CITY OF SAN CLEMENTE

WEST PICO CORRIDOR SPECIFIC PLAN

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101 Purpose And Objectives

This West Pico Corridor Specific Plan is intended to expand upon and implement the policies contained in the General Plan for the West Pico Corridor area, located along Avenida Pico between the Interstate 5 freeway and North Beach Village (see Figure 1-1). In addition to the State-mandated Elements, the General Plan includes an Economic Development Element which has identified the need to create a flexible zoning document for the West Pico Corridor. The major planning considerations include:

I. Evaluation of the issues, opportunities, and constraints unique to the area;

II. Involvement of the property owners, business owners, and nearby residents during the initial stages and throughout the planning process;

III. Focusing the goals, objectives, and policies of the General Plan in addressing the challenges presented by each land use designation;

IV. Integration of policies and guidelines from other planning programs such as the City's Design Guidelines and Master Landscape Plan for Scenic Corridors;

V. Establishment of a set of land uses and site development standards for the West Pico Corridor, allowing for its orderly evolution into a thriving hub for commercial and industrial uses.

The purpose of this Specific Plan is to provide a planning and regulatory program that will enable the West Pico Corridor to realize its true potential as a vibrant asset of the City of San Clemente. The process, as critical to the ultimate success as the plan itself, has stressed the fullest participation of members of the community. Public involvement has been established and promoted from the earliest planning effort. Consensus
building has been the goal of the process, recognizing that total agreement on all issues is unlikely. However, the community participation process has ensured that the full range of issues has been explored. Every concern expressed by a group or individual has been considered in the formulation of the policies, guidelines, and regulations of this Specific Plan.

The rationale for this Specific Plan is founded upon recognition of the area’s unique history, current status, and future potential. Therefore, it requires an urban planning approach that is flexible, comprehensive, and inclusionary. It must be focused upon the unique needs and challenges of the area. It must acknowledge and apply the goals and policies of the General Plan, as well as other City planning programs. Most importantly, it must include the full participation and involvement of the affected community -- the property owners, business owners, and nearby residents.

102 Applicability And Organization Of Specific Plan

The West Pico Corridor Specific Plan is both a planning and a regulatory document to implement the goals, policies, and objectives of the San Clemente General Plan. The plan is intended to guide and regulate land use and development in a manner unique to the West Pico Corridor, while implementing City-wide plans and policies.

The provisions of this Specific Plan apply to all real property within the area known as the West Pico Corridor, depicted on Figures 1-1 thru 1-4. The following is an outline of the chapters in this Specific Plan:

- Chapter 1: Introduction
- Chapter 2: General Plan Goals and Policies
- Chapter 3: Design Guidelines
- Chapter 4: Public Improvements
- Chapter 5: Development Standards
- Chapter 6: Development Review and Applications
- Chapter 7: Definitions

103 Relationship To Other City Planning Documents

I. GENERAL PLAN

The General Plan is the fundamental planning policy document of the City of San Clemente. It defines and sets forth rules by which the community will be permitted to develop in the future. It is intended to guide all planning environmental decisions, and land use in the City for the next ten to twenty years. Goals, objectives, and policies are established by the various General Plan
Elements. These Elements include Land Use, Housing, Economic Development, Urban Design, Coastal, Growth Management and Circulation among others.

The General Plan establishes what types of land uses will be permitted and where and the proportional relationship of the built environment to the natural environment. The General Plan also identifies the location and amounts of open space to be preserved; the basic design and phasing of the circulation system; future infrastructure and public services needs; and how environmental resources will be protected. The City’s physical form and image, economy, and social fabric are greatly influenced by the General Plan. The West Pico Corridor Specific Plan is a tool for the implementation of the General Plan and all of its elements that apply to the West Pico Corridor.

II. LOCAL COASTAL PROGRAM

The California Coastal Act mandates that all local jurisdictions located entirely or partially in the coastal zone, prepare a Local Coastal Program (LCP). The purpose of the LCP is to establish policies, procedures, and implementation measures that preserve coastal resources as defined in the Coastal Act. The City’s LCP consists of:

A. A Coastal Element with goals, policies and objectives for the preservation of coastal resources within San Clemente;

B. Zoning documents for all land within San Clemente’s coastal zone. The Pier Bowl Specific Plan, the North Beach Specific Plan, portions of this West Pico Corridor Specific Plan and portions of the Zoning Ordinance make up the coastal zoning portion of the City’s LCP;

C. An Implementation Ordinance to establish Coastal Development Permit application and review procedures.

III. ZONING ORDINANCE

The City’s Zoning Ordinance is the document that implements the General Plan. It provides regulations regarding permitted land uses, development standards, the development entitlement process, etc. for all parcels of land within the corporate boundaries of the City of San Clemente. Certain areas of the City, e.g., the Pier Bowl, North Beach Village, Rancho San Clemente, Forster Ranch, Marblehead Inland, Marblehead Coastal, the West Pico Corridor and Talega 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. Each Specific Plan incorporates these sections of the Zoning Ordinance by reference.
IV. NORTH BEACH VILLAGE SPECIFIC PLAN

The North Beach Village Specific Plan will parallel the West Pico Corridor Specific Plan in function. It will differ in that it applies to a separate geographic section of the City, with different land use designations, goals and policies.

V. SIGN ORDINANCE

The Sign Ordinance contains regulations pertaining to signs throughout the City, including unique areas that may have special sign regulations contained in a Specific Plan. This West Pico Corridor Specific Plan incorporates the Sign Ordinance by reference.

VI. DESIGN GUIDELINES

The City's adopted Design Guidelines, which are used to implement the General Plan Urban Design Element, contain architectural and site design guidelines for use by planners, architects, landscape architects and other design professionals, when considering new development or modifications to existing development. Those guidelines that apply to the various land use designations within this West Pico Corridor Specific Plan have been incorporated into Chapter Three of this document.

VII. MASTER LANDSCAPE PLAN FOR SCENIC CORRIDORS

The Master Landscape Plan for Scenic Corridors contains streetscape design standards for all arterial highways identified in the Scenic Highways Element of the General Plan. In a manner similar to the City's Design Guidelines, this West Pico Corridor Specific Plan incorporates guidelines from the Master Landscape Plan for Scenic Corridors for Avenida Pico, a designated scenic corridor.

104  Project Size And Location

The West Pico Corridor is an area stretching from the northern edge of North Beach Village to the San Diego Freeway (I-5) in the vicinity of Avenida Pico (see Figures 1-1, 1-2, 1-3, and 1-4). Immediately adjacent to the North is the Marblehead Coastal Specific Plan area. The West Pico Corridor encompasses approximately 80 acres of various land use designations, mostly developed with public and private land uses and structures. The Avenida Pico/I-5 interchange provides the primary access to the West Pico Corridor, with secondary access via the intersections of N. El Camino Real and Avenida Pico, as well as N. El Camino Real and Calle De Los Molinos. Avenida Pico is heavily used by tourists and beach-users, and therefore, is significant in the public's perception of the quality and character of the City.
105 History And Background

The West Pico Corridor is one of the oldest sections of the City. Some lots were created by the original subdivisions designed by San Clemente's founder, Ole Hanson, in the 1920's. His vision recognized that the potential of the City's location, climate, topography, and beaches is ideal for the creation of a special place with activities, architecture, and landscape features to create the “art of living”.

This vision was reinforced by the adoption of the 1992 General Plan. The proximity of the West Pico Corridor area adjacent to North Beach Village and the Metrolink Station, gives it a unique potential for future development. The Pico commercial and Los Molinos industrial areas are planned to develop into an integrated commercial, business and industrial hub, providing an employment center and tax base for the City.

In spite of San Clemente's unique beginning as a planned community, the urban pattern of the West Pico Corridor area is the result of random development. The depression of the 1930's disrupted the careful implementation of Ole Hanson's plan. Instead, economic forces shaped development of the area in a manner never contemplated by the City’s founder. The result is a somewhat incompatible mix of land uses and a wide range of architectural styles. As a consequence, the area remains under-developed and under-utilized. Without a long term program to facilitate the revitalization of the West Pico Corridor, both public and private investment in the area might be inhibited. The goals of this Specific Plan are to encourage implementation of the General Plan over the long term, while protecting the economic stability and rights of existing businesses, property owners, and nearby residents.

106 General Plan And Zoning

The City’s General Plan land use designations for the West Pico Corridor area are shown on Figures 1-1 thru 1-4. They include the following:

- NC2 Neighborhood Commercial
- CC2 Community Commercial
- I2 Light Industrial
- I3 Heavy Industrial
- P Public

The Zoning for the Pico Corridor area is WPCSP - West Pico Corridor Specific Plan. This Specific Plan sets forth permitted uses and development standards. Development within the West Pico Corridor shall conform to all provisions contained in this Specific Plan, as well as the sections of the City's Zoning Ordinance adopted herein by reference.
107 Area Profiles

Throughout the West Pico Corridor, the land is divided into a patchwork of parcels with irregular shape and size. The majority of individually owned land parcels range in size from 5,000 to 20,000 square feet. The irregularity of the parcels, combined with the multiple ownerships presents a challenge to the establishment of new development or re-use of the properties in the area.

Three distinct areas comprise the West Pico Corridor: 1) the Pico Community Commercial Area; 2) the Los Molinos Industrial Area; and 3) the City Corporate Yard/Water Reclamation Plant. Each area has its own unique character and embodies a set of conditions that act to either empower or limit future potential. These conditions can be either opportunities or constraints. A description of these areas follows:

I. PICO COMMUNITY COMMERCIAL AREA

Both sides of Avenida Pico from Calle de Los Molinos to the I-5 freeway are included in this area which contains approximately twenty-four (24) acres of land. It is chiefly comprised of mixed commercial uses with some vacant parcels, light industrial land uses, and the San Clemente Post Office.

