

The following types of signs are encouraged:

1. Projecting signs, with a hand-crafted appearance on wrought-iron brackets.
2. Pinned-off metal or wooden letters applied to a wall.
3. Signs painted directly on a wall, awning or window.
4. Wood sandblasted signs.
5. Handcrafted or carved signs. Often, this style of sign is a sculpture of an object, such as a whale, fish, boat, etc.
6. Graphic logos are encouraged to be incorporated into the sign design.



Sandblasted wood projecting sign with wrought-iron support arm

Chapter 4

IMPLEMENTATION

- 401 Purpose
- 402 Public Improvements
- 403 Infrastructure for Private Development
- 404 Future Planning Initiatives

401 Purpose

This Chapter describes implementation measures for this Specific Plan. This Chapter includes a discussion of general development requirements for public improvements and an overview of future planning initiatives to meet goals for the Pier Bowl area.

The Pier Bowl is mostly developed with infrastructure capacity and services adequate for planned uses. There is no active development agreement with pending development phases, capital improvements, and financial commitments. Therefore, this Chapter does not layout a detailed phasing and implementation plan for specific issues.

Moving forward, implementation of this specific plan involves ensuring future projects: 1) are consistent with the General Plan and Local Coastal Program Land Use Plan (LUP), 2) follow design guidelines, 3) comply with development standards, and 4) construct required infrastructure improvements based on programs and funding sources described in this Chapter.

402 Public Improvements

Each year, the City Council adopts an update of the Capital Improvement Program (CIP) with a budget. The CIP includes public construction projects and purchases of land, equipment, and contract services. The City utilizes “master plans” to guide the development and maintenance of existing public infrastructure, as well as future capital improvements. The plans provide a foundation for the development of goals and priorities for public capital improvement projects. The list of master plans includes:

- Centennial General Plan
- Local Coastal Program
- Climate Action Plan
- Bicycle and Pedestrian Master Plan
- Master Plan for City Facilities
- Park & Recreation Master Plan
- Regional Circulation Financing and Phasing Program (RCFPP)
- Street Improvement Program
- Water Master Plan
- Drainage Master Plan

- Wastewater (Sewer) Master Plan
- Water and Sewer Asset Management Plan
- Recycled Water Master Plan
- Urban Runoff Management Plan

Through a public review process, these plans are developed to provide goals and policies for achieving San Clemente’s vision. The plans guide growth and development, including decisions on the maintenance and development of public infrastructure. The plans demonstrate the City’s commitment to long-range capital improvement programming by focusing attention on the current and future needs of the community, while balancing the community’s needs with its available fiscal resources. The CIP Committee, consisting of members from all City departments, annually prepares and updates a capital improvement plan. Projects are reviewed by the CIP Committee to ensure that the City’s priorities are addressed and that staffing levels and funds are adequate to complete the projects. Capital Improvement Program projects are based on the following four categories:

- Replacement. Existing improvements that are deteriorated and need to be replaced and/or upgraded to continue to provide service and to meet current codes and regulations.
- Expansion. New improvements that are growth-related and funded through development fees. These improvements are identified in master plans and/or agreements, and funding sources are in place.
- Growth. New improvements based on projected development. These projects are “development dependent”, and the funding source is through future development fees and/or financing by developers.
- Economic Vitality and Diversity. This includes construction of improvements for promotion of economic vitality and diversity and to eliminate and prevent the spread of blight and deterioration in the City.

Appendix B shows an example of capital improvement projects the City considers on an ongoing basis in the process of preparing and updating the CIP. The example is a conceptual improvement project presented by the Pier Pride non-profit organization to encourage use of the rail underpass at the pier for foot traffic.

403 Infrastructure for Private Development

Developers of property within the Pier Bowl will construct required infrastructure improvements, such as streets, water lines, bikeways, trails, sewers, storm drains, etc., in conjunction with their projects. Developers should consult with the City’s Public Works and Utilities Departments to determine if utility infrastructure improvements are necessary and required to allow a project. Public improvements must be permitted and

completed according to engineering design standards, the Municipal Code, and State and Regional regulations.

In terms of the storm water system, the City Master Plan of Drainage should be used as a general guide for improvements to the drainage system within the Pier Bowl area. Additionally, all related Capital Improvement Program (CIP) Storm Drain and Local Drainage projects identified in the City's 6-year plan should be considered for implementation, as applicable.

When public improvements are required to support a private development, benefiting property owners and/or developers shall reimburse the City for improvements that the City constructs and/or must maintain over time. Reimbursement shall occur through a reimbursement agreement or other mechanism deemed suitable by the City Council by resolution, such as impacts fees. Further guidance on development impact fees may be obtained by contacting staff of the Community Development and the Public Works Departments.

404 Future Planning Initiatives

Following the adoption of this Specific Plan, the City Council will initiate the planning initiatives below according to priorities approved in the City's General Plan Strategic Implementation Program (SIP).

A. Update of City's Design Guidelines.

The City's Design Guidelines will be updated to further implement General Plan and LUP policies for the Pier Bowl. When the Design Guidelines are updated, the City will consider addressing the following items to clarify what plants should be used in the Pier Bowl, and guide how streetscape, entry, and signage improvements should be designed in a way that ties in with the Specific Plan.

1. Plant List.

Update of the plant list for the coastal zone to implement policies in the LUP. After the plant list is updated, the City's Design Guidelines should be used as a primary reference to select plants to use for a project in the Pier Bowl area.

2. Streetscape.

Consider guidelines that continue the Pier Bowl streetscape theme from the Specific Plan boundary to gateway intersections. The design guidelines update will consider several issues, including various City infrastructure priorities and budget, right-of-way width, and the existence of driveways and structures.

3. Pier Bowl Gateway Design.

Add design guidelines for Pier Bowl gateway intersections located outside the Specific Plan. The focus of the entry guidelines will to integrate entry design into the Specific Plan streetscape theme. The design guidelines update will consider several issues, including various City infrastructure priorities and budget, right-of-way width, and the existence of driveways and structures.

4. Wayfinding.

Add design guidelines for a wayfinding program for the Pier Bowl area. Directional signs should have a small-scale, material, and design that is consistent with the City's Design Guidelines. The signs will be used to direct the public to parking, the commercial district, recreation areas, and other public places. Signage should be grouped to avoid sign clutter and be constructed of materials consistent with streetscapes and the "Spanish Village by the Sea" theme.

B. Comprehensive Circulation and Parking Strategy.

A study of circulation and parking for uses in the Visitor Serving Commercial District should be completed that evaluates parking demand and ways to improve circulation in the Pier Bowl. In particular, the study should review the option of making Avenida Victoria a one-way street and improving the connectivity of the Pier Bowl and Downtown T-Zone areas, as well as the possibility of establishing programs such as an in-lieu fee program, parking master plan, and other measures to relive circulation and parking impacts.

C. Pursue Funding for Pier Bowl Improvements.

The City will pursue available private, State, and Federal funding opportunities to implement economic development policies, and to maintain and upgrade public improvements in the Pier Bowl area.

Chapter 5

DEVELOPMENT STANDARDS

- 501 Residential Medium Standards (RM)
- 502 Residential High Standards (RH)
- 503 Coastal Recreation Commercial 1 Standards, Robison Property (CRC1)
- 504 Coastal Recreation Commercial 2 Standards, Beachcomber Property (CRC2)
- 505 Pier Bowl Core Mixed Use 4 Standards (MU4)
- 506 Public Casa Romantica Standards (P1)
- 507 Public Pier Bowl Standards (P2)
- 508 Open Space Public Standards (OS1)
- 509 General Standards

501 Residential Medium Standards (RM)

A. Purpose and Applicability.

1. Purpose.

This Section establishes development and land use standards for Residential Medium Density (RM) areas. The purpose and intent of RM areas is described in Chapter 2, Land Use Plan.

2. Applicability.

This Section applies to RM areas shown on Figure 2-1.

3. General standards.

In addition to the standards of this Section, RM areas shall comply with general standards in Section 509 below, and uses may be subject to special use standards in San Clemente Municipal Code Chapter 17.28 (SCMC 17.28).

B. Permitted Uses.

The following are listed permitted uses:

- 1. Bed-and-breakfast inn with five or fewer guest rooms. See SCMC 17.28.
- 2. Parks and open space, public or private. See SCMC 17.28 for public park facilities.
- 3. Residential care facilities, when licensed to serve six or fewer persons.
- 4. Residential dwelling units, single-family or multifamily.
- 5. Senior housing projects. See SCMC 17.28.

6. Short-term Lodging Units (STLUs) with a STLU Zoning Permit. See SCMC 17.28.
7. Small-family day care homes in a single-family residence. See SCMC 17.28.

C. Conditionally Permitted Uses.

The following uses are allowed with a discretionary use permit process:

1. Uses that require a Conditional Use Permit.
 - a. Bed-and-breakfast inn with six or more guest rooms. See SCMC 17.28.
 - b. Boarding houses.
 - c. Churches, temples, and other places of worship.
 - d. Congregate care facility. See SCMC 17.28.
 - e. Convalescent care.
 - f. Day care facility. See SCMC 17.28.
 - g. Private clubhouses or recreation centers.
 - h. Schools.
2. Uses that require a Minor Conditional Use Permit.
 - a. Large-family day care homes. See SCMC 17.28.
 - b. Small-family day care homes on a site with a multifamily residential primary use. See SCMC 17.28.
3. Uses that require Short-term Apartment Rental Permit.

Short-term Apartment Rentals (STAR) are allowed with the approval of a STAR permit.

D. Accessory Uses.

The following uses are permitted, accessory to a permitted or conditionally permitted primary use.

1. Accessory Dwelling Units (ADU) on a lot with one detached single-family dwelling unit. See SCMC 17.28. An ADU may require approval of an ADU Permit.
2. Accessory uses interpreted to be normally incidental to a permitted primary or conditionally permitted use. Interpretations are subject to review procedures in Chapter 6, Administration.

3. Decks.
4. Fences.
5. Garages and carports.
6. Greenhouses, private, non-commercial.
7. Home occupations. See SCMC 17.28.
8. Patios and patio covers.
9. Playground for a conditionally permitted school use.
10. Swimming pools.
11. Walls.

E. Development Standards.

In addition to general standards in Section 509, uses shall comply with the following development standards.

