CHAPTER 9
PUBLIC IMPROVEMENTS

CHAPTER 9 SECTIONS
901 Introduction
902 Municipal Pier Entrance Area
903 Coastline Pedestrian Walkways
904 Pier Commercial/Recreational Development
905 Linda Lane Park Redesign

901. INTRODUCTION

Through the consensus-building process developed for the Pier Bowl Specific Plan, a number of ideas were generated on how to enhance village character and promote pedestrian activity. These ideas have evolved into specific public-improvement projects for the area. These public improvements include: expansion of Parque Del Mar; possible enhancement of the train depot; improvements to the main entrance to the pier; new pedestrian walkways; a park that connects Avenida Victoria to Coronado Lane; a bluff top walk; new and/or improved beach access; new development on the Pier; and a redesign of Linda Lane Park. These projects are capital improvements that will be coordinated by the City. The implementation of these projects will ultimately be dependent on a design feasibility study that determines the cost and the City's ability to finance the projects. This chapter is to be used as a general outline for the development of these capital improvement projects, with the feasibility of each project's particular design elements to be studied in detail prior to its implementation. With a feasibility study on each project, a determination can be made on how best to meet the City's objectives outlined in this chapter. In some cases, due to engineering and construction constraints, the project may have to be scaled back, built in phases, or abandoned. Public improvement projects can only take place when financing is available (refer to Chapter 11, Specific Plan Phasing/Implementation).

Given the relationships among public improvements, it makes sense to describe them in general categories. These categories include: 1) the entrance area to the pier; 2) coastline pedestrian connections; 3) improvements to the Municipal Pier; and, 4) improvements to Linda Lane Park. Development of the public improvements should be phased in a manner that is cost effective.

902. MUNICIPAL PIER ENTRANCE AREA

Expansion of Parque Del Mar, the possible train depot enhancement, the enhancement to the main entrance to the pier, the pedestrian connection from the Casa Romantica to Parque Del Mar, and the proposed pocket park all share a common design relationship. The design of all these improvements should be considered under one master plan. The individual improvements, however, should be phased.
A. EXPANSION OF PARQUE DEL MAR

Parque Del Mar is located between the railroad tracks and the municipal parking lot (see Figure 21). The goal is to increase the amount of usable open space for Parque Del Mar. The following elements and design features should be considered when designing the expansion of Parque Del Mar:

- Construction of a retaining wall or crib wall is recommended to create more usable open space. The retaining wall or crib wall should utilize decorative brick or be concealed with landscaping to create an attractive design element.

- The expansion of Parque Del Mar should be considered in unison with the reconstruction of the municipal parking lot. If feasible, a portion of the municipal parking lot should be utilized to gain usable open space for the park.

- The expanded park should remain primarily passive. Any additional active use should involve a relatively small amount of space, be designed for multiple-user activity and be consistent with the Parks and Recreation Master Plan.

- Park planting should be consistent with the streetscape planting design for the Pier Bowl.

- The removal of colored, stamped concrete sidewalks and replacement with interlocking terra-cotta red pavers is recommended.

- The park design should be well integrated with the uses on the Alameda Lane property and the Municipal Parking Lot and should not block the public view corridor.

B. TRAIN DEPOT ENHANCEMENT

San Clemente's present train service is a modest operation that includes two south bound trains in the morning and one north bound train in the afternoon. The train depot for the Pier Bowl is a small covered seating area that provides passengers a
Chapter 9: Public Improvements

- Access to Linda Lane Park/North Beach
- Access to "T" Street

PIER BOWL
SPECIFIC PLAN

EXPANSION OF PARQUE DEL MAR

FIGURE 21
The purpose of this Specific Plan is to allow the possibility of improving the train depot in the Pier Bowl with the idea that it can be converted to a different use when a new station is established at North Beach or remain as a train depot if an agreement to provide service at North Beach cannot be reached. The following should be considered when designing improvements to the Train Depot:

- The train depot should operate with self-service ticket machines, eliminating the need for full-time staff.