A. General Plan Policy Intent

Plan policy "provides for the continuation and enhancement of commercial centers and districts that provide for the needs of community residents and are compatible with adjacent residential neighborhoods." (General Plan Land Use Element: Section IV., B., 1., i., 1.20) "Existing light industrial uses as of the date of adoption of the General Plan, located north of Avenida Pico, along Avenida Navarro, Calle de Industrias, and Calle de Los Molinos (behind the Pico Pavilion) within the CC2 area, shall be considered conforming uses within the CC2 community commercial land use zone." (General Plan Land Use Element: Table 1-3, Footnote 2)
B. Existing Development Pattern

The Pico Pavilion on the north side of Avenida Pico typifies the type of uses envisioned by the General Plan for this area. It was built prior to adoption of the City's Urban Design Guidelines, and while the Pico Pavilion does not exhibit a true Spanish Colonial Revival style of architecture, it does reflect a contemporary Spanish style of architecture which sets a minimum standard for new development in the Pico Community Commercial Area.

The area behind Pico Pavilion is divided into small lots with multiple ownerships. The existing light industrial uses will be permitted to stay as conforming uses in accordance with General Plan policy. The appearance of the area could be improved by undergrounding the utilities, installing sidewalks and landscaping, and rehabilitating the streets. Off-street parking is deficient, sometimes resulting in obstruction of the public right-of-way. This condition hinders the delivery of emergency services to the area.

C. Opportunities And Constraints

The Pico Plaza area, located on the south side of Avenida Pico at the terminus of Calle de Industrias, has a narrow access and is set back so far from Avenida Pico that visibility is impaired by distance. One opportunity to be explored, in order to provide a better entry to Pico Plaza, would be the conversion of the Post Office to some commercial use. This action would be dependent upon cooperation from the Federal Government in the relocation of the Post Office to an alternate site. Another possibility would be to reconfigure the traffic circulation pattern for entering the Post Office parking lot in order to alleviate an existing traffic problem, while directing cars in a manner that provides better visibility to the Pico Plaza area.

The area behind Pico Pavilion (on the north side of Avenida Pico) could be better utilized if individual private landowners were to voluntarily form partnerships and consolidate property. If certain property consolidation were to occur, much of the right-of-way of Calle De Los Molinos, Calle de Industrias, and/or Avenida Navarro could possibly be abandoned from public use to the adjacent private property owner for expansion of future development opportunities. Access to each individually-owned parcel and utility easements would have to be guaranteed. Future development of the adjacent Marblehead Coastal property may increase the potential for retail development in this area.
II. LOS MOLINOS INDUSTRIAL AREA

This area, located between North Beach Village and the Pico Community Commercial Area, encompasses approximately thirty-five (35) acres of land. Existing land uses include a variety ranging from heavy industrial (auto towing, auto wrecking, and a concrete batch plant) to light industrial (predominantly manufacturing, auto repair, trades, and contracting), and some retail businesses.

A. General Plan Policy Intent

"Plan policy provides for the transition of the existing industrial and commercial parcels in the Los Molinos area as a unified, well-designed business park. Light manufacturing, research and development, professional offices, and supporting retail uses would be permitted, as well as heavy manufacturing uses. Standards provide for unifying streetscape amenities and signage, a high level of architectural design, and extensive site landscape. This area will be physically linked through sidewalks and pedestrian paths to the mixed commercial and residential North Beach center and adjacent Avenida Pico commercial center." (General Plan Land Use Element - Section IV., B., 3., b.)

B. Existing Development Pattern

Most of the land parcels in the Los Molinos Industrial area, are designated I2 - Light Industrial, with a few designated I3 - Heavy Industrial, or NC2 Neighborhood Commercial. Currently, there is a lack of private and public maintenance in some areas. Public improvements in the area are in need of repair and rehabilitation. The appearance of this area would be enhanced by a program to rehabilitate the public right-of-way improvements, increase landscaping, improve off-street parking availability, and underground the utilities. Such a program to improve the public property in the area would likely encourage private improvements and investment.
A small portion of the area depicted on Figure 1-3, the Los Molinos Industrial Area, is designated NC2 - Neighborhood Commercial. The NC2 area is the row of lots that have frontage on North El Camino Real and back up to Los Obreros Lane and the I2 - Light Industrial area. There are a few retail businesses and one residential building that take access from North El Camino Real. Parking to the retail area would need improvement in order to comply with the City’s current design standards for off-street parking.

The majority of the lots designated NC2 - Neighborhood Commercial are partially developed, and take access from Los Obreros Lane. Though they have traditionally been zoned for commercial use, they relate more to the light industrial uses on the opposite side of Los Obreros Lane. The reason for this is that the topography falls off dramatically from North El Camino Real downhill to Los Obreros Lane. Unless individual landowners form partnerships and consolidate lots, future development opportunities will be severely constrained.

C. Opportunities and Constraints

Aside from the deterioration of public and private improvements in the Los Molinos industrial area, the biggest inhibitor to new investment is the manner in which the land has been subdivided into small, irregularly shaped lots with poor access and/or topographic constraints. Successful businesses have endured where several lots are consolidated through ownership or lease arrangements. However, the high turnover in business licenses on smaller lots seems to indicate that many businesses do not survive due to the small size of the lot which results in poor access, visibility, lack of parking, etc.

There are opportunities to overcome this obstacle through development of common parking, a master sign program, and/or the formation of public/private partnerships. As the word "partnership" implies, these arrangements would have to involve the voluntary cooperation of private landowners and the City.

Much of the right-of-way of Rincon Court, Calle Valle, and Los Obreros Lane could be abandoned for public use and turned over to private ownership, if adequate access to all individually-owned parcels could be guaranteed. Opportunities for public improvements to stimulate investment in the area include the under-grounding of utilities and landscaping the public right-of-way along Calle de Los Molinos and North El Camino Real and a well-designed streetscape in order to create a cohesive uncluttered appearance.
III. CITY CORPORATE YARD/WATER RECLAMATION PLANT

This 20 acre area west of the Los Molinos Industrial Area along Avenida Pico is owned by the City of San Clemente and is occupied by the City's maintenance yard and water reclamation plant.

A. General Plan Policy And Intent

"Lands are designated for public and institutional uses such as governmental administrative, recreational, cultural, and educational to support the existing and future population and development of the City." (General Plan Land Use Element: Section IV., A., 6.)

B. Existing Development Pattern

All of the land within this sub-area is currently owned by the City and dedicated to public uses such as the water reclamation plant, the City's maintenance yard, and the vacant former site of the animal shelter. The City has made a substantial investment in upgrading the wastewater treatment facility in the areas of aesthetics and odor control. The City has assured that it is a "state-of-the-art" facility and a good neighbor. The external appearance has been extensively landscaped and upgraded with architecture consistent with the City's Design Guidelines.

C. Opportunities And Constraints

The former animal shelter site could be combined with the U-Haul site in a public/private partnership. Potential uses for the combined sites could include time-share condominiums, a business-class hotel, or a commercial/residential mixed-use development. Any private use of the site would require reimbursement to the Utility Fund for the expenses the City has incurred for the reconstruction and stabilization of the site.
Chapter 1 - Introduction

108 Authority And Severability

I. LEGAL AUTHORITY

This Specific Plan has been prepared and adopted pursuant to Sections 65450 through 65457 of the California Government Code (applicable Government Code sections reproduced as Appendix A).

II. 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.

III. TERMINOLOGY

Within this Specific Plan, words used in the present tense shall include the future; words in the singular shall include the plural. The word “shall” is mandatory and the word “may” is permissive. The word “should” refers to policy guidance which must be followed in the absence of important opposing considerations recognized by the City as valid and overriding. For the purposes of this Specific Plan, certain terms shall be defined as set forth in Chapter 7. Terms not listed shall be defined per the City’s Zoning Ordinance, or if not listed in the Zoning Ordinance, shall be construed in accordance with accepted usage.
Chapter 2

GOALS AND POLICIES

201 Community Development
202 Infrastructure and Community Services
203 Environmental Resources

The goals and policies contained in this chapter are derived from a thorough review of the General Plan and input gathered from property owners, business owners, and nearby residents through an extensive community outreach program. The results are a set of goals and policies which are consistent with the intent of the City's Mission Statement:

### MISSION STATEMENT

The City of San Clemente, in partnership with the community we serve, will foster a tradition dedicated to:

Maintaining a safe, healthy atmosphere in which to live, work and play;

Guiding development to ensure responsible growth while preserving and enhancing our village character, unique environment and natural amenities.

Providing for the City's long-term stability through promotion of economic vitality and diversity...

Resulting in a balanced community committed to protecting what is valued today while meeting tomorrow's needs.

Embodied in this Mission Statement is the principle that environmental quality and economic viability are co-dependent. A healthy environment is integral to the economic interests of the City. The desirability of San Clemente as a place to live, work and play is determined by the quality of the air, water, and surrounding hillsides. Environmental quality supports the potential to develop a strong economic base. A strong economic base, likewise, is required to maintain the programs which preserve our natural resources and environmental quality. Economic development ensures that San Clemente residents will have access to employment and shopping opportunities in close proximity to their homes, while at the same time enabling a reduction in the consumption of non-renewable resources, and generation of emissions which degrade air quality.
201 Community Development

I. LAND USE

A. Goals

1. Maintain the conforming status of all businesses currently legally operating.

2. Accommodate the continued productive use and operation of existing businesses during the transition period to the General Plan Policy Intent.