Standard	Requirement
1. Architectural Overlay standards (area is in Overlay as shown on Figure 2-2)	New structures and major remodels shall have Spanish Colonial Revival architecture consistent with Chapter 3, Design guidelines, except when the review authority finds it is impractical or a project involves historically significant structures with other distinctive architectural styles, as set forth in Architectural Overlay requirements within SCMC 17.56, Overlay districts and standards
2. Lot area minimum	6,000 square feet
3. Lot width minimum	60'-0"
4. Density maximum	15 dwelling units per gross acre; 24 dwelling units per net acre
5. Maximum number of units	1 dwelling unit per 1,800 square feet of net lot area
6. Front setback to primary structure	15'-0"
7. Setback to street-facing garage or carport	20'-0" when standard garage doors are provided; 18'-0" feet, when roll-up garage doors are provided. See also special residential development standards in San Clemente Municipal Code Chapter 17.32 (SCMC 17.32), Residential zone special development standards
8. Interior-side setback minimum	5'-0"

Standard	Requirement
9. Street-side setback minimum	10'-0"
10. Street-side setback to primary structure	10'-0"
11. Rear setback minimum	5'-0"
12. Setback to coastal bluffs and canyons minimum	See SCMC 17.56, Coastal Zone Overlay district; for coastal bluff, and shoreline standards for setbacks
13. Lot coverage maximum	55 percent
14. Primary structure height maximum	25'-0"
15. Inclusionary housing	See SCMC 17.24, General development standards inclusionary housing requirements; for inclusionary housing requirements for developments of six or more dwelling units
16. Density bonus	See SCMC 17.24, General development standards, density bonuses and other incentives for affordable and senior housing projects; for density bonus provisions and requirements for qualifying affordable and senior housing projects
17. Landscaping visible from street or public places, not including hardscape	10 percent of net lot area of landscaping shall be provided in surface areas visible from the public right-of-way. The City may give vertical plantings credit toward the size of planting area
18. Residential open space minimum	150 square feet per unit of residential common and/or private open space, including patios, cabanas, arbors, swimming pools, decks, and similar open space shall be provided for residential uses. Areas excluded in computation of residential open space areas are: required setback areas, dwellings, other buildings, parking areas, streets, driveways, and slopes greater than 10 percent
19. In-bank garage front yard setback adjustment	See SCMC 17.32, Residential zone special development standards, garage encroachment into front yard setback; for provisions and review procedures to allow a reduction of a required front yard setback to in-bank garages

Standard	Requirement
20. Entrances for multi-family residential projects on side yards	See SCMC 17.32, Residential zone special development standards, dwelling units with front entrances along side property lines; for standards that apply to multi-family residential projects with front entrances on side yards

502 Residential High Standards (RH)

A. Purpose and Applicability.

1. Purpose.

This Section establishes development and land use standards for Residential High Density (RH) areas. The purpose and intent of RH areas is described in Chapter 2, Land Use Plan.

2. Applicability.

This Section applies to RH areas shown on Figure 2-1.

3. General standards.

In addition to the standards of this Section, RH areas shall comply with general standards in Section 509 below, and uses may be subject to special use standards in San Clemente Municipal Code Chapter 17.28 (SCMC 17.28).

B. Permitted Uses.

The following are listed permitted uses:

1. Bed-and-breakfast inn with five or fewer guest rooms for properties not fronting Coronado Lane.
2. Bed-and-breakfast inn fronting on Coronado lane (along west coastal-facing side). See SCMC 17.28.
3. Parks and open space, public or private. See SCMC 17.28 for public park facilities.
4. Residential care facilities, when licensed to serve six or fewer persons.
5. Residential dwelling units, single-family or multifamily.
6. Senior housing projects. See SCMC 17.28.
7. Short-term Lodging Units (STLUs) with a STLU Zoning Permit. See SCMC 17.28.
8. Small-family day care homes in a single-family residence. See SCMC 17.28.

C. Conditionally Permitted Uses.

The following uses are allowed with a discretionary use permit process:

1. Uses that require a Conditional Use Permit.
 - a. Bed-and-breakfast inn with six or more guest rooms for properties not fronting on Coronado Lane. See SCMC 17.28.
 - b. Boarding houses.
 - c. Churches, temples, and other places of worship.
 - d. Congregate care facility. See SCMC 17.28.
 - e. Convalescent care.
 - f. Day care facility. See SCMC 17.28.
 - g. Private clubhouses or recreation centers.
 - h. Schools.
2. Uses that require a Minor Conditional Use Permit.
 - a. Large-family day care homes or day care centers. See SCMC 17.28.
 - b. Small-family day care homes on a site with a multifamily residential primary use. See SCMC 17.28.
3. Uses that require Short-term Apartment Rental Permit.

Short-term Apartment Rentals (STAR) are allowed with the approval of a STAR permit.

D. Accessory Uses.

The following uses are permitted, accessory to a permitted or conditionally permitted primary use.

1. Accessory Dwelling Units (ADUs) on a lot with one detached single-family dwelling unit. See SCMC 17.28. An ADU may require approval of an ADU Permit.
2. Accessory uses interpreted to be normally incidental to a permitted primary or conditionally permitted use. Interpretations are subject to review procedures in Chapter 6, Administration.
3. Decks.
4. Fences.
5. Garages and carports.

6. Greenhouses, private, non-commercial.
7. Home occupations. See SCMC 17.28.
8. Patios and patio covers.
9. Playground for a conditionally permitted school use.
10. Swimming pools.
11. Walls.

E. Development Standards.

In addition to general standards in Section 509, uses shall comply with the following development standards.

Standard	Requirement
1. Architectural Overlay standards (area is in Overlay as shown on Figure 2-2)	New structures and major remodels shall have Spanish Colonial Revival architecture consistent with Chapter 3, Design guidelines, except when the review authority finds it is impractical or a project involves historically significant structures with other distinctive architectural styles, as set forth in Architectural Overlay requirements within SCMC 17.56, Overlay districts and standards
2. Lot area minimum	6,000 square feet
3. Lot width minimum	60'-0"
4. Density maximum	24 dwelling units per gross acre; 36 dwelling units per net acre
5. Maximum number of units	1 dwelling unit per 1,200 square feet of net lot area
6. Front setback to primary structure	10'-0"
7. Setback to street-facing garage or carport	20'-0" when standard garage doors are provided; 18'-0" feet, when roll-up garage doors are provided. See also special residential development standards in San Clemente Municipal Code Chapter 17.32 (SCMC 17.32), Residential zone special development standards
8. Interior-side setback minimum	5'-0"
9. Street-side setback minimum	5'-0"
10. Street-side setback to primary structure	5'-0"
11. Rear setback minimum	5'-0"

Standard	Requirement
12. Setback to coastal bluffs and canyons minimum	See SCMC 17.56, Coastal Zone Overlay district; for coastal bluff, and shoreline standards for setbacks
13. Lot coverage maximum	55 percent
14. Primary structure height maximum	45'-0" on lots without frontage to Coronado Lane (west coastal-facing side). For properties fronting on Coronado Lane, the height limit is 30'-0"
15. Inclusionary housing	See SCMC 17.24, General development standards, inclusionary housing requirements; for inclusionary housing requirements for developments of six or more dwelling units
16. Density bonus	See SCMC 17.24, General development standards, density bonuses and other incentives for affordable and senior housing projects; for density bonus provisions and requirements for qualifying affordable and senior housing projects
17. Landscaping visible from street or public places, not including hardscape	10 percent of net lot area of landscaping shall be provided in surface areas visible from the public right-of-way. The City may give vertical plantings credit toward the size of planting area
18. Residential open space minimum	150 square feet per unit of residential common and/or private open space, including patios, cabanas, arbors, swimming pools, decks, and similar open space shall be provided for residential uses. Areas excluded in computation of residential open space areas are: required setback areas, dwellings, other buildings, parking areas, streets, driveways, and slopes greater than 10 percent
19. In-bank garage front yard setback adjustment	See SCMC 17.32, Residential zone special development standards, garage encroachment into front yard setback; for provisions and review procedures to allow a reduction of a required front yard setback to in-bank garages
20. Entrances for multi-family residential projects on side yards	See SCMC 17.32, Residential zone special development standards, dwelling units with front entrances along side property lines; for standards that apply to multi-family residential projects with front entrances on side yards

503 Coastal and Recreation Commercial 1 Standards, Robison Property (CRC1)

A. Purpose and Applicability.

1. Purpose.

This Section establishes development and land use standards for the Coastal and Recreation Commercial 1 Robison property area. The purpose and intent of CRC1 area is described in Chapter 2, Land Use Plan.

2. Applicability.

This Section applies to CRC1 area shown on Figure 2-1.

3. General standards.

In addition to the standards of this Section, the CRC1 area shall comply with general standards in Section 509 below, and uses may be subject to special use standards in San Clemente Municipal Code Chapter 17.28 (SCMC 17.28).

B. Permitted Uses.

The following are listed permitted uses:

1. Continued use of the historic structure as a residential triplex use.
2. Bed-and-breakfast inn with two or fewer guest rooms in the historic structure. See Subsection G and SCMC 17.28 for special use standards that apply.

C. Conditionally Permitted Uses. The following uses are allowed with a discretionary use permit process.

1. Conditional Use Permit required. The following uses are allowed with a Conditional Use Permit (CUP):
 - a. Bed-and-breakfast inn with three or more guest rooms. See Subsection G and SCMC 17.28 for special use standards that apply.
 - b. Churches, temples, and other places of worship.
 - c. Cultural center and gardens, such as museums, interpretative centers, art galleries, and other similar uses.
 - d. Hotels and motels. See SCMC 17.28.
 - e. Private clubhouses or recreation centers.
 - f. Timeshares.
 - g. Weddings and events at a bed-and-breakfast inn.

2. Public access and interpretation plan.

Applications shall include a public access and interpretation plan that improves the recognition of the property as a historic resource and an appreciation for its setting within the Pier Bowl area. Such a plan could include public access through the property's gardens between Ave Victoria and Pasadena Court, an outdoor dining area within the property that allows for views of the historic residence and the Pier Bowl area, or other similar provisions.

3. Review requirements to allow a conditionally permitted use in the historic structure.

a. Findings.

In addition to general findings required by SCMC 17.16, Applications, a finding shall be made that current market conditions make it reasonably necessary to allow the proposed use in the historic structure.

b. Economic analysis.

Applications shall include an economic analysis of the viability of a permitted use in the historic structure versus changing the use to a conditionally permitted use.

D. Accessory Uses.

The following uses are permitted, accessory to a permitted or conditionally permitted primary use.