- The train depot should be designed with the possibility of combined uses or the conversion to a new use. Possible new or combined uses include: a bus stop, lockers and showers, bicycle facility that could serve as a destination point on the bicentennial bike route, a City information center or museum, and marine safety and/or police services facilities.

- The building size or scale should reflect that of the original cottages in San Clemente, which range from 700 to 1000 square feet. Architecturally, the building should serve as a community landmark similar to the Lifeguard Tower at Laguna's Main Beach. The City should strongly consider the relocation of a historic home for this use if a suitable structure is available (see Figure 22).

- A feasibility study should consider the development of an agreement with Amtrak and negotiations with Orange County Transit Authority to develop a building within the railroad right-of-way.

C. MAIN ENTRANCE TO THE MUNICIPAL PIER

The base of the Pier is the main area of activity in the Pier Bowl. This access point is adjacent to commercial shops, train, and bus stops, Parque Del Mar, the beach and the Municipal Pier. The current access is used much less, than the vehicular access and at-grade crossing located to the north. The main entrance is currently acting as a secondary entry and should be improved to enhance its use. The following are key elements to consider in the enhancement of the main entrance to the Municipal Pier:

- The entry should be widened to provide for more activity and to make this area more inviting to the pedestrian.

- A public plaza space should be created with the design centered with the pier and the proposed pocket park.
• The design of this public plaza should link the primary pedestrian and vehicular circulation patterns.

• Design elements consistent with the streetscape program such as: decorative street paving, a fountain, public seating, decorative lighting, signing, and landscaping should be included in the public plaza (see Figure 23).

D. VEHICULAR/AT-GRADE BEACH ACCESS

The vehicular at-grade crossing at the base of the pier also functions as a pedestrian access to the beach. Locationally, this access point is closer to the municipal parking lot and is therefore the preferred access point to the pier and beach for most pedestrians. The goal is to improve public safety of this pedestrian access point and to design an access that is integrated with Parque Del Mar. The proposed design features for this beach access point include:

• A new walkway should be designed that follows the general direction of the short cut to eliminate people walking on the bank, which will improve the aesthetics of the bank and the safety of the pedestrian.

• The walkway should connect to the at-grade access behind the mechanical arm to prevent the mechanical arm from lowering onto a pedestrian. The design should also be well integrated with the improvements to Parque Del Mar and the main entrance to the Municipal Pier, &d should include decorative paving and landscaping (see Figure 21).

E. PEDESTRIAN CONNECTION FROM CASA TO PARQUE DEL MAR

This connection is a key pedestrian link between two of the most important features of the Pier Bowl, the Casa Romantica, and the Municipal Pier. This walkway is important, to make the Casa more accessible from the Pier Bowl core. The elements and design features that should be considered when designing this walkway include:

• The design should establish a secondary entry way to the Casa Romantics and wind its way through the grounds of the Casa to Avenida Granada.

• The walkway should include viewing areas, seating, signage, and monuments appropriate to its importance as a pedestrian route. The preferred design would be handicap accessible, with adjacent plantings of native coastal plants and viewpoints along the way that would take advantage of the vista to the ocean. The intent would be similar to the public walkway system from the
Chapter 9: Public Improvements

SECTION/ELEVATION.

Pedestrian under-pass at train station.

CONCEPTUAL PIER AREA DEVELOPMENT

MAIN ENTRANCE TO THE PIER

FIGURE 23
bluff-top park to the main beach in Laguna Beach which flanks the Las Brisas restaurant (often called the Las Brisas Walk) (see Figure 21).

- This project will require a feasibility study to consider the geological stability of the existing bluff, the amount of space available in potential or existing easements that could be dedicated to trail use, along with possible structural needs for traversing slopes and drainage facilities.

- In addition to a pedestrian walkway, a funicular should be considered with the development of the Alameda Lane and Casa Romantica sites. Funiculars can provide public access to the Casa Romantica and provide views of the surrounding area as the car moves up and down the grade. The intent would be similar to the funicular that services the Shadowbrook Restaurant in the city of Capitola.