3. Provide for the appropriate mix and type of land uses which serve the needs of the community and achieve a pattern and distribution of land uses which: (Land Use Element IV., A.)
   
   a) retain and enhance established commercial and industrial districts, recreational resources, community-activity areas, and open spaces;
   
   b) provide for the revitalization, adaptive re-use, and upgrade of deteriorated or under-utilized districts;
   
   c) allow for the intensification of commercial and industrial districts to maintain economic stability;
   
   d) provide opportunities for new commercial, tourist-serving and employment generating uses in undeveloped or under-developed areas, within the capacities of infrastructure and public services;
   
   e) preserve and enhance coastal recreation, resources and amenities;
   
   f) protect and maintain significant environmental resources;
   
   g) provide distinctive commercial, tourist and industrial districts;
   
   h) provide a diversity of areas characterized by differing functional activities and intensity of use;
   
   i) locate commercial, public services, recreation, and transit in proximity to businesses and employment centers.
4. Provide a hierarchy of distinct commercial and mixed commercial and residential districts which are differentiated by their functional role and physical form and character. (*Land Use Element IV., B., 1.*)

5. Ensure that the amount of development is linked to adequate supporting economic demands; preventing an over- or under-supply of use in context of residential needs. (*Land Use Element IV., C.*)

6. Ensure the compatibility among the various types and densities of land uses to be accommodated in the West Pico Corridor and surrounding neighborhoods. (*Land Use Element IV., E.*)

7. Ensure the proper maintenance of buildings and properties in the City. (*Land Use Element IV., F.*)

8. Ensure the protection of environmental resources. (*Land Use Element IV., G.*)

B. Implementing Policies

1. Existing light and heavy industrial uses as of the date of adoption of the General Plan, in the area behind Pico Pavilion, shall be considered conforming uses within CC2 Community Commercial areas. (*General Plan Table I-3*)

2. Require that sites incorporate setbacks and landscape to provide a high level of visual quality. (*G P Policy 1.20.4*);

3. Consider the implementation of distinctive entry and informational signage, street trees, street furniture, and pedestrian-scaled lighting. (*G P Policy 1.20.5*)

4. Promote the revitalization of the Los Molinos area as a unified and well-designed business park compatible with adjacent commercial districts and residential neighborhoods. (*G P Policy 1.24*)

5. Periodically monitor the conditions of buildings in the City and enforce pertinent building and zoning codes. (*G P Policy 1.30.5*)

6. Require that parcels developed for commercial and industrial uses incorporate buffers which adequately protect the residential use from the impacts of noise, light, traffic, and risks to life and property. (*G P Policy 1.29.1*)
7. Establish local procedures, requirements and programs to mitigate the impacts of local development on regional environmental resources; including, air quality management, traffic congestion management, jobs-housing balance, hazardous waste management, water and energy conservation, water quality control, noise abatement and coastal protection. (GP Policy 1.32.1)

C. Land Use Designations

Permitted uses and density for General Plan land use categories depicted on Figures 1-1 thru 1-4 shall be as follows: (General Plan Table 1-3)

**TABLE 2-1**

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>TYPICAL PRINCIPAL USES</th>
<th>FAR</th>
<th>HEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>NC2 Neighborhood</td>
<td>Retail commercial, eating and drinking establishments, household goods, food sales, building materials, professional offices, personal services, recreational commercial, tourist, and cultural facilities</td>
<td>0.35</td>
<td>2 Stories</td>
</tr>
<tr>
<td>Commercial</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CC2 Community</td>
<td>Same uses as NC2 with possible auto center</td>
<td>0.50</td>
<td>3 stories</td>
</tr>
<tr>
<td>Commercial</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I2 Light Industrial</td>
<td>Light manufacturing, business park, professional offices, supporting retail, restaurants, financial</td>
<td>0.50</td>
<td>3 Stories if third is limited to office only</td>
</tr>
<tr>
<td>I3 Heavy Industrial</td>
<td>Heavy manufacturing and related uses</td>
<td>0.75</td>
<td>2 Stories</td>
</tr>
<tr>
<td>Public</td>
<td>Governmental, utilities, schools, parking, parks</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

**NOTES:** FAR refers to Floor Area Ratio
Refer to Chapter 5 for detailed lists of permitted uses.
I. URBAN DESIGN

A. Goals

Preserve and strengthen San Clemente’s unique atmosphere and historic identity as "The Spanish Village by the Sea". (Urban Design Element IV., B.)

B. Implementing Policies

Build on the "Spanish Heritage" tradition by establishing architectural and landscape design standards for each of the unique West Pico Corridor areas. (G P Policy 2.2)

II. ECONOMIC DEVELOPMENT

A. Goals

1. Provide for the economic needs of San Clemente residents including retail shopping opportunities and services, employment opportunities and fiscal stability. (Economic Development Element IV., A.)

2. Generate new industrial growth, in an orderly and controlled manner, through diversification of the industrial base and maintenance of current activity in order to provide employment opportunities for residents. (Economic Development Element IV - D.)

B. Implementing Policies

1. Initiate strategies to market for, attract and accommodate new commercial and industrial activity which will provide local shopping opportunities and jobs, revitalize the area and attract new investment. (G P Policy 3.1.2)

2. Establish an outreach program to encourage existing manufacturing businesses to remain in San Clemente and assist with relocation of heavy industrial businesses to the Rancho San Clemente Industrial Park if they choose to relocate. (G P Policy 3.9.1)
I. CIRCULATION

A. Goals

1. Provide a transportation system that supports the Land Use Element of the General Plan and facilitates the safe and efficient movement of people and goods throughout the City while minimizing environmental impacts. (Circulation Element IV., A.)

2. Provide a circulation system which supports existing, approved and planned land uses throughout the City while maintaining a desired level of service on all streets and intersections. (Circulation Element IV., B.)

3. Provide an area-wide system of safe, efficient, and attractive bicycle and pedestrian routes for commuter, school, and recreational use. (Circulation Element IV., F.)

B. Implementing Policies

1. Develop a circulation system which highlights environmental amenities and scenic areas, and designates primary truck routes that sustain effective transport of commodities while minimizing the negative impacts on local land uses. (G P Policy 4.2.2/3)

2. Address capacity limitations, operational constraints, and right-of-way obstacles at Interstate 5 and Avenida Pico, prior to intensification of land use. (G P Policy 4.5.3)

3. Provide for the development of a Class II Bike Path on Avenida Pico from Los Molinos to N. El Camino Real where it will connect with the existing Pacific Coast Highway Class II Bike Path and transition to a Class III Bike Path on Las Bolas leaving the North Beach area. From Los Molinos north on Avenida Pico, the Bike Path shall be Class III. (G P Policy 4.12.2)
II. SCENIC HIGHWAYS

A. Goals

Maintain the visual quality and scenic views along designated corridors where they contribute and become an essential part of the community's urban fabric. (*Scenic Highways Element IV., A.*)

B. Implementing Policies

Require Avenida Pico to be enhanced and preserved as a scenic corridor with a key entry point at the intersections of Avenida Pico and Interstate 5. (*G P Policy 5.1.1*)

III. PUBLIC FACILITIES AND SERVICES

A. Goals

Maintain adequate planning, construction, maintenance, and funding for storm drain and flood control facilities to support permitted land uses and preserve the public safety; upgrading existing deficient systems, and expanding, where necessary, to accommodate new permitted development and to protect existing development in the City. Pursue public funding sources (e.g., grants) to reduce fiscal impacts of implementation to the City. (*Utilities Element IV., C.*)

B. Implementing Policies

Provide for public utilities within the street right-of-way or some other easily accessed location. (*G P Policy 6.11.7*)
203 Environmental Resources

I. ENVIRONMENTAL PROTECTION

A. Goals

1. Ensure protection of land resources and air quality, and minimize the threat of surface and sub-surface water contamination and promote restoration of healthful land, air, and groundwater resources. (Hazardous Materials and Uses Element IV., A.)

2. Ensure that non-seismic (geologic and soils) hazards potentially affecting areas for human use or habitation are properly mitigated or avoided prior to development. (Geologic, Seismic and Soil Hazards Element IV., A.)

B. Implementing Policies

1. Enforce regulations regarding proper handling and disposal of hazardous materials. Reduce emissions resulting from construction, daily operational activities of permitted land uses, and automobiles, through implementation of the Air Quality Management Plan and compliance with the South Coast Air Quality Management District's regulations.

2. Require that owners of contaminated sites develop a remediation plan in coordination with the Orange County Environmental Management Agency. (GP Policy 15.1.1)

II. COASTAL RESOURCES

A. Goals

Protect and enhance marine resources, water quality and ocean habitat.

B. Implementing Policies

Require all land uses to comply with the provisions of the National Pollutant Discharge Elimination System (NPDES) Storm Water permit Program.
Chapter 3  
DESIGN GUIDELINES

301 Purpose and Intent  
302 Site Design Guidelines  
303 Landscape Guidelines  
304 Architectural Guidelines

301 Purpose

I. PURPOSE

The purpose of this Section is to ensure that development within the West Pico Corridor will be consistent with the City's General Plan Goals, Urban Design Program, and Master Landscape Plan for Scenic Corridors. This chapter provides guidelines for site planning, landscape, and architecture.

II. USE OF GUIDELINES

These Design Guidelines are to be followed by developers, project designers, and the City’s Development Management Team in the design and review of new development projects and modifications to existing development in accordance with the Zoning Ordinance. They are not precise zoning regulations, but guidelines to be considered as qualities of good design in order to implement General Plan Goals and Policies, the Urban Design Program, and the Master Landscape Plan for Scenic Corridors. City decision-makers should use the Design Guidelines to assist in the discretionary review process to approve, modify, or deny projects. The Design Guidelines should motivate design efforts toward meeting the City's quality standards. More specifically, the Guidelines objectives are to:

A. Help implement the General Plan Policy Intent for each of the West Pico Corridor neighborhoods (see Chapter 1).

B. Further define the land use and urban design policies described in Chapter 2.

C. Direct specific project designs toward achieving visual harmony within the various West Pico Corridor neighborhoods.

D. Define a consistent approach to site planning, architecture, streetscape, lighting, landscaping, and other design elements.
302 Site Design Guidelines

I. PICO COMMUNITY COMMERCIAL AREA

A. Outdoor Spaces - Defined outdoor spaces should be incorporated into buildings and site designs of all new development. Outdoor spaces encouraged include courtyards, patios, plazas, covered walkways (arcades and colonnades), passages, gardens, trellised areas, verandas, balconies, roof terraces, and all other spaces that are enclosed or partly-enclosed by architectural or landscape elements.

