201 Planning Vision and Concepts

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

A. Planning Vision.

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

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

B. Planning Concepts.

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

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

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


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

3. Infill development.

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

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

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

5. Public view corridors.

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


To address parking constraints during peak season and peak hour demand, give high priority to parking strategies that reexamine improved efficiencies at existing parking lots, encourage shared parking, explore greater use of and access to remote parking facilities, and minimize impacts to existing view corridors. Structures are avoided as parking solutions.

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

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

8. Wayfinding.

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

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

10. Economic development.

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


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

12. Bike and pedestrian environment.

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

202 Land Use Plan

The Pier Bowl Land Use Plan, Figures 2-1 and 2-2, shows the location of designated land use areas, described below. The land use plan provides for a mix of housing types, lodging, visitor and community-serving retail uses, and small-scale supporting services with strong connections to the Del Mar/T-Zone and North Beach areas. The Specific Plan is entirely within the Coastal Zone and located within the Architectural Overlay except for publicly-owned open space areas. Open space designated areas are described in Section 204 of this Chapter.
**Legend**
- **RM** - Residential Medium Density
- **RH** - Residential High Density
- **CRC1** - Coastal and Recreation Commercial 1
- **CRC2** - Coastal and Recreation Commercial 2
- **MU** - Mixed Use 4
- **P1** - Public Casa Romantica
- **P2** - Pier Bowl Public
- **OS1** - Open Space Public

**Figure 2-1**
Specific Plan
Land Use Areas
A. **Residential Neighborhoods.**

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

1. **Residential Medium Density.**

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

2. **Residential High Density.**

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

B. **Coastal and Recreation Serving Commercial Areas.**

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

1. **Robison property (CRC1 area).**

The CRC1 area is the Robison property located just up Avenida Victoria from the Beachcomber Motel. In 1930, a Spanish Colonial Revival residence and garden were built on the site; that are on the City’s list of designated historic structures. The architect and designer of this building was Virgil Westbrook. Westbrook designed the vast majority of the Spanish Colonial Revival buildings during the Ole Hanson period. In the 1960s, the Robison residence was converted into a triplex with permits. This is the current use of the site.
The CRC1 area provides for coastal and recreation serving commercial uses, but the site has been a residential use since the historic structure was developed in 1930. Therefore, if a project is pursued in the future, City goals must be balanced for the preservation of the historic resource with establishing visitor-serving commercial uses in the Pier Bowl. In this context, the permitted uses are to continue using the historic structure as a residential triplex (or fewer dwelling units) or establish a bed-and-breakfast inn use with two or fewer guest rooms (and one manager unit). If the structure were used as a bed-and-breakfast inn, the addition of visitor-serving accessory uses is encouraged, such as a café that fronts Avenida Victoria and a pedestrian path between Pasadena Court and Avenida Victoria that allows the public to access the on-site terraced garden.

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

2. Beachcomber Motel (CRC2 area).

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

C. Pier Bowl Core Mixed-Use Area.

The Pier Bowl Core is designated Mixed Use (MU4) with an Architectural Overlay and Visitor-Serving Commercial District Overlay (VSCD). The Pier Bowl Core consists of 11 properties, totaling 1.45 acres, located at the lower end of the hillside that forms the bowl nature of the Specific Plan area. The properties average approximately 80 feet in depth with a downward slope toward the ocean. The area is a popular environment for pedestrian use and public activity. The Pier Bowl Core is unique from the rest of the Pier Bowl and San Clemente because it has a block of visitor serving commercial space at the ground level to Avenida Victoria that orients westward toward the train tracks, the City’s beach trail, and the ocean. On these properties there is a mixture of lodging, retail, restaurant, and other visitor-serving commercial uses and residential units on upper levels. The Pier Bowl Core
also includes a timeshare development at 104 South Alameda Lane and two developed properties at 119 Coronado Lane and 512 Monterey Lane.