F. PLAN DEVELOPMENT FOR PEDESTRIAN PARK CONNECTING AVENIDA VICTORIA AND CORONADO LANE

In Chapter 4, Land Use/Development Standards, the Pier Bowl Specific Plan establishes new land uses that will change the character of Coronado Lane from residential to a mixed-use, commercial/residential area. If commercial uses are to establish themselves, as they have on Avenida Victoria, it is important to provide pedestrian access to this street. In order to accomplish this, the City should pursue the acquisition of the vacant lot located at 614 Avenida Victoria to function as a park and pedestrian link between Avenida Victoria and Coronado Lane. This lot fronts both Avenida Victoria and Coronado Lane and is aligned directly with the main entryway to the beach and the Municipal Pier. Given its alignment, this lot is the logical location of a pedestrian walkway to Coronado Lane.

The design of this pocket park should include the elements and design features shown in Figure 24.

903. COASTLINE PEDESTRIAN WALKWAYS

The Pier Bowl coastline with its coastal bluffs, sandy beaches, and the Pacific Ocean provides opportunities for walkways that can take advantage of the natural beauty of this setting. In order to enhance the pedestrian experience in the Pier Bowl, the development of walkways along the coastline and bluff should be provided.
A. BLUFF-TOP WALK FROM PARQUE DEL MAR TO T-STREET

An opportunity exists to provide a coastal walkway along the bluff tops, where views of the coast stretching from Cotton's Point to the Dana Point Headlands can be enjoyed. With the redevelopment of the Beachcomber property, a bluff-top walk will be required. This walkway could be extended a distance of approximately one-half mile and connect Parque Del Mar with the T-Street bluff-top park (see Figure 25).

There is also an opportunity at the bottom of Trafalgar Canyon for this walkway to access the beach and connect to the proposed beach walk to T-Street beach. The following elements and design features should be considered in the development of the bluff-top walk:

- Along the bluff-top walk, provide vistas with benches facing the ocean to take advantage of the bluff-top views.

- The bluff-top walk should be designed to conform to the natural character of the coastline and should have unifying elements that relate to the two parks it connects.

- Signage and monuments appropriate to its importance as a pedestrian route should be included.

- Provide a beach access point at the bottom of Trafalgar canyon. The preferred design would be handicap accessible, including gentle, accessible walkways, if area geology and grades can accommodate this type of design.

- This project will require a feasibility study to consider the geological stability of the existing bluff, the amount of space available in potential or existing easements that could be dedicated to trail use, along with possible structural needs for traversing slopes and drainage facilities.

B. BEACH WALK CONNECTION FROM LINDA LANE PARK TO T- STREET

This project will provide a beach walk from the overpass at T-Street beach to the beach access point at Linda Lane Park. Presently, there is a beach level service road that runs from the Pier to the concession stand at T-Street. The intent is a trail that is "natural" in its appearance and emphasizes running or walking uses. The following elements and design features should be considered:
• Construction materials should be durable in order to withstand the erosional forces of very high tides and large surf and should be separated in some way from the emergency (police, fire, and lifeguard) and service road to optimize pedestrian safety.

• This walkway must comply with the guidelines of the Americans with Disabilities Act (ADA).

• The design of the beach walk should consider improvements to some of the existing activity areas, such as the concession stand at T-Street, play equipment, volleyball courts, beach access points, and picnic tables. Careful consideration should be given to the addition of new activity areas, lighting, signage, and landscaping.

• The landscaping should be designed to screen the existing cyclone fencing that separates the railroad tracks from the beach for pedestrian safety. The current palm trees should be relocated so they do not block the line of sight of a person driving a vehicle on the service road. If it is impractical to provide landscaping along the entire length of the beach walk, it should be concentrated in areas of highest activity. The selection of the plant material should be based on a plant's resilience to first exposure sea coast conditions, and irrigation and maintenance requirements.

• Included with the beach walk improvement should be an enhancement to the beach entrance at Linda Lane Park. The currently recognized connection crosses under the railroad and doubles as a storm drainage channel. This passage is mostly ignored by users, who opt to cross at-grade to the beach over numerous locations-within the wide canyon opening. The access point should be redesigned to provide a safe at-grade, under-grade, or over-grade crossing that connects the beach walk to Linda Lane Park.