B. Building-Street Edge - The street edge adjacent to the public sidewalk should create a unified appearance composed of landscaping and buildings. Recessed covered walkways, shallow courtyards or walkways leading into internal courtyards, or pedestrian plazas are encouraged. Building entrances should be recessed to provide visual interest and prevent doors swinging into the sidewalk right-of-way. Auto service bays should be oriented away from or screened from view of streets and residential areas.

C. Outdoor Lighting - Parking lot and outdoor lighting should be the minimum needed to accommodate safety and security, while minimizing impacts on surrounding residential areas. Decorative fixtures with shields to direct light downward should be used for overhead lighting. Bollard or other low-height lighting should be used whenever possible for pedestrian areas. Light fixture design should be consistent with the character of the project.

D. Signs - Commercial centers should be identified by a master sign program with monument signing and wall signs for individual tenants. Such signs may include logos and should be harmonious in scale, form, materials, and colors with project buildings, walls, and other structures. Signs must comply with the City’s Sign Ordinance.

E. Variations in Building Footprint - Building footprints should be designed with variations composed of insets, entries, corners, and jogs integrated with adjacent outdoor areas in order to create visual interest and give a sense of small scale and intimacy.

F. Parking Areas - Parking should be located to the rear of a building where alleys exist. Driveway openings along the public street should be minimized and located on the street with the least traffic volume. Parking lots should be divided into parking courts with landscaping and clear pedestrian linkages to buildings. Parking areas should be set back at least five feet from the face of a building, with that area used for landscaping or pedestrian walkway. At least one tree (minimum 24-inch box size) should
be provided for each 300 square feet of perimeter area between the property line edge and the parking lot.

G. Parking Lot Size - Parking lots should be broken up into modules by means of intervening landscaping, access drives, or buildings in order to avoid large unbroken expanses of paved areas.

H. Parking Lot Interconnections - Parking lot design should provide for vehicular and pedestrian access to adjacent parcels where uses are compatible and where such connection is practical in order to provide interconnections without requiring vehicles or pedestrians to re-enter the public right-of-way.

I. Parking Lot Buffering - There should be a buffer area of at least five (5) feet between buildings and parking areas or driveways, in order to avoid placing paved vehicular areas next to building walls. These buffer areas should be landscaped or designed as pedestrian walkways with landscaped planters. Parking areas should be screened from the street by landscaping and berming.

J. Parking Lot Entries - Parking lot entries should be located as far as possible from intersections in order to minimize congestion and conflicts. For projects on major or primary arterials, or where otherwise determined necessary by the City, full curb return street intersection type entries should be used instead of standard driveway approaches. All Entries should be at least thirty (30) feet wide and at least two hundred (200) feet apart. Major Entries should be at least forty-four (44) feet wide to accommodate a truck turning in and two exit lanes.

K. Parking Area Screening - In addition to the Zoning Ordinance standards, a continuous screen at least 30 inches high should be formed by a solid wall or planting. If a wall is used to create a screen, it should not be greater than 42 inches high. If shrubs are used, the shrubs should be a minimum of 30 inches high after two years growth. Space shrubs in massed plantings so that branches intertwine. Solid walls used for screening should be accompanied by a minimum 5-foot wide landscaped edge between the property line and the wall facing the street.

L. Screening of Service Areas - Service and storage areas and trash enclosures should be screened from public view by means of walls and landscaping.
II. LOS MOLINOS INDUSTRIAL AREA

A. **Landscaped Street Edge** - An area of landscaping should be provided along all front and side street property lines.

B. **Parking Lot Buffering** - There should be a buffer area of at least five (5) feet between buildings and parking areas or driveways in order to avoid placing paved vehicular areas next to building walls. Except where there are walkways, this buffer area should be landscaped. Parking and circulation areas should be screened from the street by landscaping and berming.

C. **Pedestrian Orientation** - The siting of buildings around common pedestrian walkways is encouraged. Pedestrian walkways should be provided connecting individual buildings.

D. **Outdoor Lighting** - Parking lot and outdoor lighting should be the minimum needed to accommodate safety and security, while minimizing impacts on surrounding residential areas. Decorative fixtures with shields to direct light downward should be used for overhead lighting. Bollard or other low-height lighting should be used whenever possible for pedestrian areas. Light fixture design should be consistent with the character of the project.

E. **Project Identification Signs** - Projects should be identified by low-level monument signing in order to provide business center identification. Such signs may include logos and should be harmonious in scale, form, materials, and colors with project buildings, walls, and other structures. Signs must comply with the Sign Ordinance.

F. **Variations in Building Footprint** - Building footprints should be designed with variations composed of insets, entries, corners, and jogs integrated with adjacent outdoor areas in order to create visual interest and give a sense of small scale.

G. **Screening** - Storage yards (when they are a permitted use) and service areas should be screened with landscaping alone or in combination with fences and walls.

H. **Screening of Service Areas** - Service and storage areas and trash enclosures should be screened from public view by means of walls and landscaping.
303 Landscape Guidelines

I. LANDSCAPE ELEMENTS

A. Project Entries - Major project entries should be designed as statements reflective of the character of the project in order to establish identity. Special paving textures, flowering accents, and specimen trees should be used to reinforce the entry statement.

B. Parking Area Screening - In addition to the Zoning Ordinance standards, parking and circulation areas should be screened from the street by means of landscaping and berming in order to shield views of cars and paving while promoting views of buildings on the site.

C. Boundary Landscaping - Boundary landscaping should be installed along all property lines with at least one tree planted for every 30 lineal feet on average.

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

E. Street Trees - On local and collector streets, street trees should be provided at an average ratio of one tree per every 25 feet of frontage in order to visually soften the effect of buildings and hardscape as viewed from the street. Trees should be minimum 15-gallon size and should be planted within 10 feet of the sidewalk (or curb where there is no sidewalk). Care must be exercised to avoid potential impacts to existing sewer, water, gas, and utility infrastructure. Preferred species include Liquidambar, London Plane, Honey Locust, Purple Plum, Star Pine, Canary Island Pine, Fern Pine, Nerium Oleander and various palm species. Undesirable tree species may also be specified by the City via policy or resolution.

II. STREETSCAPE

A. Primary City Entry at Avenida Pico and I-5

1. Design Goals - The Master Landscape Plan for Scenic Corridors calls for an entry statement which will announce arrival into San Clemente by utilizing plant materials that reflect the “Spanish Village By The Sea” image. The use of a landscape treatment that offers a contrasting element to the horizontal plane of the freeway is recommended.
2. **Planting Concept** - The landscape palette identified in the Master Landscape Plan for Scenic Corridors for Primary City Entries from the I-5 includes Mexican Fan Palms, Kaffirboom Coral Trees, Oleanders and Bougainvilleas.

B. **Avenida Pico**

1. **Parkways Within Right-of-Way** - In accordance with the Master Landscape Plan for Scenic Corridors, landscaped parkways adjacent to scenic highways should generally be 15 to 20 feet in width. Bikeways may be placed within or outside these parkways. Sidewalks may be adjacent to the curb or may meander through the parkways. Such specific design considerations will be as approved by the City at the project level of review.

2. **Setbacks from Right-of-Way** - In order to promote a variety of depth and visual relief for buildings adjacent to Avenida Pico, buildings up to 20 feet in height may be placed as close as 30 feet from the right-of-way, while maintaining an average 50-foot average setback.

3. **Plant Palette** - Plant materials utilized in the Avenida Pico median and parkways should be consistent with the City's Master Landscape Plan for Scenic Corridors, Avenida Pico Coastal Segment section and/or the Marblehead Coastal Specific Plan when adopted.

4. **Walls adjacent to Scenic Corridors** - Masonry or stucco walls or view fences (e.g. wrought iron) should be used adjacent to scenic highways instead of wood fences. Designs should incorporate colors, materials, and finishes to blend with the surrounding environment. Setbacks for walls should vary to add interest to the streetscape. Long straight stretches of wall should be avoided. Wall heights should be less than six feet wherever feasible, with landscaping integrated with the wall design to soften appearance.

C. **Calle de Los Molinos**

1. **Sidewalk Width and Design** - Calle de Los Molinos is the main collector street through the Los Molinos Industrial area. It provides pedestrian linkages for employees of the industrial area to reach the North Beach Village and/or the Pico Community Commercial area for lunch or convenience shopping. In order to encourage more pedestrian use of Calle de Los Molinos, where the existing sidewalk is eight feet or more in width, street trees should be planted at least every twenty-five feet on centers.
2. *Street Tree Species* - The Nerium Oleander tree is recommended because it can easily be trained to be in scale with the narrow right-of-way on Calle De Los Molinos, adapts well to poor soil conditions and high salt content, is drought tolerant, and is consistent with the City’s Design Guidelines and Master Landscape Plan For Scenic Corridors.

### III. CRITERIA FOR PLANT SELECTION

Plant materials for both public and private property should be chosen on the basis of both functional and visual characteristics. The following additional criteria should be used in plant selection:

A. **Spanish Village Theme** - The selection of plant materials for the West Pico Corridor should reinforce the “Spanish Village By The Sea” theme established for San Clemente by Ole Hanson. Palm and citrus trees, with tropical plants such as bird of paradise, hibiscus, flowering vines, and geraniums cascading from window boxes have traditionally been used in San Clemente’s Spanish Colonial Revival courtyards and outdoor spaces. Drought tolerant species such as fruitless olive trees and bougainvilleas can be used to enhance the theme, while conserving water.