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

D. Public Facility Areas.

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

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

The Casa Romantica Cultural Center and Gardens is situated on a bluff-top overlooking San Clemente's Pier and the rest of the Pier Bowl. The Spanish Colonial Revival style residence was built in 1928 and represents an important part of San Clemente's past. The original home of Ole Hanson, the founder of San Clemente, the Casa Romantica is considered an historic and aesthetic treasure of the community. The City purchased the Casa Romantica in 1988 in order to preserve the Casa Romantica as a historic landmark. The Casa Romantica is included in to the National Registry of Historic Places. The Casa Romantica property consists of 2.43 acres and is accessed by Avenida Granada. The property slopes downward, from north to south, with a coastal bluff on the ocean side that drops off to the railroad tracks and beach below. The single-story Spanish Colonial Revival style residence is designed around a central courtyard. The main building occupies approximately 8,000 square feet and has nine bedrooms. Two large contemporary-style condominium complexes border either side of the building.
In 2003, the Casa Romantica Cultural Center and Gardens opened for public use. Since, the facility continues to be a successful adaptive reuse in terms of preserving the historic resource and providing a facility for cultural, art, and educational programs.

2. Municipal parking lot (P2 area).

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

3. Parque Del Mar (P2 area).

Parque Del Mar is located in the heart of the Pier Bowl area. This park primarily serves as an extension of the pier and beach facilities. The Parque Del Mar is a linear park that extends from the Beachcomber Hotel to the base of the bluff below the Casa Romantica and is adjacent to residential and mixed uses. Parque Del Mar includes the main entrance to the Municipal Pier, the Amtrak/Metrolink Station, picnic tables, passive open
space, and 160 public parking spaces. Public access to the beach is available, but the City considers and pursues opportunities to improve coastal access, including upgrades to railroad crossings.

H. Overlay Zones.

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

1. Architectural Overlay.

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

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

2. Visitor-Serving Commercial District Overlay.

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

203 Affordable Housing Program

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

A. Inclusionary Housing.

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

B. Density Bonus and Other Incentives.

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

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

A. **Beaches.**

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

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

1. **San Clemente Pier.**

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

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

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

![San Clemente Pier](image)


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

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

B. Parks.

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

1. Linda Lane Park.

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

2. Park Semper Fi.

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

C. **Recreational Trails.**

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

1. **Beach Trail.**

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

The Beach Trail is a popular route used by pedestrians and bicyclists, linking beach access points from North Beach to Calafia State Beach. The Beach Trail is a 2.3 mile long trail (.5 miles is within the Pier Bowl) that is primarily comprised of decomposed granite with a half mile long bridge segment. The northern and southern sections of the trail are located on the inland side of the train tracks and the middle segment (Corto Lane to T-Street) is located on the ocean side of the train tracks. The trail is improved
with post and cable fencing to protect users from passing trains. The Beach Trail has 13 access points to the beach that include improved at grade crossings, underpasses, and bridges. The Beach Trail is part of a planned continuous trail system traversing the length of the state’s coastline, designed and sited to link with contiguous trail links located along many coastal jurisdictions.

2. Bikeways.

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

Parks
- Linda Lane Park
- Park Semper Fi
- Parque del Mar

Land Use Area
- P2 - Pier Bowl Public
- OS1 - Open Space Public

Figure 2-3
Open Space

Pier Bowl Specific Plan
Figure 2-4
Trails and Bikeways
D. Coastal Access Points.

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

Figure 2-5 Coastal Access Points
1. Linda Lane Park access point.

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

Figure 2-6 Linda Lane
2. Corto Lane access point.