C. BEACH WALK CONNECTION TO NORTH BEACH

The Pier Bowl Conceptual Plan included the goal to provide a beach walk that would connect North Beach, the Pier Bowl, and T-Street. Access from the Pier Bowl to North Beach will present some difficult engineering problems in order to accommodate a walkway around Mariposa Point. Because of special design considerations, it is not yet clear whether this improvement is feasible. The final decision determining if the North Beach section of the beach walk will be completed will be determined once a feasibility study examines the following questions:
• Is there room to develop a beach walk between the high-tide line, the railroad right-of-way, and the coastal bluff?

• If there is not room on public land, what is the feasibility of utilizing the railroad right-of-way?

• What are the costs of construction and ways of financing the project?

• Can the beach walk be designed to withstand the erosional forces of waves, high tides, and bluff stability?

904. PIER COMMERCIAL/RECREATIONAL DEVELOPMENT

Since its development in 1928, the Municipal Pier has been used for both recreational and commercial uses. The Pier was then, and is now, used for pleasure fishing and leisure activity. Some of the past uses on the Pier included a yacht club, sports fishing, a bait and tackle shop and the Galley Restaurant at the end of the Pier. A series of large storms in 1982 destroyed the Pier. In 1983, the Pier was reconstructed and developed as it is today, with the Fisherman's Restaurant, a lifeguard tower, public bathrooms, and a small bait-and-tackle concession stand. Recently, the Fisherman's Restaurant received approval to expand the facility to include a fish market, an oyster bar, and a concession stand.

The development standards for the Pier allow the existing commercial development and new recreational uses. The elements and design considerations that should be considered when designing new recreational facilities on the Pier include:

• The placement, mass, and scale of new facilities should be designed to be compatible with the Pier's linear orientation and use as a fishing and pleasure pier.

• The height of any new structure should not exceed one story and should match the "Mariner-style architecture of the Fisherman's Restaurant.

• The design of any new structures on the Pier should not reduce the available fishing area.

• If a recreational seating area is proposed for the end of the Pier, a minimum of an eight-foot (8') setback from the railings should be maintained and adequate room for vehicle turn-around. The design should also include a viewing deck with seating (see Figure 26).
Chapter 9: Public Improvements

FOCAL ELEMENT

educational displays

viewing deck

fishing area

Elevation

END OF THE PIER
CONCEPTUAL RECREATIONAL DEVELOPMENT

pleasure fishing

FOCAL ELEMENT/SCULPTURE
outlooks

FORMAL INTERPRETIVE PROGRAM
rest/observation area
self-guided tours
educational displays
lecture/teaching area
seating

Plan View

Bait and Snack Shop

RECREATIONAL DEVELOPMENT ON THE PIER

FIGURE 26

9-14
Recreational design elements may include: View areas with seating; a marine education display or other types of self-guided educational tours; placement of a plaque at the entrance to the Pier identifying the Pier as a historic structure and commemorating Ole Hanson for donating the Pier to the City in 1928.

905. LINDA LANE PARK REDESIGN

Linda Lane Park is one of the Pier Bowl's primary recreational areas. The redesign of Linda Lane Park will continue the park's beach oriented theme. A new park design should be considered that enhances the park's beach orientation and encourages more active use. To increase the park's beach orientation, the usable park area should be shifted toward the ocean and the parking lot should be relocated further up the canyon.

The redesign of the beach access to Linda Lane Park should be completed prior to, or in conjunction with, the beach walk connection to North Beach. Other design enhancements that should be considered include the following:

- The provision of directional signage from Avenida Del Mar and Avenida Palizada.
- A pedestrian path from the parking area to the beach access point.
- Native plant material should be provided on the coastal canyon slopes and coastal bluffs to enhance the natural appearance of the canyon.
- Canopy trees should be provided for shade.
- The public view corridor should be framed with landscaping.
- To the extent possible, the view of the parking lot from homes located along the canyon should be screened (see Figure 27).