1. Accessory uses to the permitted use.

- a. Accessory Dwelling Unit (ADU) on the lot with a detached single-family dwelling unit. See SCMC 17.28.
- b. Accessory uses interpreted to be normally incidental to a permitted primary or conditionally permitted use. Interpretations are subject to review procedures in Chapter 6, Administration.
- c. Decks.
- d. Fences.
- e. Garages and carports.
- f. Greenhouses, private, non-commercial.
- g. Home occupations. See SCMC 17.28.
- h. Parks and open space, public or private.
- i. Patios and patio covers.

- j. Swimming pools.
 - k. Walls.
2. Accessory uses to a conditionally permitted use.
- a. Accessory uses interpreted to be normally incidental to a permitted primary or conditionally permitted use. Interpretations are subject to review procedures in Chapter 6, Administration.
 - b. Alcoholic beverages sales for consumption on the premises.
 - c. Bicycle lockers and racks.
 - d. Decks.
 - e. Fences.
 - f. Garages and carports.
 - g. Greenhouses, private.
 - h. Live entertainment.
 - i. Parks and open space, public or private.
 - j. Patios and patio covers.
 - k. Restaurants and fine-dining food establishments.
 - l. Swimming pools.
 - m. Walls.
 - n. Weddings and events.
 - o. Valet parking service with a Conditional Use Permit.

E. Development Standards.

In addition to general standards in Section 509, uses shall comply with the following development standards.

Standard	Requirement
1. Architectural Overlay standards (area is in Overlay as shown on Figure 2-2)	New structures and major remodels shall have Spanish Colonial Revival architecture compatible with the historic resource on-site and consistent with Chapter 3, Design guidelines, as set forth in Architectural Overlay requirements within SCMC 17.56, Overlay districts and standards
2. Lot area minimum	6,000 square feet

Standard	Requirement
3. Lot width minimum	60'-0"
4. Setback minimum on Pasadena Court street frontage	Setback to existing buildings or 20'-0", whichever is more restrictive
5. Setback minimum on Cazador Lane street frontage	Setback to existing buildings or 10'-0", whichever is more restrictive
6. Setback minimum on Victoria street frontage	Setback to existing buildings or 10'-0", whichever is more restrictive
7. Interior side setback minimum	5'-0"
8. Rear setback minimum	5'-0"
9. Setback to coastal bluffs and canyons minimum	See SCMC 17.56, Coastal Zone Overlay district; for coastal bluff, and shoreline standards for setbacks
10. Floor Area Ratio (FAR) maximum	1.50
11. Lot coverage maximum	90 percent
12. Height limitation	Height of new development shall not exceed the height of existing buildings at each street frontage
13. FAR increase for historic structures	See SCMC 17.24, General development standards for Floor Area Ratio increase; for provisions to increase the floor area ratio when historic structures are preserved on-site or relocated to appropriate zones
14. Landscaping visible from street or public places, not including hardscape	10 percent of net lot area of landscaping shall be provided in surface areas visible from the public right-of-way. The City may give vertical plantings credit toward the size of planting area
15. Residential open space minimum, if nonresidential uses are established on the site	80 square feet per unit of residential common and/or private open space, including patios, cabanas, arbors, swimming pools, decks, and similar open space shall be provided for residential uses. Areas excluded in computation of residential open space areas are: required setback areas, dwellings, other buildings, parking areas, streets, driveways, and slopes greater than 10 percent

Standard	Requirement
16. Commercial open space minimum, if coastal recreation commercial uses are established on the site	10 percent of net lot area of public open space for outdoor seating, courtyards, plazas, preferably featuring a pedestrian connection between Pasadena Court and Avenida Victoria. Areas counting for public open space shall be accessible to the public and usable for recreational or open space activities. Parking areas are not included as public open space
17. Stacked or tandem parking provision with valet service	Stacked or tandem parking may be allowed when valet service is provided
18. Parking number of spaces	See SCMC 17.64, Parking and access standards, for parking standards, such as minimum number of off-street spaces. Parking standards for the Central Business (CB) Overlay are used for the Visitor-Serving Commercial District (VSCD). In addition to these standards, parking is required as follows: 1.2 spaces per timeshare unit
19. Parking off-site	See SCMC 17.64, Parking and access standards off-site parking; for review procedures and provisions to allow required parking to be provided off-site
20. Parking adjoining on-street space credit	Parking spaces located within adjoining street frontage of the lot and marked on-street may be credited as required parking spaces for a permitted or conditionally permitted use
21. Parking waivers for historic preservation and Local Coastal Program Land Use Plan (LUP) implementation	With the approval of a Conditional Use Permit, parking waivers may be approved for changes of use and development that increases required off-street parking for historic preservation and Local Coastal Program Land Use Plan (LUP) implementation, according to requirements in Subsection F below
22. Parking in-lieu certificate program	See SCMC 17.64, In-Lieu Certificates for Off-Street Parking, for review procedures and provisions to allow the sale of certificates in-lieu of providing required off-street parking spaces on a site for a proposed use

F. Parking Waiver Review Requirements.

As set forth in Subsection E.21 above, parking waivers may be approved for changes of use and development with a Conditional Use Permit, subject to review requirements below.

1. Findings.

In addition to general findings required by SCMC 17.16, Applications, the following additional findings shall be made by the review authority for approval:

- a. The required parking cannot be provided without altering the historic structure in a manner that preserves or enhances its historical integrity, consistent with Secretary of the Interior Standards for the Treatment of Historic Properties.
- b. The parking waivers are necessary to allow a project that sufficiently implements LUP policies for the establishment of coastal recreation visitor-serving uses.
- c. There is adequate public parking supplied in the vicinity to meet parking demand for the proposed use without adverse impacts to surrounding properties.

2. Analysis required with application.

Applications shall include the following to determine if a proposal meets the required findings in Subsection F.1 above, to the satisfaction of the City Planner or review authority.

- a. Historic structures report, which provides an assessment on appropriate adaptive reuse strategies and recommendations
- b. Parking analysis of supply in the vicinity and parking demand with and without the proposed use, considering alternate modes of transportation.

G. Special Use Standards for Bed and Breakfasts.

Bed and breakfasts shall comply with special use standards in SCMC 17.28, except for the following:

1. Food service.

Cooking facilities are permitted in bed and breakfast guest rooms for private use.

2. Operator.

The bed and breakfast may be operated by the property owner or a resident property manager.

504 Coastal and Recreation Commercial 2 Standards, Beachcomber Property (CRC2)

A. Purpose and Applicability.

1. Purpose.

This Section establishes development and land use standards for the Coastal and Recreation Commercial 2 Beachcomber property area. The purpose and intent of CRC2 area is described in Chapter 2, Land Use Plan.

2. Applicability.

This Section applies to CRC2 area shown on Figure 2-1.

3. General standards.

In addition to the standards of this Section, the CRC2 area shall comply with general standards in Section 509 below, and uses may be subject to special use standards in San Clemente Municipal Code Chapter 17.28 (SCMC 17.28).

B. Permitted Uses.

The continued primary use of the historic building as lodging is permitted, such as a bed and breakfast, hotel, or motel. See SCMC 17.28 for special use standards. For bed-and-breakfast inns, also refer to Subsection G.

C. Conditionally Permitted Uses. The following uses are allowed with a discretionary use permit process.

1. Conditional Use Permit required. The following uses are allowed with a Conditional Use Permit (CUP).

a. Churches, temples, and other places of worship.

b. Cultural center and gardens, such as museums, interpretative centers, art galleries, and other similar uses.

c. Private clubhouses or recreation centers.

d. Restaurants and fine-dining food establishments, such as sit-down restaurants with waiter service, sandwich shops, candy stores, ice cream shops, frozen yogurt shops, bakeries, coffee houses, and similar businesses.

e. Timeshares.

2. Public interpretation plan.

Applications shall include a public interpretation plan that improves the recognition of the property as a historic resource and an appreciation for its setting within the Pier Bowl area.

3. Review requirements to allow a conditionally permitted use in the historic structure.
 - a. Findings.

Required finding. In addition to general findings required by SCMC 17.16, Applications, a finding shall be made that current market conditions make it reasonably necessary to allow the proposed use in the historic structure.
 - b. Economic analysis.

Applications shall include an economic analysis of the viability of a permitted use in the historic structure versus changing the use to a conditionally permitted use.

D. Accessory Uses.

The following uses are permitted, accessory to a permitted or conditionally permitted primary use.

1. Accessory uses interpreted to be normally incidental to a permitted primary or conditionally permitted use. Interpretations are subject to review procedures in Chapter 6, Administration.
2. Alcoholic beverages sales for consumption on the premises.
3. Bicycle lockers and racks.
4. Decks.
5. Fences.
6. Garages and carports.
7. Greenhouses, private.
8. Live entertainment.
9. Parks and open space, public or private.
10. Patios and patio covers.
11. Restaurants and fine-dining food establishments.
12. Swimming pools.
13. Walls.
14. Weddings and events.
15. Valet parking service for restaurants, bed-and-breakfast inns, motels, hotels, and timeshares with a Conditional Use Permit.

E. Development Standards.

In addition to general standards in Section 509, uses shall comply with the following development standards.