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

Figure 2-7 Corto Lane

3. Municipal Pier access point.

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

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

Within areas intended to be graded, grading should maintain or enhance the major natural landforms within the Pier Bowl. Slopes should be contoured to blend with the natural terrain at the development edge. Large flat slopes and highly visible down drains should be avoided. Vegetation, irrigation, and continuing maintenance programs should be used to stabilize slopes, with native trees and shrubs used to soften their appearance. Building pads should be designed and sited in a manner that compliments the natural topography and does not interrupt the view of the ocean from the public view corridors described in
Section 208 below. Precautions should be taken during grading operations to ensure coastal canyons and bluff habitat areas are protected. Coastal canyons and bluff habitat lots are shown on Figure 2-3.

206 Circulation Plan

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

A. Vehicular Circulation.

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

1. Avenida Palizada.

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

2. Avenida Del Mar.

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

3. Avenida Victoria.

Avenida Victoria is a two-lane street that is the southern access road into the Pier Bowl. Avenida Victoria extends from the base of the Pier to El Camino Real and to I-5 via Avenida Presidio. The streetscape plan identifies the intersection of Avenida Victoria and Calle Seville as a secondary gateway point into the Pier Bowl, as shown on Figure 3-1.
There are several two-lane roadways used to circulate through residential neighborhoods within and near the Pier Bowl and connect to the streets described above to enter-and-exit the Pier Bowl. These streets include Alameda Lane, Calle Seville, Coronado Lane, Santa Ana Lane, Capistrano Lane, and other two-lane roadways.

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

### B. Transit Service.

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

1. **Rail service.**

   The 351-mile Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN Corridor) travels through a six-county coastal region in Southern California. The segment that runs through San Clemente is a single track and is owned and maintained by the Orange County Transportation Authority (OCTA). Although the right-of-way is owned by the OCTA, the Beach Trail, protective fencing and improved, signalized pedestrian-grade crossings parallel to the railroad tracks are maintained by the City of San Clemente. The primary passenger railroad carriers through are by Amtrak and Metrolink. The two passenger rail services operate separate stations in the City at two different locations. The Amtrak station is located at San Clemente Pier (shared with Metrolink), while the Metrolink station is located at the north beach area. Rail services are described below:
Figure 2-9
Circulation System
a. Amtrak.

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

b. Metrolink.

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

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


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

Three trolley vehicles operate on a route that connects to the Outlets at San Clemente, the North Beach Metrolink station, runs along North El Camino
Real, and travels through downtown to the Pier Bowl and back to El Camino Real. The City has plans to expand trolley shuttle service. The City submitted an OCTA grant application to help fund additional service days for the Summer 2018 trolley operating season, and an expansion of the trolley to connect with the Dana Point Trolley in Summer 2019.

C. **Bicycle and Pedestrian Mobility.**

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

D. **Parking.**

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

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

**207 Landscape Concept**

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

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

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

208 Public View Corridors

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

209 Infrastructure Plan

City initiated capital and maintenance improvements are planned, budgeted, and prioritized by the City Council through the annual budget and Capital Improvement Program (CIP). Developers of property within the Pier Bowl will construct required infrastructure improvements, such as streets, water lines, bikeways, trails, sewers, storm drains, etc., in conjunction with their projects. Chapter 4, Implementation, describes the CIP, infrastructure requirements for private development, and funding programs. There is sewer and water capacity available for the Pier Bowl areas designated for development. For these systems and storm water drainage, the Master Plan for Water Distribution, Wastewater, and Drainage is used as a general guide for infrastructure improvements. For parks, beaches, and recreation facilities, the Beaches, Parks, and Recreation Master Plan provides a framework for decision makers to plan, maintain, and develop and/or rehabilitate beaches, parks, and recreation facilities in the Pier Bowl and other areas of San Clemente.
Figure 2-10
Public View Corridors
Figure 2-10-A – View from Linda Lane

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

Figure 2-10-C – View from Avenida Del Mar and Acebo Lane
Figure 2-10-D – View from Avenida Victoria to coast and Beachcomber

Figure 2-10-E – View from Avenida Victoria and Monterey Lane
Figure 2-10-F – View from Pier to Casa Romantica

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