B. **Plant Selection Considerations** - Consideration should be given to the reduction of landscape maintenance and water consumption, and adaptability to high-salt and high-boron soil conditions present in San Clemente.

C. **Undesirable Species** - Invasive or otherwise undesirable species, as listed in Appendix C, should not be used unless the City determines that other desired characteristics of such a species for a specific use will override the undesirable characteristics.

D. **Irrigation Systems** - Consideration should be given to water conservation when designing irrigation systems.
304 Architectural Guidelines

I. COMMUNITY AND NEIGHBORHOOD COMMERCIAL AREAS

A. Outdoor Spaces - Defined outdoor spaces should be incorporated into buildings and site designs per the City’s Urban Design Guidelines.

B. Building Form and Mass - Building form and mass should be designed per the City’s Urban Design Guidelines.

C. Proportion and Scale - Architectural design should strive to create a visual balance in the relation between dimensions of buildings, their parts, and the spaces between and around them, as well as the spaces they enclose. Building proportions with a horizontal emphasis are generally desired, except in the use of accent tower elements. Avoid vertical proportions that exaggerate building height. Give careful attention to the ratio of height to width of arches. Arcades should have sufficient wall thickness to emphasize strength and balance. The area of solid building should be greater than the total area of door and window openings in the wall, except at storefront locations. The relation between the height of a column and its mass or thickness should be visually consistent with the weight of the overhead structure it supports. Theme towers may be permitted, where appropriate as an architectural element. Skirt walls on the rear elevations of buildings on downhill lots shall conform to the regulations of Section 17.24.190 of the Zoning Ordinance.

D. Building Materials, Colors and Texture - Architectural design should incorporate the following:

1. Ground surfaces - Concrete, tile or masonry surfaces of integral earth tones.

2. Building or garden walls - White, off-white, or light earth tone cement plaster/stucco finishes; white or light earth tone integral color concrete finishes; and whitewashed brick or adobe finishes. Avoid Reflective glass; large dark building surfaces; dark glass (unless deeply recessed); large areas of glass; glass curtain walls; synthetic materials; and high contrast color glazed masonry or tile (except in small areas of details).

3. Roofs - Natural red clay or earth tone color barrel type mission tiles; red clay or earth tone color concrete tiles; dark-stained exposed wood structural members; and tiled decks used for outdoor living spaces. Avoid reflective or colored metal roofs; high contrast color
Chapter 3 - Design Guidelines

glazed roofing tiles; large areas of membrane roofing which can be viewed from above; and wood shingle or shake roofs.

4. *Balconies* - Painted or stained finishes; wrought iron/decorative metal; and wood.

5. *Doors, Shutters and Trim* - Painted finishes in colors that harmonize or, in some cases, contrast with wall materials.


E. *Signage* - Signs should be integrated with the design concept of the development. Commercial centers should be identified by a master sign program with monument signing and wall signs for individual tenants. Such signs may include logos and should be harmonious in scale, form, materials, and colors with project buildings, walls, and other structures. Signs must comply with the City’s Sign Ordinance.

II. INDUSTRIAL USE AREAS

A. *Walls* - Exterior wall materials that contain integral color and texture such as pre-cast concrete, brick, split-faced block and ribbed metal wall systems should be utilized. Avoid bright colors and highly-reflective wall surfaces. Earth tones and warm light colors are preferable. Visual relief should be provided on long walls through pilasters, reveals, color and material changes, or small off-sets in plan view.

B. *Entrances* - Entrances should be located on street frontages when possible.

C. *Form* - Building heights and setbacks should be varied to define different functions such as office and warehouse.

D. *Roofs* - Careful attention should be given to the appearance of large flat roof surfaces from off-site properties. Built-up roofs should be accompanied by parapets; roof aggregate should be earth tone color and applied dense enough to completely cover the roof. Metal roofing systems with integral color (earth tone) may be used; however, bright-colors and highly reflective wall surfaces, including unpainted galvanized metal roofing, are strongly discouraged. Equipment should be screened from view by being enclosed in a housing which is compatible with the architecture of the main building. It should be organized on the roof to give an uncluttered appearance and painted to match the roof color.
Chapter 4

PUBLIC FACILITIES

401 Infrastructure
402 Circulation

401 Infrastructure

I. WATER AND WASTEWATER

The Pico Pipeline, which extends through the West Pico Corridor from the terminus of the South County Pipeline east of Avenida La Pata to Pacific Coast Highway, is a 33-inch main-line. All water delivery lines to serve the West Pico Corridor area are existing within the public street right-of-way. There is no sewer or water main within Avenida Pico. There is an existing 6” water service line from N. El Camino Real to the Water Reclamation Plant, and a water service and 4’ sewer lateral to the U-Haul property on Avenida Pico. No wells, turnouts, or pump stations exist within the West Pico Corridor Specific Plan boundary.

The City’s Water Reclamation Plant is located on the south side of Avenida Pico, west of Calle de Los Molinos. It is constructed in full compliance with Title 22 of the California Administrative Code. Gravity sewers carry wastewater to pump stations serving two of the City’s drainage regions. Most of the Pico Community Commercial Area wastewater flows through gravity sewers to the Los Molinos Pump Station located within the City’s maintenance yard property. Wastewater from the Los Molinos Industrial Area gravity flows to the Main Pump Station located in North Beach Village between the Ole Hanson Beach Club and the railroad tracks. From each of these two pump stations, wastewater is carried through a forcemain to the City’s Water Reclamation Plant.

A reclaimed water lines exists within Avenida Pico right-of-way for the purpose of distributing reclaimed water from the City’s Water Reclamation Plant to the Pacific Golf Course for irrigation. This line will eventually provide reclaimed water service to many of the inland areas for landscape irrigation purposes.

II. DRAINAGE

The Segunda Deshecha Flood Control Channel carries stormwater and runoff from the City’s central drainage basin to the Pacific Ocean. It separates the majority of the Pico Community Commercial Area and the City Yard from the Los Molinos Industrial Area. A system of storm drains exist to carry stormwater and runoff from the West Pico Corridor Area to the flood control channel. Consideration could be given to covering it for use as a bicycle/pedestrian trail.
402  Circulation

Avenida Pico is a Primary Arterial Highway passing through the West Pico Corridor, providing access from the inland areas to North Beach and from the I-5 freeway to the Pico Community Commercial Area and the Los Molinos Industrial Area. It is a designated Scenic Highway in the City's General Plan, with a Class II (on-road) Bike Trail planned for both sides of the road. The north side of Avenida Pico between the Segunda Deshecha Flood Control Channel and Calle Industrias will be fully improved by the developers of the Marblehead Coastal property. Those improvements will include landscaping the median within Avenida Pico.

The main local collector within the West Pico Corridor is Calle De Los Molinos. It is a two lane collector street providing access to the industrial area from both Avenida Pico and North El Camino Real. The segment of Calle De Los Molinos between Avenida Pico and North El Camino Real is scheduled for improvement in the year 1998/99 according to the City’s Street Improvement Program. It will be funded as part of the Benefit Assessment District that was approved by the City Council in 1995. The local streets which are scheduled for improvement as part of the City’s Street Improvement Program are:

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>YEAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Los Molinos</td>
<td>N. El Camino Real</td>
<td>Flood Control Channel</td>
<td>1998/99</td>
</tr>
<tr>
<td>Estrella</td>
<td>Los Molinos</td>
<td>El Portal</td>
<td>1997/98</td>
</tr>
<tr>
<td>Calle Industrias</td>
<td>Pico</td>
<td>southerly terminus</td>
<td>2005/06</td>
</tr>
</tbody>
</table>

The street lighting in the area should be improved using City standards. The lights are located on SDG & E wooden power poles, which when undergrounded will require standard street poles. Other improvements that could be considered for Calle De Los Molinos are the undergrounding of utilities and street tree planting. Funding methods for these types of improvements would have to be determined.

All other streets within the West Pico Corridor Specific Plan area are local streets designed to provide access to individual land parcels. Much of the public right-of-way on these local streets could be abandoned and made available for private commercial or industrial land use, if access to each individual land parcel is provided, and utility easements could be provided. This could be done through lot consolidations initiated by the adjacent landowners, benefit assessment district formation, or Lighting and Landscape District amendments, subject to review by the City’s Development Management Team and Planning Commission and approval by the City Council.
Chapter 5
DEVELOPMENT STANDARDS

501 Pico Community Commercial Area
502 Los Molinos Industrial Area
503 City Yard/Water Reclamation Plant

501 Pico Community Commercial Area

IV. PURPOSE AND APPLICABILITY

Purpose - The Pico Community Commercial Area development standards and design guidelines are established to accommodate existing industrial and commercial uses and encourage quality development, while allowing for the revitalization of the area and development of new commercial uses. This district promotes community serving commercial uses.

V. Applicability - This section applies to all parcels designated CC2 within the Pico Community Commercial area depicted on Figure 1-2.

A. Standards and Uses Not Listed - A proposed standard or use that is not expressly addressed in this Specific Plan is subject to the general zoning code. If it is not expressly addressed in the general zoning code, section 17.04.040 governs.

B. Design Guidelines - All development under this Section is also subject to the Design Guidelines set forth in Chapter 3.

C. Site Plan Permits - All new development under this Section is subject to a Site Plan Permit in accordance with Chapter 6.

D. Architectural Permits - All new development under this Section is subject to an Architectural Permit in accordance with Chapter 6.