Standard	Requirement
1. Architectural Overlay standards (area is in Overlay as shown on Figure 2-2)	New structures and major remodels shall have Spanish Colonial Revival architecture compatible with the historic resource on-site and consistent with Chapter 3, Design guidelines , as set forth in Architectural Overlay requirements within SCMC 17.56, Overlay districts and standards
2. Lot area minimum	6,000 square feet
3. Lot width minimum	60'-0"
4. Setback minimum on Avenida Victoria street frontage	Setback to the exterior wall of existing buildings or 0'-0", whichever is more restrictive
5. Interior side setback minimum	5'-0"
6. Coastal bluff rear setback minimum	See SCMC 17.56, Coastal Zone Overlay district; for coastal bluff, and shoreline standards for setbacks
7. Floor Area Ratio (FAR) maximum	1.50
8. Lot coverage maximum	90 percent
9. Height limitation	Height of new development shall not exceed the height of existing buildings at street frontage to Avenida Victoria
10. FAR increase for historic structures	See SCMC 17.24, General development standards for Floor Area Ratio increase; for provisions to increase the floor area ratio when historic structures are preserved on-site or relocated to appropriate zones
11. Landscaping visible from street or public places, not including hardscape	10 percent of net lot area of landscaping shall be provided in surface areas visible from the public right-of-way. The City may give vertical plantings credit toward the size of planting area
12. Open space minimum	10 percent of net lot area of public open space for outdoor seating, courtyards, plazas. Areas counting for public open space shall be accessible to the public and usable for recreational or open space activities. Parking areas are not included as public open space
13. Stacked or tandem parking provision with valet service	Stacked or tandem parking may be allowed when valet service is provided

Standard	Requirement
14. Parking number of spaces	See SCMC 17.64, Parking and access standards, for parking standards, such as minimum number of off-street spaces. Parking standards for the Central Business (CB) Overlay are used for the Visitor-Serving Commercial District (VSCD). In addition to these standards, parking is required as follows: 1.2 spaces per timeshare unit
15. Parking off-site	See SCMC 17.64, Parking and access standards off-site parking; for review procedures and provisions to allow required parking to be provided off-site
16. Parking adjoining on-street space credit	Parking spaces located within adjoining street frontage of the lot and marked on-street may be credited as required parking spaces for a permitted or conditionally permitted use
17. Parking waivers for historic preservation and Local Coastal Program Land Use Plan (LUP) implementation	With the approval of a Conditional Use Permit, parking waivers may be approved for changes of use and development that increases required off-street parking for historic preservation and Local Coastal Program Land Use Plan (LUP) implementation, according to requirements in Subsection F below
18. Parking in-lieu certificate program	See SCMC 17.64, In-Lieu Certificates for Off-Street Parking; for review procedures and provisions to allow the sale of certificates in-lieu of providing required off-street parking spaces on a site for a proposed use

F. Parking Waiver Review Requirements.

As set forth in Subsection E.17 above, parking waivers may be approved for changes of use and development with a Conditional Use Permit, subject to review requirements below.

1. Findings.

In addition to general findings required by SCMC 17.16, Applications, the following additional findings shall be made by the review authority for approval:

- a. The required parking cannot be provided without altering the historic structure in a manner that preserves or enhances its historical integrity, consistent with Secretary of the Interior Standards for the Treatment of Historic Properties.

- b. The parking waivers are necessary to allow a project that sufficiently implements LUP policies for the establishment of coastal recreation visitor-serving uses.
 - c. There is adequate public parking supplied in the vicinity to meet parking demand for the proposed use without adverse impacts to surrounding properties.
2. Analysis required with application.

Applications shall include the following to determine if a proposal meets the required findings in Subsection F.1 above, to the satisfaction of the City Planner or review authority.

- a. Historic structures report, which provides an assessment on appropriate adaptive reuse strategies and recommendations
- b. Parking analysis of supply in the vicinity and parking demand with and without the proposed use, considering alternate modes of transportation.

G. Special Use Standards for Bed and Breakfasts.

Bed and breakfasts shall comply with special use standards in SCMC 17.28, except for the following:

- 1. Food service.
Cooking facilities are permitted in bed and breakfast guest rooms for private use.
- 2. Operator.
The bed and breakfast may be operated by the property owner or a resident property manager.

505 Pier Bowl Core Mixed Use 4 Standards (MU4)

A. Purpose and Applicability.

- 1. Purpose.
This Section establishes development and use standards for Pier Bowl Core Mixed Use 4 (MU4) area. The purpose and intent of the MU4 area is described in Chapter 2, Land Use Plan.
- 2. Applicability.
This Section applies to the MU4 area shown on Figure 2-1.

3. General standards.

In addition to the standards of this Section, the MU4 area shall comply with general standards in Section 509 below, and uses may be subject to special use standards in San Clemente Municipal Code Chapter 17.28 (SCMC 17.28).

B. Use Restrictions on Pedestrian-Oriented Space.

The MU4 area is in the Visitor-Serving Commercial District (VSCD) that requires pedestrian-oriented space be occupied by commercial visitor-serving and recreation uses. Floor space is pedestrian-oriented or non-pedestrian oriented, based on the following:

1. Pedestrian-oriented space.

Pedestrian-oriented space, referenced in lists of uses in Subsections C and D below, shall include floor space at street-level within 40 feet and contiguous to the public right-of-way. This includes property with frontage on the following streets (shown in Figure 5-1 below):

- a. Avenida Victoria and Coronado lane on the west-facing, lower-topography side of property, toward the coastline.
- b. Avenida Del Mar.

2. Non-pedestrian oriented space.

Floor space that does not meet criteria in Subsection B.1. above is excluded from use restrictions on pedestrian-oriented space in this Section.

Figure 5-1 – Pedestrian-Oriented Street Frontages



C. Avenida Victoria Properties.

The following are listed permitted, conditionally permitted, and accessory uses for properties with coastal facing frontage to Avenida Victoria:

1. Permitted uses. The following uses are permitted:
 - a. Bed and breakfast inn. See SCMC 17.28.
 - b. Hotels and motels. See SCMC 17.28.
 - c. Restaurants and fine-dining food establishments, such as sit-down restaurants with waiter service, sandwich shops, candy stores, ice cream shops, frozen yogurt shops, bakeries, coffee houses, and similar businesses.
 - d. Retail uses designed to serve the shopping needs of tourists and beach-users, such as apparel, art galleries, beach sundries, book stores, flowers, gifts, jewelry, newsstands, novelties, recreational, surf and sport, travel agencies, and tourist or recreation-oriented businesses and shops, or similar uses.
 - e. Timeshares.
 - f. In non-pedestrian oriented space (set forth in Subsection B.1. above), permitted uses also include:
 - (1) Medical offices, such as doctors, dentists, chiropractors, optometrists, and similar medical care, but excluding group counseling (as defined in SCMC 17.88).
 - (2) Professional offices, such as architecture, engineering, financial, consulting, law, real estate, and similar office uses.
 - (3) Residential dwellings, single-family or multifamily.
 - (4) Service uses; business, commercial, and personal.
 - (5) Veterinary offices.
2. Conditionally permitted uses. The following uses are allowed with a discretionary use permit process.
 - a. Conditional Use Permit required. The following uses are allowed with a Conditional Use Permit (CUP):
 - (1) Drinking establishments, such as bars, pubs, or taverns, whose primary business is the sale of alcoholic beverages.
 - (2) Event center, such as auditorium, movie theatre, concert or music venue, playhouse, and similar uses.
 - (3) School.

- b. Minor Conditional Use Permit required.
 - (1) Non-pedestrian oriented uses in pedestrian oriented space, set forth in Subsection B.1 above. The following uses are allowed in non-pedestrian oriented space with a Minor Conditional Use Permit.
 - (a) Medical offices, such as clinical service uses, doctors, dentists, chiropractors, optometrists, and similar medical care, but excluding group counseling (as defined in SCMC 17.88).
 - (b) Professional offices, such as architecture, engineering, financial, consulting, law, real estate, and similar office uses.
 - (c) Service uses; business, commercial, and personal.
 - (d) Veterinary offices.
 - (2) Required findings. In addition to general findings required by SCMC 17.16, Applications, either of the following findings shall be made to approve a MCUP for uses in Subsection C.2.b.
 - (a) The use sufficiently generates pedestrian activity to be appropriate in a pedestrian-oriented space, or
 - (b) Current market conditions make it reasonably necessary to allow a use that does not generate significant pedestrian activity in order for the subject space to remain occupied.
 - (3) Application materials In addition to general application requirements, applicants shall provide an economic analysis of the use's ability to meet the required findings in Subsection C.2.b(2) to the satisfaction of the City Planner or review authority.
- 3. Accessory uses. The following uses are permitted, accessory to a permitted or conditionally permitted primary use.
 - a. Accessory uses interpreted to be normally incidental to a permitted primary or conditionally permitted use. Interpretations are subject to review procedures in Chapter 6, Administration.
 - b. Alcoholic beverages sales for on-site or off-site consumption.
 - c. Bicycle lockers and racks.
 - d. Conference facilities, special events, weddings, and similar uses, at a bed and breakfast inn, motel, hotel, or timeshare primary use.
 - e. Decks.

- f. Fences.
- g. Garages and carports.
- h. Greenhouses, private.
- i. Live entertainment.
- j. Patios and patio covers.
- k. Playground for a conditionally permitted school use.
- l. Swimming pools.
- m. Walls.
- n. Valet parking service for restaurants, bed-and-breakfast inns, motels, hotels, and timeshares with a Conditional Use Permit.

D. Use of Coronado Lane Properties.

The following are listed permitted, conditionally permitted, and accessory uses for properties with coastal facing frontage to Coronado Lane:

1. Permitted uses. The following uses are permitted:
 - a. Bed and breakfast inn. See SCMC 17.28.
 - b. Hotels and motels. See SCMC 17.28.
 - c. Retail uses designed to serve the shopping needs of tourists and beach-users, such as apparel, art galleries, beach sundries, book stores, flowers, gifts, jewelry, newsstands, novelties, recreational, surf and sport, travel agencies, and tourist or recreation-oriented businesses and shops, or similar uses.
 - d. Restaurants and fine-dining food establishments, such as sit-down restaurants with waiter service, sandwich shops, candy stores, ice cream shops, frozen yogurt shops, bakeries, coffee houses, and similar businesses.
 - e. Timeshare.
 - f. In non-pedestrian oriented space (set forth in Subsection B.1 above), permitted uses also include:
 - (1) Medical offices, such as doctors, dentists, chiropractors, optometrists, and similar medical care, but excluding group counseling (as defined in SCMC 17.88).
 - (2) Professional offices, such as architecture, engineering, financial, consulting, law, real estate, and similar office uses.

- (3) Residential dwellings, single-family or multifamily.
 - (4) Service uses; business, commercial, and personal.
 - (5) Veterinary offices.
2. Conditionally permitted uses. The following uses are allowed with a discretionary use permit process.
- a. Conditional Use Permit required. The following uses are allowed with a Conditional Use Permit (CUP):
 - (1) School.
 - b. Minor Conditional Use Permit required.
 - (1) Non-pedestrian oriented uses in pedestrian oriented space, set forth in Subsection B.1 above. The following uses are allowed in non-pedestrian oriented space with a Minor Conditional Use Permit.
 - (a) Medical offices, such as clinical service uses, doctors, dentists, chiropractors, optometrists, and similar medical care, but excluding group counseling (as defined in SCMC 17.88).
 - (b) Professional offices, such as architecture, engineering, financial, consulting, law, real estate, and similar office uses.
 - (c) Service uses; business, commercial, and personal.
 - (d) Veterinary offices.
 - (2) Required findings for non-pedestrian uses in pedestrian spaces. In addition to general findings required by SCMC 17.16, Applications, either of the following findings shall be made to approve a Minor Conditional Use permit:
 - (a) The use sufficiently generates pedestrian activity to be appropriate in a pedestrian-oriented space, or
 - (b) Current market conditions make it reasonably necessary to allow a use that does not generate significant pedestrian activity in order for the subject space to remain occupied.
 - (3) Application materials for non-pedestrian uses in pedestrian spaces. In addition to general application requirements, applicants shall provide an economic analysis of the use's ability to meet the required findings in Subsection D.2.b(2) to the satisfaction of the City Planner or review authority.

3. Accessory uses. The following uses are permitted, accessory to a permitted or conditionally permitted primary use.
 - a. Accessory uses interpreted to be normally incidental to a permitted primary or conditionally permitted use. Interpretations are subject to review procedures in Chapter 6, Administration.
 - b. Alcoholic beverage sales for on-site or off-site consumption.
 - c. Bicycle lockers and racks.
 - d. Conference facilities, special events, weddings, and similar uses, at a bed and breakfast inn, motel, hotel, or timeshare primary use.
 - e. Decks.
 - f. Fences.
 - g. Garages and carports.
 - h. Greenhouses, private.
 - i. Live entertainment.
 - j. Patios and patio covers.
 - k. Playground for a conditionally permitted school use.
 - l. Restaurants and fine-dining food establishments, such as sit-down restaurants with waiter service, sandwich shops, candy stores, ice cream shops, frozen yogurt shops, bakeries, coffee houses, and similar businesses.
 - m. Retail uses designed to serve the shopping needs of tourists and beach-users, including apparel, art galleries, beach sundries, book stores, flowers, gifts, jewelry, newsstands, novelties, recreational, surf and sport, travel agencies, and tourist or recreation-oriented businesses and shops, or similar uses.
 - n. Swimming pools.
 - o. Walls.
 - p. Valet parking service for restaurants, bed-and-breakfast inns, motels, hotels, and timeshares with a Conditional Use Permit.

E. Development Standards.

In addition to general standards in Section 509, uses shall comply with the following development standards.

Standard	Requirement
1. Architectural Overlay standards (area is in Overlay as shown on Figure 2-2)	New structures and major remodels shall have Spanish Colonial Revival architecture consistent with Chapter 3, Design guidelines, except when the review authority finds it is impractical or a project involves historically significant structures with other distinctive architectural styles, as set forth in Architectural Overlay requirements within SCMC 17.56, Overlay districts and standards
2. Lot area minimum	6,000 square feet
3. Lot width minimum	60'-0"
4. Front setback minimum	5'-0", except no setback is required for arcades, plazas, courtyards, and other similar "pedestrian elements"
5. Interior side setback minimum	0'-0"
6. Street side setback minimum	5'-0"
7. Rear setback minimum	5'-0"
8. Light angle setback	80 degrees measured from the required setback for only those portion for only those portions of the building above 20 feet in height
9. Lot coverage maximum	90 percent
10. Height limitations	30'-0"
11. Floor Area Ratio (FAR) maximum	Commercial projects: 1.0; Mixed use projects: 2.0
12. Residential density maximum	Maximum of one dwelling unit per 1,200 square feet of net lot area or one dwelling unit per 1,800 square feet of gross area, whichever is less
13. Dwelling unit size minimum	600 square feet
14. Timeshare density maximum	1 timeshare unit per 500 square feet of net lot area
15. FAR increase for historic structures	See SCMC 17.24, General development standards Floor Area Ratios increase in; for provisions to increase the floor area ratio when historic structures are preserved on-site or relocated to appropriate zones
16. Urban open area and landscaping area	See SCMC 17.85.050, Landscaping requirements for specific zones, Mixed Use Zones, for urban open area and landscaping area requirements

Standard	Requirement
17. Stacked or tandem parking provision with conditionally permitted valet service	Stacked or tandem parking may be allowed when valet service is provided
18. Parking number of spaces	See SCMC 17.64, Parking and access standards, for parking standards, such as minimum number of off-street spaces. Parking standards for the Central Business (CB) Overlay are used for the Visitor-Serving Commercial District (VSCD). In addition to these standards, parking is required as follows: 1.2 spaces per timeshare unit
19. Parking off-site	See SCMC 17.64, Parking and access standards off-site parking; for review procedures and provisions to allow required parking to be provided off-site
20. Parking adjoining on-street space credit	Parking spaces located within adjoining street frontage of the lot and marked on-street may be credited as required parking spaces for a permitted or conditionally permitted use
21. Parking in-lieu certificate program	See SCMC 17.64, In-Lieu Certificates for Off-Street Parking; for review procedures and provisions to allow the sale of certificates in-lieu of providing required off-street parking spaces on a site for a proposed use

506 Public Casa Romantica Standards (P1)

A. Purpose and Applicability.

1. Purpose.

This Section establishes development and use standards for the Public Casa Romantica (P1) area. The purpose and intent of P1 area is described in Chapter 2, Land Use Plan.

2. Applicability.

This Section applies to P1 area shown on Figure 2-1.

3. General standards.

In addition to the standards of this Section, P1 area shall comply with general standards in Section 509 below, and uses may be subject to special use standards in San Clemente Municipal Code Chapter 17.28 (SCMC 17.28).

B. Permitted Uses. The following are listed permitted uses:

1. The continued use of the historic Casa Romantica building as a cultural center for meetings, group instruction, special events such as weddings, art galleries, interpretative centers, museums, and other similar uses.
2. The continued use of the Casa Romantica grounds as a botanical garden, open space, an overflow area for indoor events and for group instruction in defined gathering areas

C. Permitted Accessory Uses.

The following uses are permitted, accessory to a permitted primary use.

1. Accessory uses interpreted to be normally incidental to a permitted primary or conditionally permitted use. Interpretations are subject to review procedures in Chapter 6, Administration.
2. Pedestrian-oriented specialty-shop uses designed to supplement other primary uses such as book stores, gifts, jewelry, novelties, and similar tourist-or recreational oriented businesses and shops.
3. Permitted use on the grounds include:
 - a. Botanical garden.
 - b. Existing accessory facilities in the required rear setback shown on the approved site plan, such as the existing deck, fencing, patio, pathways, seating, and service areas.
 - c. Open space and parks.
 - d. New accessory structures in required side and front setbacks, such as:
 - (1) Bicycle lockers and racks.
 - (2) Fences,
 - (3) Outdoor overflow area for permitted and conditionally permitted uses within the historic Casa Romantica structure.
 - (4) Sheds and similar small-scale accessory structures, such as a covered valet kiosk.
 - (5) Walls.

D. Conditionally Permitted Accessory Uses.

The following uses are allowed with a Conditional Use Permit (CUP), accessory to a permitted primary use.

1. Accessory uses interpreted to be normally incidental to a permitted primary or conditionally permitted use. Interpretations are subject to review procedures in Chapter 6, Administration.
2. Alcoholic beverages sales for consumption on the premises.
3. Live entertainment.
4. Restaurants and fine-dining food establishments.
5. Weddings and events
6. Valet service.

E. Development Standards.

In addition to general standards in Section 509, uses shall comply with the following development standards.

Standard	Requirement
1. Architectural Overlay standards (area is in Overlay as shown on Figure 2-2)	New structures and major remodels shall have Spanish Colonial Revival architecture compatible with the historic resource on-site, as set forth in Architectural Overlay requirements within SCMC 17.56, Overlay districts and standards
2. Lot area minimum	6,000 square feet
3. Lot width minimum	60'-0"
4. Front setback to primary structure	Setback to the exterior wall of the existing primary building or 10'-0", whichever is more restrictive
5. Interior-side setback minimum	Setback to the exterior wall of the existing primary building or 5'-0", whichever is more restrictive
6. Setback to coastal bluffs and canyons minimum	See SCMC 17.56, Overlay districts and standards, Coastal Zone Overlay district; for coastal bluff, and shoreline standards for setbacks
7. Floor Area Ratio (FAR) maximum	1.0
8. Lot coverage maximum	60 percent
9. Height limitation	Height shall not exceed the adjacent roofline of the existing Casa Romantica historical building

Standard	Requirement
10. Landscaping visible from street or public places, not including hardscape	10 percent of net lot area of landscaping shall be provided in surface areas visible from the public right-of-way. The City may give vertical plantings credit toward the size of planting area
11. Stacked or tandem parking provision with conditionally permitted valet service	Stacked or tandem parking may be allowed when valet service is provided
12. Parking number of spaces	See SCMC 17.64, Parking and access standards, for parking standards, such as minimum number of off-street spaces. Parking standards for the Central Business (CB) Overlay are used for the Visitor-Serving Commercial District (VSCD). In addition to these standards, parking is required as follows: 1 space per 4 occupants
13. Parking off-site	See SCMC 17.64, Parking and access standards for off-site parking; for review procedures and provisions to allow required parking to be provided off-site
14. Parking adjoining on-street space credit	Parking spaces located within adjoining street frontage of the lot and marked on-street may be credited as required parking spaces for a permitted or conditionally permitted use

507 Public Pier Bowl Standards (P2)

A. Purpose and Applicability.

1. Purpose.

This Section establishes development and use standards for Public Pier Bowl (P2) areas. The purpose and intent of P2 areas is described in Chapter 2, Land Use Plan.

2. Applicability.

This Section applies to P2 areas shown on Figure 2-1.

3. General standards.

In addition to the standards of this Section, P2 areas shall comply with general standards in Section 509 below, and uses may be subject to special use standards in San Clemente Municipal Code Chapter 17.28 (SCMC 17.28).

B. Permitted Uses.

The following are listed permitted uses:

1. Open space.
2. Parks. See SCMC 17.28 for public park facilities.
3. Parking lots.
4. Plazas.

C. Conditionally Permitted Uses.

The following use is allowed with a Conditional Use Permit:

1. Public safety facilities, such as marine safety headquarters.

D. Accessory Uses.

The following uses are permitted, accessory to a permitted or conditionally permitted primary use.

1. Accessory uses interpreted to be normally incidental to a permitted primary or conditionally permitted use. Interpretations are subject to review procedures in Chapter 6, Administration.
2. Fences.
3. Kiosk for parking attendant or valet service.
4. Parking meters.
5. Public facilities, such as restrooms, barbeques, drinking fountains, bicycle lockers and racks, park benches and tables, drinking fountains, surfboard racks, showers, shade structures, and other similar uses.
6. Sheds and storage.
7. Transit stop amenities, such as trolley stop seating and shade canopy.
8. Walls.