E. Sign Permits - All new signs are subject to the City’s Sign Ordinance.

F. Coastal Zone Requirements - All development within the Coastal Zone as depicted on Figure 1-1 shall be subject to the Coastal Zone Requirements set forth in the Zoning Ordinance.
VI. PRINCIPAL USES PERMITTED

A. Uses not subject to the NPDES Stormwater Permit Program

All uses permitted by the Zoning Ordinance in the CC1 zone shall be permitted.

B. Uses permitted only if in compliance with the NPDES Stormwater Permit program. The following uses are permitted only if conducted entirely within an enclosed building unless the Planning Commission determines, in conjunction with a site plan permit or other entitlement, that the particular nature and characteristics of the use require that all or part of the use be conducted outdoors. Screening or other requirements may be imposed as a condition of such approval.

1. Light industrial, manufacturing and assembly conducted entirely within an enclosed building, including boats, books, clothing, electronics, food products, furniture, jewelry, machine shops, musical instruments, opticals, packaging, plastics engineering, precision instruments, sandblasting, signs, sporting goods, tool and die, welding, wholesaling, and warehousing on Avenida Navarro, Calle De Los Molinos, and Calle De Industrias north of Avenida Pico. Chemical plants, glass fabrication plants, lumber mills, and pulp mills are prohibited.

2. Construction trades and contractors’ storage conducted entirely within an enclosed building, including awnings, cabinetry, carpentry, drywall, electrical, flooring, glass and mirror, heating and air conditioning, iron work, insulation, masonry, mill work, plumbing, sheet metal, and roofing on Avenida Navarro, Calle De Los Molinos, and Calle De Industrias north of Avenida Pico.

3. Automobile and truck related uses conducted entirely within an enclosed building, including bodywork, detailing, lube and tune, mufflers, paint, rental, service, repair, tires, transmission, and upholstery (exclusive of towing and salvage yards) on Avenida Navarro, Calle De Los Molinos, and Calle De Industrias north of Avenida Pico, entirely within an enclosed building.

4. Research and development, scientific laboratories, and testing facilities conducted entirely within an enclosed building.
VII. CONDITIONAL USES PERMITTED

A. All uses conditionally permitted by the Zoning Ordinance in the CC1 zone shall be permitted subject to a Conditional Use Permit or a Minor Conditional Use Permit, as determined by the Zoning Ordinance.

VIII. TEMPORARY USES PERMITTED

Outdoor sales or promotional events such as parking lot sales or the sale of Christmas trees or other seasonal items shall be permitted in accordance with the Zoning Ordinance.

IX. DEVELOPMENT STANDARDS

All new development shall comply with the development standards in the Zoning Ordinance for the CC2 zone, including references to parking area landscaping.
502 Los Molinos Industrial Area

IV. PURPOSE AND APPLICABILITY

A. Purpose - The Los Molinos Industrial Area development standards and design guidelines are established to accommodate existing industrial and commercial uses and encourage quality development, while allowing for the revitalization of the area into a cohesive business park. This district promotes light industrial, office, and commercial uses.

B. Applicability - This Section applies to all parcels of land designated I2 Light Industrial, I3 Heavy Industrial, or NC2 Neighborhood Commercial within the area depicted as the Los Molinos Industrial Area on Figure 1-3.

C. Standards and Uses Not Listed - A proposed standard or use that is not expressly addressed in this Specific Plan is subject to the general zoning code. If it is not expressly addressed in the general zoning code, section 17.04.040 governs.

D. Design Guidelines - All development under this Section is also subject to the Design Guidelines set forth in Chapter 3.

E. Site Plan Permits - All new development under this Section is subject to a Site Plan Permit in accordance with Chapter 6.

F. Architectural Permits - All new development under this Section is subject to an Architectural Permit in accordance with Chapter 6.

G. Sign Permits - All new signs are subject to the City’s Sign Ordinance.

H. Coastal Zone Requirements - All development within the Coastal Zone as depicted on Figure 1-1 shall be subject to the Coastal Zone Requirements set forth in the Zoning Ordinance.
V. PRINCIPAL USES PERMITTED

A. Parcels Designated NC2 (Neighborhood Commercial)

All uses permitted by the Zoning Ordinance in the NC2 Neighborhood Commercial zone shall be permitted.

B. Parcels (or portions of parcels) Designated I2 (Light Industrial). The following uses are permitted only if conducted entirely within an enclosed building unless otherwise indicated, or unless the Planning Commission determines, in conjunction with a site plan permit or other entitlement, that the particular nature and characteristics of the use require that all or part of the use be conducted outdoors. Screening or other requirements may be imposed as a condition of such approval.

All industrial, construction, transportation, auto or truck related uses shall be permitted subject to a determination by the City Engineer that the operation is in compliance with the NPDES Storm Water Permit Program.

1. Retail sales conducted entirely within an enclosed building, including appliances, art, audio and video recordings, automobile parts, books, bicycles, electronics, flowers, food, furniture, hardware, hobby supplies, home improvement items, housewares, janitorial supplies, locks, medical equipment, musical instruments, office supplies, pharmaceuticals, photographic supplies, sporting goods, similar items and accessories.

2. Service establishments conducted entirely within an enclosed building, including banks and financial institutions, barber and beauty shops, business services, cleaners and laundromats, dance and music studios, employment agencies, engraving, interior designers, mail order stores, personal and professional services, photography, printing, repair shops, tailors, travel agencies, and similar services.

3. Restaurants and small-scale specialty food establishments, such as bakeries, candy stores, coffee houses, ice cream/frozen yogurt shops, sandwich shops, and similar businesses conducted entirely within an enclosed building.

4. General and professional offices, excluding medical clinics and group counseling (as those terms are defined in the City of San Clemente Zoning Ordinance), conducted entirely within an enclosed building.
such as architecture, communications media, consulting, engineering, financial, law, real estate, and similar office uses.

5. **Research and development**, dry laboratories, and testing facilities, conducted entirely within an enclosed building.

6. **Light industrial, manufacturing and assembly** conducted entirely within an enclosed building, including boats, books, clothing, electronics, food products, furniture, jewelry, machine shops, musical instruments, optics, packaging, plastics engineering, precision instruments, sandblasting, signs, sporting goods, tool and die, welding, wholesaling, warehousing, and water conditioning equipment and service. Chemical plants, glass fabrication plants, lumber mills, and pulp mills are prohibited.

7. **Construction trades and contractors' storage** conducted entirely within an enclosed building, including awnings, cabinetry, carpentry, drywall, electrical, flooring, glass and mirror, heating and air conditioning, iron work, insulation, masonry, mill work, plumbing, sheet metal, and roofing.

8. **Automobile and truck related uses** conducted entirely within an enclosed building, including bodywork, detailing, lube and tune, mufflers, paint, rental, service, repair, tires, transmission, and upholstery (exclusive of towing and salvage yards).

9. **Contractors' storage yards, janitorial supplies, equipment rental, recreation vehicle storage as a commercial venture, truck or trailer rental**, and similar transportation industry uses provided that the business operation is in compliance with the NPDES Storm Water Permit Program. Any outdoor storage or transportation industry use such as ambulance service, wholesale auto parts, bus terminal, courier service, limousine service, truck or trailer rental, and taxi cab service requires an Industrial Storm Water Discharge Permit from the California Regional Water Quality Control Board.

C. **Parcels (or portions of parcels) Designated I3 (Heavy Industrial)**

The following uses are permitted only if conducted entirely within an enclosed building unless otherwise indicated, or unless the Planning Commission determines, in conjunction with a site plan permit or other entitlement, that the particular nature and characteristics of the use
require that all or part of the use be conducted outdoors. Screening or other requirements may be imposed as a condition of such approval.

All industrial, construction, transportation, auto or truck related uses shall be permitted subject to a determination by the City Engineer that the operation is in compliance with the NPDES Storm Water Permit Program.

1. Research and development, wet laboratories, and testing facilities, conducted entirely within an enclosed building.

2. Light industrial, manufacturing and assembly conducted entirely within an enclosed building, including boats, books, clothing, electronics, food products, furniture, jewelry, machine shops, musical instruments, opticals, packaging, plastics engineering, precision instruments, sandblasting, signs, sporting goods, tool and die, welding, wholesaling, warehousing, and water conditioning equipment and service. Chemical plants, glass fabrication plants, lumber mills, and pulp mills are permitted provided that an Industrial Discharge Permit has been obtained from the Regional Water Quality Control Board in compliance with the NPDES Storm Water Permit Program.

3. Construction trades and contractors' storage conducted entirely within an enclosed building, including awnings, cabinetry, carpentry, drywall, electrical, flooring, glass and mirror, heating and air conditioning, iron work, insulation, masonry, mill work, plumbing, sheet metal, and roofing.

4. Automobile and truck related uses conducted entirely within an enclosed building, including bodywork, detailing, lube and tune, mufflers, paint, rental, service, repair, tires, transmission, and upholstery.

5. Contractors' storage yards, janitorial supplies, equipment rental, recreation vehicle storage as a commercial venture, truck or trailer rental, and similar transportation industry uses provided that the business operation is in compliance with the NPDES Storm Water Permit Program. Any outdoor storage or transportation industry use such as ambulance service, wholesale auto parts, bus terminal, courier service, limousine service, truck or trailer rental, and taxi cab service requires an Industrial Storm Water Discharge Permit from the California Regional Water Quality Control Board.
VI. CONDITIONAL USES PERMITTED

A. Parcels Designated NC2 (Neighborhood Commercial)

All uses conditionally permitted by the Zoning Ordinance in the NC2 zone shall be permitted subject to a Conditional Use Permit or Minor Conditional Use Permit, as determined by the Zoning Ordinance. Additionally, for properties or portions of properties taking access from Los Obreros lane, all uses listed in Section 502, B., 2., e-h shall be permitted, subject to a Conditional use permit in accordance with the Zoning Ordinance.