E. Development Standards.

In addition to general standards in Section 509, uses shall comply with the following development standards.

Standard	Requirement
1. Architectural Overlay standards (area is in Overlay as shown on Figure 2-2)	New structures and major remodels shall have Spanish Colonial Revival architecture consistent with Chapter 3, Design guidelines, except when the review authority finds it is impractical or a project involves historically significant structures with other distinctive architectural styles, as set forth in Architectural Overlay requirements within SCMC 17.56, Overlay districts and standards
2. Lot area minimum	6,000 square feet
3. Lot width minimum	60'-0"
4. Front setback minimum	0'-0"
5. Side setback minimum	0'-0"
6. Rear setback minimum	0'-0"
7. Setback to coastal bluffs and canyons minimum	See SCMC 17.56, Overlay districts and standards, Coastal Zone Overlay district; for coastal bluff, and shoreline standards for setbacks
8. Floor Area Ratio (FAR) maximum	1.0
9. Lot coverage maximum	90 percent
10. Height limitation for the public lots with frontage to Avenida Del Mar (Lot 42 Block 3 and Blocks 4-5 of Tract 784)	Height of development shall preserve public visibility of the coast from the public view corridor point located adjacent to the intersection of Acebo Lane and Avenida Del Mar, shown on Figure 2-10. The protected coast view is highlighted in this Chapter on Figure 5-2
11. Height limitation for public lot adjacent to CRC2 area and across Avenida Victoria from MU4 area (Lot 69, Block 1 of Tract 785)	6'-0" to provide height for park benches, bike lockers, and other pedestrian-oriented facilities that preserve view of the shoreline from designated view corridors shown on Figure 2-10

Standard	Requirement
12. View corridor preservation (designated corridors are shown on Figure 2-10 in Chapter 2)	Development within designated public view corridors shown on Figure 2-10 shall be sited and designed to protect public views to and along the ocean and coastal bluffs, visually significant ridgelines, and coastal canyons, open spaces, and prominent mature trees on public lands. Development shall be designed and sited in a manner that compliments the natural topography and does not interrupt views within public view corridors. A view analysis shall be required for new development proposed within designated public view corridors

Figure 5-2 – Height Limit for Lots 42-45, Blocks 3-5, Tract 784



508 Open Space Public Standards (OS1)

A. Purpose and Applicability.

1. Purpose.

This Section establishes development and use standards for Public Open Space (OS1) areas. The purpose and intent of OS1 areas is described in Chapter 2, Land Use Plan.

2. Applicability.

This Section applies to OS1 areas shown on Figure 2-1.

3. General standards.

In addition to the standards of this Section, OS1 areas shall comply with general standards in Section 509 below, and uses may be subject to special use standards in San Clemente Municipal Code Chapter 17.28 (SCMC 17.28).

B. Permitted Uses.

The following are listed permitted uses:

1. Continued use of the Marine Safety Headquarters according to Coastal Commission permits.
2. Open space.
3. Parks. See SCMC 17.28 for public park facilities.
4. Pier.
5. Plazas.
6. Railroad facilities, including the train station.
7. Recreation.

C. Conditionally Permitted Uses.

Redevelopment of marine safety headquarters until such time that an operationally suitable alternative inland location is available.

D. Accessory Uses.

The following uses are permitted, accessory to a permitted or conditionally permitted primary use.

1. Accessory uses interpreted to be normally incidental to a permitted primary or conditionally permitted use. Interpretations are subject to review procedures in Chapter 6, Administration.

2. Coastal access structures, such as at-grade and undercrossing.
3. Concessions.
4. Fences.
5. Marine and park safety equipment and ancillary structures.
6. Parking and facilities such as meters.
7. Public facilities, such as restrooms, barbeques, drinking fountains, bicycle lockers and racks, park benches and tables, drinking fountains, surfboard racks, showers, shade structures, and other similar uses.
8. Revetment.
9. Walls.

E. Development Standards.

In addition to general standards in Section 509, uses shall comply with the following development standards.

Standard	Requirement
1. Spanish Colonial Revival architecture required	New structures and major remodels shall have Spanish Colonial Revival architecture consistent with Chapter 3, Design guidelines, except when the review authority finds it is impractical or a project involves historically significant structures with other distinctive architectural styles
2. Setback to coastal bluffs, canyons, and shoreline minimum	See SCMC 17.56, Coastal Zone Overlay district; for coastal bluff, and shoreline standards for setbacks
3. Location and footprint for redevelopment of marine safety headquarters until suitable inland location is available	Any proposed relocation or redevelopment of the City’s Marine Safety Headquarters on the sandy beach shall be limited to the smallest footprint operationally necessary, located as far landward as feasible and shall be designed to avoid the need for future shoreline protection. The headquarters shall be no closer to the shoreline than the existing facility

Standard	Requirement
4. View corridor preservation (designated corridors are shown on Figure 2-10 in Chapter 2)	Development within designated public view corridors shown on Figure 2-10 shall be sited and designed to protect public views to and along the ocean and coastal bluffs, visually significant ridgelines, and coastal canyons, open spaces, and prominent mature trees on public lands. Development shall be designed and sited in a manner that compliments the natural topography and does not interrupt views within public view corridors. A view analysis shall be required for new development proposed within designated public view corridors

509 General Standards

A. Purpose and Applicability.

1. Purpose.

This Section establishes general land use, development, and procedural requirements for this Specific Plan.

2. Applicability.

This Section applies to all land use areas of this Specific Plan shown on Figure 2-1.

B. Development Standards Not Listed.

A development standard not specifically addressed in this Specific Plan is subject to the Zoning Ordinance. If the standard is also not specifically addressed in the Zoning Ordinance, Municipal Code Section 17.04.040 (SCMC 17.04.040) governs.

C. Development Review and Permitting Procedures.

Requests to modify property or establish uses shall be in compliance with review and permitting procedures. For more details, see Chapter 6 of this Specific Plan for a summary of review procedures, SCMC 17.16, Applications, for application requirements, and Chapter 17.12, Development review process, for general procedural requirements. Site improvements, grading, landscaping, and development subject to a discretionary permit are also reviewed for consistency with design guidelines in Chapter 3.

D. Development Standards.

In addition to the specific area standards above, properties shall comply with the following general standards, unless exceptions are in this Chapter for particular land use areas.

Standards	Requirement
1. Accessory buildings and structures, such as patio covers, decks, and stairways	See San Clemente Municipal Code Chapter 17.24 (SCMC 17.24), Accessory buildings and structures, for accessory building and structure requirements
2. Building equipment screening	See SCMC 17.24, General development standards, building equipment and services and their screening; for requirements that apply to screening trash, mechanical, and similar types of ground and roof-mounted equipment
3. Coastal Zone Overlay standards for coastal canyon, bluff, and coastline setbacks, preservation, and landform alterations	See SCMC 17.56, Overlay districts and standards Coastal Zone Overlay district; for coastal canyon, bluff, and shoreline standards for setbacks, preservation, and landform alterations
4. Fences, walls, hedges	See SCMC 17.24, General development standards, fences, walls, and hedges; for requirements that apply to fences, hedges, and walls, including retaining, skirt, and stem walls
5. Height limitations	See SCMC 17.36, General development standards, height limitations; for height measurement methodology requirements
6. Lot frontage minimum	See SCMC 17.24, General development standards, lot frontage requirements minimum; for minimum lot street frontage requirements
7. Landscaping and urban open area	See SCMC 17.68, Landscape standards, and see SCMC 17.64, Parking and access standards; for general and zone specific landscaping requirements
8. Lighting	See SCMC 17.24, General development standards, lighting; for lighting requirements. In addition to these standards, lighting shall be shielded and directed so glare and light trespass does not shine into the beach sand or the ocean.

Standards	Requirement
9. Nonconforming uses and structures	See SCMC 17.72, Nonconforming uses and structures, for regulations that apply to lawfully established uses and structures that do not conform to land use regulations in the Local Coastal Program and Zoning Ordinance
10. Parking standards	See SCMC 17.64, Parking and access standards, for parking standards, such as minimum number of off-street spaces, design of off-street spaces, parking lot landscaping, oversized vehicles on residentially zoned or developed properties, , and parking waivers. Parking standards for the Central Business (CB) Overlay are used for the Visitor-Serving Commercial District (VSCD), which includes the CRC 1, CRC 2, and MU 4 areas
11. Parking joint use	Joint-use parking for both public and private lots may be granted through the approval of a Conditional Use Permit processed according to SCMC 17.64, Parking and access standards, shared parking. Standard parking ratios required for individual-use projects may be reduced when a parking study, prepared by a professional traffic engineer, shows a reduced parking demand to the satisfaction of the City Planner for multiple-use projects
12. Setback adjustments	See SCMC 17.16, Applications, Minor Exception Permits; for provisions and procedures to request a reduction of setback standards within thresholds provided
13. Setback encroachments	See SCMC 17.24, General development standards, encroachments into setbacks and height limits; for provisions to allow site improvements and structures to encroach into required setbacks and height limits
14. Signage	See SCMC 17.84, Sign regulations; for signage requirements, including criteria specific to the Architectural Overlay district

Standards	Requirement
15. Subdivisions	See SCMC 16, Subdivisions, and State law for requirements that apply to subdivision requests
16. Trash receptacle requirements	See SCMC 8.66, Litter receptacles, for trash receptacle maintenance and placement requirements
17. View corridor preservation (designated corridors are shown on Figure 2-10 in Chapter 2)	Development within designated public view corridors shown on Figure 2-10 shall be sited and designed to protect public views to and along the ocean and coastal bluffs, visually significant ridgelines, and coastal canyons, open spaces, and prominent mature trees on public lands. Development shall be designed and sited in a manner that compliments the natural topography and does not interrupt views within public view corridors. A view analysis shall be required for new development proposed within designated public view corridors

E. Enclosure of Uses.

Permitted and conditionally permitted uses shall be conducted within enclosed structures, except as follows:

1. Uses allowed to occur outdoors according to SCMC 17.28, Special uses (e.g. outdoor dining), or
2. The following uses are allowed to occur outdoors in addition to uses in Subsection E.1 above:
 - a. Open space, such as beaches, bluffs, canyons, courtyards, gardens, shoreline, etc.
 - b. Parking lots.
 - c. Playgrounds accessory to a permitted day care facility or school.
 - d. Recreational activities.
 - e. Uses not in this list but are interpreted to be similar to a listed use, subject to interpretation procedures in Chapter 6, Administration.
 - f. Weddings and events allowed by this Chapter to occur in a particular land use area.

F. Grading.

Grading is not included in the lists of categorized permitted and conditionally permitted uses for land use areas in the Sections above. Grading in any land use area of this Specific Plan shall comply with general requirements in SCMC 15.36, Excavations and grading, and SCMC 17.28.240, Special uses, grading. When major grading is proposed (as defined in SCMC) without an application for development, a Conditional Use Permit is required, unless the City Engineer makes required findings in SCMC 17.28.240.

G. Prohibited Uses.

Uses are prohibited if:

1. Uses are not listed as permitted, conditionally permitted, accessory uses, or temporary uses in this Section.
2. Uses are not specifically addressed in the Zoning Ordinance and the uses have not been allowed by an interpretation. Interpretations are processed according to SCMC 17.04.040, Interpretations. In addition to general findings required for use interpretations in SCMC 17.04.040, the review authority shall find the interpretation is consistent with land use policies in the Local Coastal Program Land Use Plan (LUP).
3. The use is a specific prohibition enacted by the City Council within this area or effective City-wide

H. Temporary Uses.

Temporary uses are not included in the lists of categorized permitted and conditionally permitted uses for land use areas in the Sections above. Temporary uses in any land use area of this Specific Plan shall comply with the following:

1. For permitted temporary uses, see SCMC 17.28 for provisions and requirements.
2. For special activities on private nonresidential sites, see SCMC 17.28, Special activities; for special activity procedures and requirements. Depending on events proposed, special activities may require discretionary review.
3. For special events on public property, see SCMC 8.72, Special event permits; for event procedures and requirements.

I. Utility Projects.

Utility projects are not included in lists of categorized permitted and conditionally permitted uses for land use areas in Sections above. Utility projects in any land use area of this Specific Plan shall comply with procedures in SCMC 17.28.240.

Chapter 6

ADMINISTRATION

- 601 Legal Authority
- 602 Development Review Procedures
- 603 Enforcement
- 604 Severability
- 605 Specific Plan Amendments

601 Legal Authority

This Specific Plan has been prepared and adopted pursuant to Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457 of the California Government Code. The California Government Code authorizes Cities such as San Clemente, to adopt Specific Plans as a more comprehensive method of implementing the General Plan. The Specific Plan bridges the gap between the goals and policies of the General Plan and the site-specific criteria of a tentative tract map or site plan. This Pier Bowl Specific Plan is a regulatory plan constituting the zoning for the property. Development Plans or Agreements, Tract or Parcel Maps, and any action requiring discretionary or ministerial approval by the City shall be consistent with this Specific Plan as adopted by City Council.

The City shall have the authority to enforce this Specific Plan according to state law and the Municipal Code, including but not limited to general permit procedures for appeals, concurrent review of multiple applications, public notification requirements, time extensions, revocations, modifications, etc. In any instance where this Specific Plan has a requirement that differs from the Zoning Ordinance, Specific Plan provisions take precedence. Where the Specific Plan is silent on an issue, the requirements of the Municipal Code shall apply.

602 Development Review Procedures

This Section describes procedures for the review and permitting of projects within the Pier Bowl are shown on Figure 1-2 in Chapter 1. Projects include but are not limited to, requests to establish certain land uses, develop and subdivide property, modify existing development, and install signage. The City reviews and processes proposals according to State law, the Municipal Code and the Local Coastal Program, including this Specific Plan.

A. **Environmental Review.**

Projects are reviewed according to the California Environmental Quality Act (CEQA) Guidelines.

B. Local Coastal Program.

The Pier Bowl Specific Plan is entirely within the Coastal Zone, therefore applications are reviewed according to the California Coastal Act of 1976 as amended and contained in the California Public Resources Code (Section 30000 et seq.). The Local Coastal Program for the Pier Bowl area includes land use policies in the Coastal Land Use Plan (LUP) and regulations and procedures within this Specific Plan and the Zoning Ordinance.

The City reviews and processes proposals according to State law, the Coastal Land Use Plan (LUP), this Specific Plan, and the Zoning Ordinance. Following City approval of permits, projects that do not meet criteria for the Coastal Categorical Exclusion Order, must be reviewed and approved by the City “in-concept” before applications are submitted to the Coastal Commission for processing.

The City does not have an Implementation Plan (IP). The City is preparing an IP for public review and City Council consideration, and Coastal Commission certification. Until IP certification is complete, this Specific Plan and the Zoning Ordinance function as implementation plans for the Pier Bowl area.

C. Subdivision Ordinance.

Subdivisions, lot mergers, lot line adjustments, and corrections shall be reviewed according to State law and the City’s Subdivision Ordinance. Preliminary grading concept plans shall be approved in association with approval of a Tentative Map. Grading concept plans shall be reviewed for consistency with this Specific Plan. The City may impose specific conditions on Tentative Maps in addition to the requirements of this Specific Plan.

D. Interpretations.

Development standards and uses not specifically addressed in this Specific Plan are subject to the Zoning Ordinance in Title 17 of the San Clemente Municipal Code (SCMC 17). If the standard or use is also not specifically addressed in the Zoning Ordinance, Municipal Code Section 17.04.040 (SCMC 17.04.040) governs. In addition to general findings required for interpretations in SCMC 17.04.040, the review authority shall find the interpretation is consistent with LUP land use policies.

E. Grading.

If grading is proposed, a grading permit shall be required depending on the amount and nature of work proposed. Grading permits are required to ensure grading is completed according to State law, the Municipal Code, and the City’s Grading Manual.

F. Site Plan and Architectural Review.

All applications for new development and modifications to existing development shall be subject to approvals required by the Local Coastal Program. The purpose of the review process is to ensure projects are consistent with land use policy, design guidelines, and applicable regulations. As part of the review process, the City may impose specific conditions of approval on permits, in addition to the requirements of this Specific Plan. If a project does not fully comply with required development standards, then zoning exceptions or variances must be processed as part of an application.

G. Signs.

Sign applications shall be processed in accordance with the City's Sign Ordinance and the Sign Program for the site.

H. Other Applications.

All other permits not identified by this Specific Plan shall be processed according to the Zoning Ordinance, including but not limited to, Conditional Use Permits, Variances, and Discretionary Sign Permits.

603 Enforcement

This Specific Plan promotes orderly development and the zoning for the Pier Bowl area. Consistent with the Municipal Code, any violation of the standards and regulations identified in the Specific Plan adopted by the City Council shall be considered a violation of the Zoning Ordinance.

604 Severability

In the event that any plan, diagram, regulation, condition, program, or other portion of this Specific Plan is held invalid by a court of competent jurisdiction, such portion(s) shall be deemed separate, distinct, and independent provisions of the Specific Plan and the invalidity of such provisions shall not affect the validity of the remaining provisions of the Specific Plan.

605 Specific Plan Amendments

Amendments to this Specific Plan shall be reviewed and processed according to the Zoning Ordinance, or the Implementation Plan following it is certified by the Coastal Commission. If land use policy or map changes are required, a General Plan and Coastal Land Use Plan amendment shall be reviewed according to the Municipal Code, Local Coastal Program, and State law.

Chapter 7

ACRONYMS AND DEFINITIONS

- 701 Purpose
- 702 Acronyms
- 703 General Criteria
- 704 Definitions

701 Purpose

The purpose of this Chapter is to promote consistency and precision in the application and interpretation of this Specific Plan. The meaning and construction of words and phrases defined in this Chapter shall apply throughout this Specific Plan, except where the context and usage of such words or phrases clearly indicates a different meaning or construction intended in that particular case.

702 Acronyms

The following acronyms are used in this Specific Plan:

AWS	Audible Warning System
CCC	California Coastal Commission
CPUC	California Public Utilities Commission
FRA	Federal Railroad Administration
GPAC	General Plan Advisory Committee
IP	Implementation Plan
LCP	Local Coastal Program
LOSSAN	Los Angeles to San Diego Rail Corridor
LUP	Land Use Plan
OCTA	Orange County Transportation Authority
PL	Plate Line
RDA	Redevelopment Agency
SCR	Spanish Colonial Revival
SQZ	Safety Quiet Zone
TOR	Top of Roof
VSCD	Visitor-Serving Commercial District

703 General Criteria

Words and phrases in this Specific Plan are to be interpreted according to the following and the interpretation procedures in Chapter 6 and San Clemente Municipal Code 17.04.040 (SCMC 17.04.040).

- A. The word “shall” is mandatory and not discretionary. The word “may” is permissive and discretionary.
- B. In case of any difference of meaning or implication between the text of any provision and any caption or illustration, the text shall control.
- C. References in the masculine and feminine genders are interchangeable.
- D. Unless the context clearly indicates to the contrary, words in the present and the future tense are interchangeable, and words in the singular and plural are interchangeable.
- E. Unless the context clearly indicates to the contrary, the following conjunctions shall be interpreted as follows:
 - 1. “And” indicates that all connected items or provisions shall apply.
 - 2. “Or” indicates that the connected items or provisions may apply singly or in any combination.
 - 3. “Either...or” indicates that the connected items or provisions shall apply singly but not in combination.
 - 4. The word “used” shall include arranged, designed, constructed, altered, converted, rented, leased, occupied, or intended to be utilized.

704 Definitions

For the purposes of this Specific Plan, certain terms shall be defined as set forth in this Chapter. Terms not included shall be defined by the California Coastal Act, the City’s Local Coastal Program, General Plan, and Zoning Ordinance in this order. If a term is not defined in these sources, the meaning of a term shall be based on its standard usage and the most common dictionary definition. For the purposes of this Specific Plan, the following definitions shall apply:

“**Cultural facilities**” shall mean establishments such as museums, art galleries, botanical, and zoological gardens of historic, educational, or cultural interest which are not operated commercially.

“**Mixed use**” shall mean a development with two or more different uses such as, but not limited to, residential, office, lodging, retail, or restaurant within the same structure or site.

“**Municipal parking lot**” shall mean the Pier Bowl municipal parking lot accessed from Avenida Victoria.

“**Service Uses, Business**” shall mean establishments which provide goods or services primarily to businesses on a retail or wholesale basis. Typical uses include office products

and supply stores, parcel/postal services, computer sales and service, and courier/messenger services.