B. Parcels (or portions of parcels) Designated I3 (Heavy Industrial)

1. Auto towing and salvage yards, provided that the business has obtained any required industrial stormwater discharge permit from the California Regional Water Quality Control Board, in compliance with the NPDES Storm Water Permit Program.

2. Concrete Batch Plants, provided that the business has obtained any required industrial stormwater discharge permit from the California Regional Water Quality Control Board, in compliance with the NPDES Storm Water Permit Program

IV. DEVELOPMENT STANDARDS

A. Parcels Designated NC2 (Neighborhood Commercial)

1. Maximum Floor Area Ratio - A maximum floor area ratio of .35 shall be allowed.

2. Maximum Height - The maximum height of any structure shall be thirty three (33) feet, not to exceed two stories. Architectural features such as towers, cupolas, and chimneys shall be allowed to project up to forty (40) feet in height from the ground level.

3. Minimum Lot Area and Width for New Subdivisions - The minimum lot area shall be 6,000 square feet. The minimum lot width shall be 60 feet.

4. Building Setbacks - There shall be no minimum front, side or rear setback except that there shall be a minimum setback of five feet from Los Obreros Lane.
Chapter 5- Development Standards

5. **Landscaping** - The landscaping required by Option A or B below shall be visible from the street or other public places. Hardscape improvements shall not be counted toward fulfilling this requirement.

   a) **OPTION A** - A minimum of ten percent (10%) of the ground level lot area shall be landscaped.

   b) **OPTION B** - An amount equal to a minimum of twenty percent (20%) of the lot area shall be devoted to permanently affixed landscaped planters on the upper level areas such as balconies.

6. **Parking Requirements** - The minimum number of required parking spaces shall be as prescribed by the City's Zoning Ordinance for individual uses (see Appendix B for the appropriate Zoning Ordinance Section).

7. **Parking Standards** - The size, configuration, and dimensions of parking spaces, aisles, and accessways shall be as required by the City's Zoning Ordinance, (See Appendix B for the appropriate Zoning Ordinance Section).

8. **Off-Site Parking** - Off-site parking shall be allowed by the City's approval of a Conditional Use Permit, provided that it is within 300 feet of the subject property. The applicant for such a Conditional Use Permit shall provide to the City, notarized copies of an agreement in perpetuity signed by the owner of the property designated for off-site parking, whether publicly or privately owned, stating that the property will remain available for off-site parking until such time as the City determines it is no longer needed. The property designated for off-site parking shall provide enough parking for its own land use in addition to the off-site parking.

B. **Parcels (or portions of parcels) Designated I2 (Light Industrial)**

1. **Maximum Floor Area Ratio** - A maximum floor area ratio .50 shall be allowed.

2. **Maximum Height** - The maximum height of any structure shall be thirty-five (35) feet, not to exceed two stories or three stories if the third story is limited to office use only.
3. **Minimum Lot Area and Width for New Subdivisions** - The minimum lot area shall be 6,000 square feet. The minimum lot width shall be 60 feet.

4. **Maximum Building Coverage** - Building Coverage shall not exceed 50 percent of the lot area.

5. **Building Setbacks** - The minimum building setback shall be thirty (30) feet from the centerline of any public street right-of-way, and five (5) feet from land designated MU (Mixed Use).

6. **Landscaping** - A minimum of ten percent (10%) of the lot area shall be landscaped. The landscaping shall be visible from the street or other public places. Hardscape improvements shall not be counted toward fulfilling this requirement.

7. **Parking Requirements** - The minimum number of required parking spaces shall be as prescribed by the City's Zoning Ordinance for individual uses (see Appendix B for the appropriate Zoning Ordinance Section).

8. **Parking Standards** - The size, configuration, and dimensions of parking spaces, aisles, and accessways shall be as required by the City's Zoning Ordinance (See Appendix B for the appropriate Zoning Ordinance Section).

9. **Off-Site Parking** - Off-site parking shall be allowed by the City's approval of a Conditional Use Permit, provided that it is within 300 feet of the subject property. The applicant for such a Conditional Use Permit shall provide to the City, notarized copies of an agreement in perpetuity, signed by the owner of the property designated for off-site parking, whether publicly or privately owned, stating that the property will remain available for off-site parking until such time as the City determines it is no longer needed. The property designated for off-site parking shall provide enough parking for its own land use in addition to the off-site parking.
C. **Parcels (or portions of parcels) Designated I3 (Heavy Industrial)**

1. **Maximum Floor Area Ratio** - A maximum floor area ratio .75 shall be allowed.

2. **Maximum Height** - The maximum height of any structure shall be thirty-five (35) feet, not to exceed two stories, except that structures other than buildings may be approved up to a height of 70 feet for concrete batch plants if the Planning Commission determines, in conjunction with a site plan permit or other entitlement, that the particular nature and characteristics of the use require such higher structure.

3. **Minimum Lot Area and Width for New Subdivisions** - The minimum lot area shall be 6,000 square feet. The minimum lot width shall be 60 feet.

4. **Maximum Building Coverage** - Building Coverage shall not exceed 75 percent of the lot area.

5. **Building Setbacks:** The minimum building setback shall be thirty (30) feet from the centerline of any public street right-of-way, and five (5) feet from land designated MU (Mixed Use).

6. **Landscaping** - A minimum of ten percent (10%) of the lot area shall be landscaped. The landscaping shall be visible from the street or other public places. Hardscape improvements shall not be counted toward fulfilling this requirement.

7. **Parking Requirements** - The minimum number of required parking spaces shall be as prescribed by the City's Zoning Ordinance for individual uses (see Appendix B for the appropriate Zoning Ordinance Section).

8. **Parking Standards** - The size, configuration, and dimensions of parking spaces, aisles, and accessways shall be as required by the City's Zoning Ordinance (See Appendix B for the appropriate Zoning Ordinance Section).
503 City Yard/Water Reclamation Plant

IV. PURPOSE AND APPLICABILITY

A. Purpose - The City Yard/Water Reclamation Plant development standards are established to accommodate the existing water reclamation plant and the potential augmentation of the area with new public uses.

B. Applicability - This section applies to all parcels located within the City Yard/Water Reclamation Plant area depicted on Figure 1-4.

C. Standards Not Listed - Whenever a standard or regulation is not set forth in this Specific Plan, the Zoning Ordinance shall regulate. An index of Zoning Ordinance sections is listed in Appendix B of this Specific Plan.

D. Land Uses Not Listed - In cases where it is not clear whether a proposed land use is permitted under this Section, the Planning Commission shall determine if the use is consistent with the Purpose set forth above and is either permitted as a principal, conditional, accessory, or temporary use, or is not permitted.

E. Design Guidelines - All development under this Section is also subject to the Design Guidelines set forth in Chapter 3.

F. Site Plan Permits - All new development under this Section is subject to a Site Plan Permit in accordance with Chapter 6.

G. Coastal Zone Requirements - All development within the Coastal Zone as depicted on Figure 1-1 shall be subject to the Coastal Zone Requirements set forth in the Zoning Ordinance.

V. PRINCIPAL USES PERMITTED

Public uses including infrastructure, maintenance, recreational, cultural, and educational uses.

VI. DEVELOPMENT STANDARDS

Development standards for public uses shall be determined through the Site Plan Review process.
Chapter 6
DEVELOPMENT REVIEW AND APPLICATIONS

601 Development Review Procedures
602 Amendments to the Specific Plan

601 Development Review Procedures

I. PURPOSE AND APPLICABILITY

The purpose of this Section 601 is to specify the steps required to obtain City approval for new and supplemental development applications within the West Pico Corridor Specific Plan area. All private development proposals within this Specific Plan area shall be reviewed and processed in accordance with the provisions of this Chapter and the Zoning Ordinance, following an initial screening by the Community Development Department. Upon a determination by the City Planner, some of the development review phases in this Section may be carried out concurrently. When Site Plan Permits and other applications are processed concurrent with Tentative Maps, the approving body, i.e. City Council or Planning Commission, shall be the approving body stated in the Subdivision Ordinance for Tentative Map approval.

II. ENVIRONMENTAL REVIEW

All applications for discretionary review and approval shall be subject to environmental review in accordance with the California Environmental Quality Act (CEQA) Guidelines and City procedures.

III. TENTATIVE MAPS

Applications for approval of Tentative Tract and Tentative Parcel Maps shall be reviewed in accordance with the City's most current Subdivision Ordinance (Chapter 35 of the Municipal Code). The City may impose specific conditions on Tentative Maps in addition to the requirements of this Specific Plan.
IV. SITE PLAN PERMITS

All applications for new development within the West Pico Corridor Specific Plan area shall be subject to approval of a Site Plan Permit in accordance with the Zoning Ordinance. The purpose of the Site Plan Permit is to implement both the Design Guidelines in Chapter 3 of this Specific Plan, as well as the Purpose and Intent stated in the Site Plan Permits Section of the Zoning Ordinance. The City may impose specific conditions on Site Plan Permits in addition to the requirements of this Specific Plan.

V. ARCHITECTURAL PERMITS

All applications for new development within the West Pico Corridor Specific Plan shall be subject to approval of an Architectural Permit in accordance with the Zoning Ordinance. The purpose of the Architectural Permit is to implement both the Design Guidelines in Chapter 3 of this Specific Plan, as well as the Purpose and Intent stated in the Architectural Permits Section of the Zoning Ordinance. The City may impose specific conditions on Architectural Permits in addition to the requirements of this Specific Plan.

VI. COASTAL DEVELOPMENT PERMITS

All development within the Coastal Zone as depicted on Figure 1-1 shall be subject to the Coastal Development Permit process set forth in Section 17.20 of the Zoning Ordinance and/or in the City’s Local Coastal Program (LCP).