“Service Uses, Commercial” shall mean business and consumer services, such as pest control, plumbing, carpet cleaning, appliance repair, linen and catering services, reprographic services banking and financial services.

“Service Uses, Personal” shall mean the provision of services to an individual which are related to personal care and appearance, or the cleaning and repair of personal effects, excluding vehicles. Typical uses include barber and beauty shops, tailors, shoe repair shops, dry cleaning, laundromats, reducing salons, and animal care.

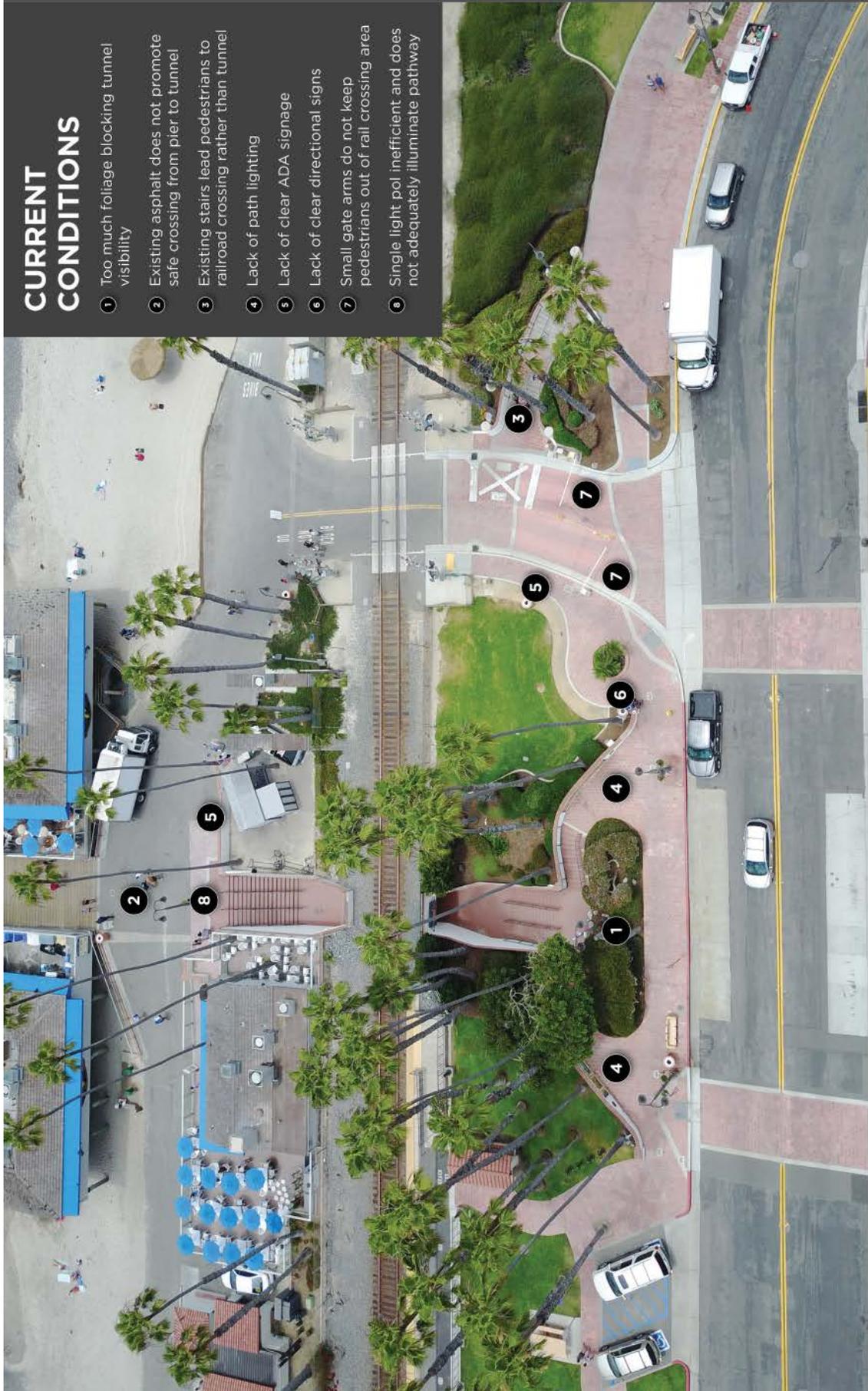
“Pier Bowl” shall mean the area shown on Figure 1-2 of Chapter 1.

“Temporary uses” shall mean a use of limited duration (e.g., interim, nonpermanent, and/or seasonal in nature).

Example of Infrastructure Projects Considered by City Conceptual Undercrossing at Pier

As discussed in Chapter 4, each year the City Council adopts an update of the Capital Improvement Program that includes public construction projects and purchases of land, equipment, and contract services. The City utilizes “master plans” developed through a public review process to provide goals and policies that guide the development and maintenance of existing public infrastructure, as well as future capital improvements. The figures on the following pages show a recent example of a conceptual capital improvement project presented by the Pier Pride non-profit organization and Redmond Schwartz Mark (RSM) to encourage use of the rail underpass at the pier for foot traffic. On an ongoing basis, the City considers projects like the one below in the process of preparing and updating the CIP annually with public input. Projects are added to the CIP based on community need, City Council priorities, and available resources.

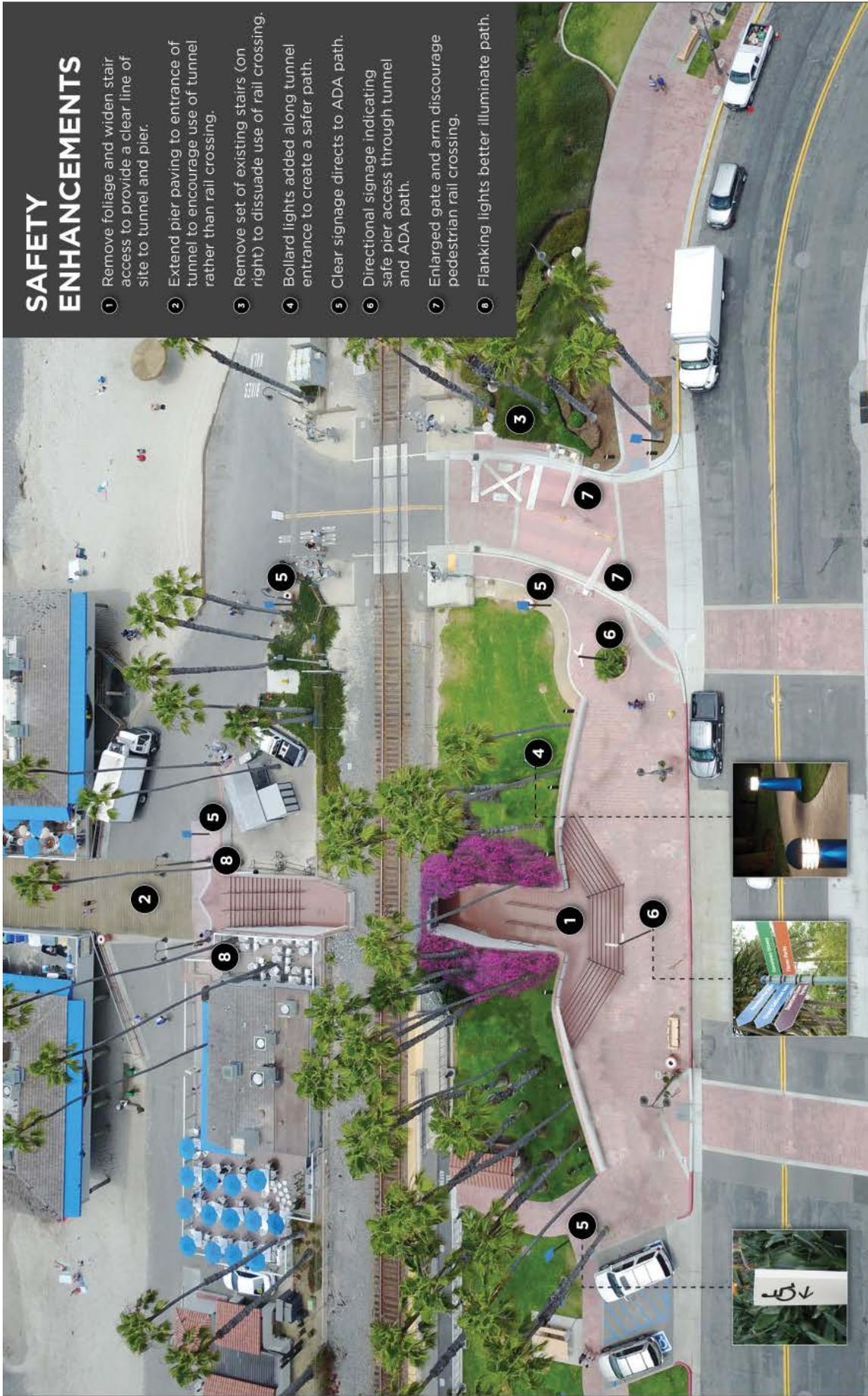
Conceptual Plans Presented by Pier Pride and Redmond Schwartz Mark (RSM)
Figure 1 – Current Conditions in 2019



CURRENT CONDITIONS

- 1 Too much foliage blocking tunnel visibility
- 2 Existing asphalt does not promote safe crossing from pier to tunnel
- 3 Existing stairs lead pedestrians to railroad crossing rather than tunnel
- 4 Lack of path lighting
- 5 Lack of clear ADA signage
- 6 Lack of clear directional signs
- 7 Small gate arms do not keep pedestrians out of rail crossing area
- 8 Single light pole inefficient and does not adequately illuminate pathway

Conceptual Plans Presented by Pier Pride and RSM
Figure 2 – Conceptual Safety Enhancements



SAFETY ENHANCEMENTS

- 1 Remove foliage and widen stair access to provide a clear line of site to tunnel and pier.
- 2 Extend pier paving to entrance of tunnel to encourage use of tunnel rather than rail crossing.
- 3 Remove set of existing stairs (on right) to dissuade use of rail crossing.
- 4 Bollard lights added along tunnel entrance to create a safer path.
- 5 Clear signage directs to ADA path.
- 6 Directional signage indicating safe pier access through tunnel and ADA path.
- 7 Enlarged gate and arm discourage pedestrian rail crossing.
- 8 Flanking lights better illuminate path.