VII. SIGNS

Sign applications shall be processed in accordance with the City’s Sign Ordinance.

VIII. OTHER APPLICATIONS

Conditional Use Permits, Minor Conditional Use Permits, Variances, Minor Exception Permits, Waivers, City Antenna Permits, Home Occupation Permits, Temporary Use Permits, Sound Amplification Permits, Building Permits, Adult-Oriented Business Permits, and Development Agreements shall be processed in accordance with the Zoning Ordinance.

602 Amendments To The Specific Plan

Amendments to this Specific Plan shall be reviewed and processed in accordance with the Zoning Ordinance. If a General Plan Amendment is also required, said application shall be reviewed and processed in addition to the Specific Plan Amendment in accordance with City procedures for General Plan Amendments.
Chapter 7

DEFINITIONS

For the purposes of this Specific Plan, certain terms shall be defined as set forth in this Section. Terms not listed herein shall be defined per the City's Zoning Ordinance, or if not listed in the Zoning Ordinance, shall be construed in accordance with accepted usage. Words used in the present tense shall include the future; words in the singular shall include the plural; the words "will" and "shall" are mandatory and the word "may" is permissive. The word "should" refers to policy guidance which must be followed in the absence of compelling opposing considerations identified by the City.

Architectural Guidelines shall mean those aesthetic standards imposed within the West Pico Corridor that ensure the quality of development and the overall character as envisioned in the Chapter 3 of this Specific Plan.

Automobile and truck related uses shall mean those uses conducted entirely within an enclosed building, including bodywork, detailing, lube and tune, mufflers, paint, rental, service, repair, tires, transmission, and upholstery (exclusive of towing and salvage yards).

Chapter shall mean a chapter within this Specific Plan unless specifically identified as part of some other document.

Construction trades and contractors' storage shall mean those uses conducted entirely within an enclosed building, including awnings, cabinetry, carpentry, drywall, electrical, flooring, glass and mirror, heating and air conditioning, iron work, insulation, masonry, mill work, plumbing, sheet metal, and roofing.

Contractors' storage yards, janitorial supplies, equipment rental, recreation vehicle storage as a commercial venture, truck or trailer rental, shall mean those types of uses which are normally conducted outdoors and therefore require special compliance with the NPDES Storm Water Permit Program.

City shall mean the City of San Clemente, a municipal corporation.

City Council shall mean the City Council of the City of San Clemente.

Civic Uses shall mean publicly or privately owned and managed facilities for meetings, conventions or exhibitions and other community, social, and multi-purpose uses. Typical uses include community halls and governmental offices.
Cultural Uses refers to facilities involved with the collection and exhibition of objects and the performance of works having literary, artistic, historic, natural historic, musical, and/or scientific value for public appreciation. Typical uses include public art galleries, museums, libraries, and live-arts theater.

Floor Area Ratio (F.A.R.) shall mean the total gross floor area, excluding parking structures, interior stairways, and non-habitable subterranean floors of all buildings on a lot divided by the lot area.

Gross Floor Area (G.F.A.) shall mean the total enclosed area of all floors of a building, measured to the outside face of the structural members of exterior walls, and including halls, stairways, elevator shafts at each floor level, service and mechanical equipment rooms, and habitable basement or attic areas, but excluding outdoor courtyards and stairways and other exterior space.

Heavy Industrial Uses shall be industrial uses which involve the processing, manufacturing, and use of natural resources, raw materials, primary metals, chemicals, petroleum, and petroleum by-products. Typical uses include concrete processing batch plants, sand-and-gravel yards, major automotive repair and recycling, refinery operations, chemical manufacturing and storage, fabrication, storage, warehousing, and manufacturing.

Laboratory, dry means a laboratory where dry materials, electronics, or large instruments are tested and analyzed, with limited piped services. Dry laboratories may require controlled temperature and humidity as well as dust control.

Laboratory, wet means a laboratory where chemicals, drugs or biological matter is tested and analyzed, and which typically requires water, direct ventilation, specialized piped utilities and protective measures.

Light Industrial, Manufacturing and Assembly Uses shall be industrial uses which are quiet, non-polluting operations wholly contained within a structure or screened from view. Typical uses include manufacture and assembly of apparel and garments; cabinets; canvas products; cosmetics; cutlery; dental equipment; drugs and pharmaceuticals; water softener tank regeneration; electrical appliances, equipment, and supplies; food processing and production; furniture; hardware; medical equipment; musical instruments; optical goods; plastic products; precision instruments; scientific instruments; steel and sheet-metal products; and toys.

Offices shall mean establishments which provide administrative, consulting, management, and professional services to businesses and individuals. Typical uses include real estate and insurance offices, banks and other financial institutions, accountants, attorneys,
dentists, doctors, veterinarians, engineers, architects, planners, travel agencies, and medical clinics.

Photographic/Reproduction shall mean the provision of services involving technical skills, training or talents for the reproduction of printed or graphic matter for business and individuals. Typical uses including printing establishments, blueprint companies, photography laboratories, and photocopy companies.

Planning Commission shall mean the Planning Commission of the City of San Clemente.

Public Land Use shall mean land and/or facilities owned, operated, and maintained by public agencies for the use and enjoyment of the general public.

Research and Development Use means the pursuit of knowledge or creation of products in technology-intensive fields. Examples include but are not limited to research and development of computer software, information systems, communications systems, transportation, geographic information systems, multi-media and video technology, drugs, medical technology and genetics. Laboratories may also be included in this use (see also “Laboratory, dry” and “Laboratory, wet”). Development and construction of prototypes may be associated with this use.

Section shall mean a section within this Specific Plan unless specifically identified as part of some other document.

Setback shall mean a minimum horizontal distance between the exterior surface of a building, exclusive of architectural projections, fireplaces, or eaves, and the abutting lot or property line; or, when abutting a street, the minimum horizontal distance between the exterior surface of a building, exclusive of architectural projections, fireplaces, or eaves, and the ultimate street right-of-way line (whether public or private) or the sidewalk or curb if so specified.

Site Plan Permit shall mean an application for entitlement to use as defined in the Zoning Ordinance.

Subdivision Code or Subdivision Ordinance shall mean the Subdivision Code of the City of San Clemente, as last revised.

Temporary Uses shall be any use which is not prohibited by law but is more of a temporary nature than uses as defined within this Specific Plan.

Warehousing shall mean the storage of trade goods, personal goods, or service products, and equipment by business and retail establishments in an enclosed building. Typical use includes cold storage plants, garages, and warehouses.
Wholesaling shall mean the large storage areas for receiving, selling, and shipping goods to retail dealers. Typical uses include distributors of trade goods and products.

Urban Design Program shall mean the Urban Design Element of the General Plan together with implementation tools such as the Design Guidelines, Chapter 3 of this Specific Plan, and the Master Landscape Plan for Scenic Corridors.

Zoning Ordinance shall mean the San Clemente City Zoning Ordinance as last revised.
# APPENDIX A

## INDEX OF APPLICABLE ZONING ORDINANCE SECTIONS

1. Coastal Zone Requirements  
   Section 17.20
2. Conditional Use Permits  
   Section 17.16.060
3. Definitions  
   Section 17.88
4. Fences, Walls, Hedges  
   Section 17.24.090
5. Minor Exception Permits  
   Section 17.16.090
6. Parking Requirements and Standards  
   Section 17.64
7. Satellites, Antennas  
   Section 17.28.080
8. Site Plan Permits  
   Section 17.16.050
9. Specific Plan Amendments  
   Section 17.16.030
10. Temporary Uses  
    Section 17.28.300
11. Variances  
    Section 17.28.080
12. Skirt Walls  
    Section 17.24.190
APPENDIX B

LIST OF INVASIVE AND UNDESIRABLE PLANT SPECIES

1. **Vinca major** - Periwinkle. This species is highly invasive, particularly in riparian areas. It thrives in the moist, shaded habitats found along stream areas and will dominate the habitat along the banks. Its habitat value to animals is not known.

2. **Lonicera japonica 'Halliana'** - Hall's honeysuckle. Honeysuckle is a vining shrub that can be somewhat invasive. The cultivated Hall's honeysuckle is especially prone to escape from cultivation and invade natural habitats. Its habitat value to animals is probably similar to the native honeysuckle species (prohibited in peripheral zones only).

3. **Bromus mollis, B. rubens and Avena barbata** - Soft grass, red brome and wild oats. These grasses are non-native and highly invasive. The bromes are commonly referred to as foxtail grasses. Slender wild oat was deliberately introduced as forage for cattle and sheep by the Spanish. These grasses could be used for hydro-seeding since they naturally re-vegetate and dominate disturbed areas. In addition, red brome and slender wild oats tend to dominate the areas in which they are found and prohibit the growth of other plant species. Their habitat value to animals is limited (prohibited in peripheral zones only).

4. **Carprobroctus edulis** - Hottentot fig. Also commonly known as iceplant. This is a very invasive plant, and will dominate the vegetation in a given area. Particularly successful on slopes, it provides only limited habitat value.

5. **Koelaria pyrimidata** - Junegrass, commonly used for erosion control, tends to be somewhat invasive. It provides only limited habitat value.

6. **Cortaderia hubata** - Pampas grass. Highly invasive grass that will take over wetlands. Its habitat value is extremely limited.

7. **Senecio mikanioides** - German ivy. Not a true ivy, but a perennial vine. Very weedy, invasive plant in coastal California. It provides no real habitat value.

8. **Tamarix spp.** - Tamarisk. Tamarisk are water lovers and become quickly established along drainage courses. They are very difficult to eradicate.

9. **Arundo donax** - Giant reed. Extremely invasive and difficult to control, particularly along drainage courses, its habitat value is extremely limited.

10. **Ricinus communis** - Castor bean. Extremely invasive and common in degraded wetland areas, its habitat value is unknown.