

# Part 4

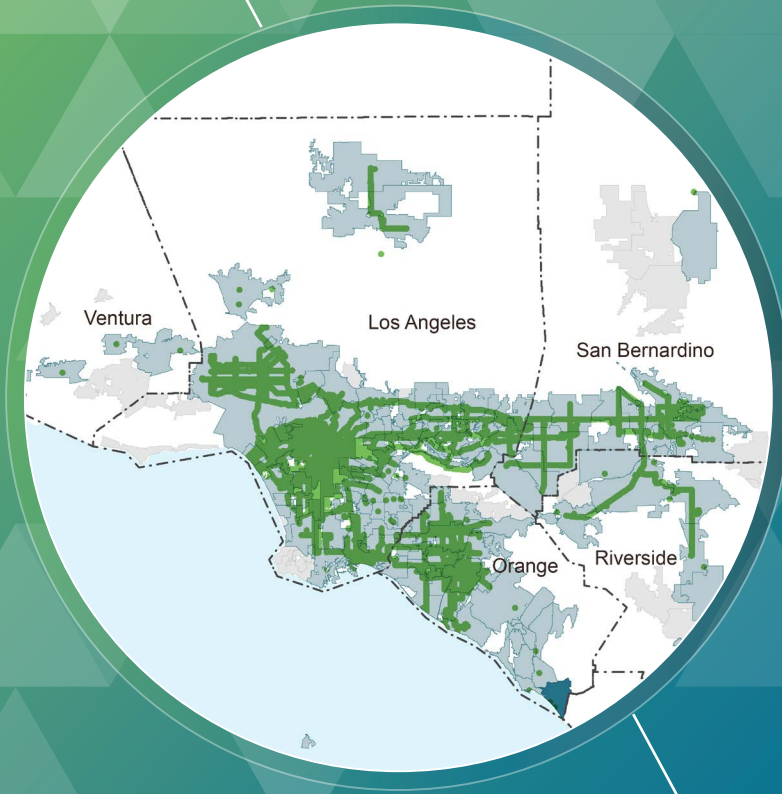
## Opportunities and Constraints Analysis

The opportunities and constraints are viewed through the lens of High Quality Transit Areas and the principles of transit-oriented communities.

Mobility




Land Use

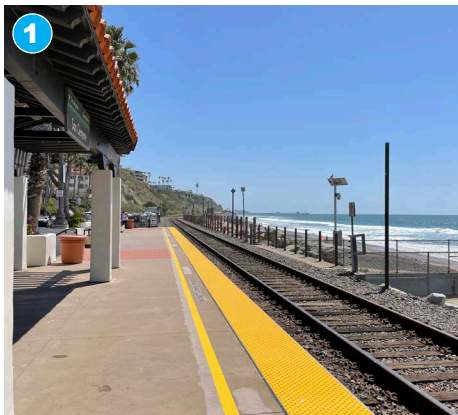
Urban Design



## Mobility

### Constraints

-  **Physical Barriers:** Major physical barriers are the railroad tracks adjacent to the ocean, the protected canyons to the north of Avenida Pico, hilly terrain throughout the area, and the flood control channel.
-  **Superblock:** Blocks that are over 300 feet long in at least one dimension are not pedestrian friendly for adjacent properties as it takes much longer for pedestrians to reach their destination on-foot. Although the pedestrian environment within the Outlets at San Clemente (Outlets) is pleasant and inviting, the Outlets parking lot is a barrier for pedestrians walking from the Outlets to other uses in the study area.
-  **High Traffic Volume Corridors:** These corridors have high traffic volumes and vehicle-pedestrian/cyclist collisions. Improvements have been made to Avenida Pico and Avenida Vista Hermosa to traffic calm these areas and improve the bicycle environment. Additional pedestrian improvements are needed along Avenida Pico. To incorporate bike lanes along El Camino Real, the tight right-of-way and narrow adjacent properties may require trade-offs such as repurposing travel lanes and on-street parking.








San Clemente Metrolink Station and Tracks



San Clemente Trail

## OPPORTUNITIES & CONSTRAINTS

### Opportunities

-  **Regional Access:** The Metrolink station is served by the Orange County Line from Oceanside to Los Angeles and the Inland Empire-Orange County Line that terminates in San Bernardino providing access to many points in Southern California. Union Station in downtown Los Angeles, which is projected to have over 200,000 passengers, can be reached in a little over 2 hours from San Clemente.
-  **North Beach Trail and the San Clemente Beach Trail:** North of the station, the North Beach Trail and the Class I bike lanes along both sides of the two lane El Camino Real enhance recreational character and mobility by providing excellent pedestrian and bicycle access to the Metrolink station and visitor serving uses along the beach. The San Clemente Trail provides pedestrian access south of the station. There is potential to connect pathways through the station parking lot and to new bike lanes on El Camino Real South. The study area can be transformed further into a multimodal facility.
-  **Pedestrian and bike improvements along major vehicular streets:** The HQTAs station area has excellent vehicular and pedestrian access from major roadways including Avenida Pico, El Camino Real, and Avenida Vista Hermosa. Avenida Pico has Class II bike lanes leading to the transit station while Avenida Vista Hermosa has buffered bike lanes leading from the Outlets to Avenida Pico. Although bike lanes are missing from the southern portion of the four lane El Camino Real, potential exists for including these to further enhance access. Additional pedestrian crossings would also improve access.
-  **Transit Priority Corridors and Stops:** Avenida Pico, Avenida Vista Hermosa, and El Camino Real have existing local bus and trolley services and have the potential for transit amenities (i.e. bus shelters, signage, etc.) that raise the convenience and appeal of public transit. The existing trolley that connects the transit station with the Outlets has the potential to also connect other uses in the corridor.
-  **Flood Control Channel:** A pedestrian or bicycle pathway may be feasible with this channel to further connect existing and future land uses.

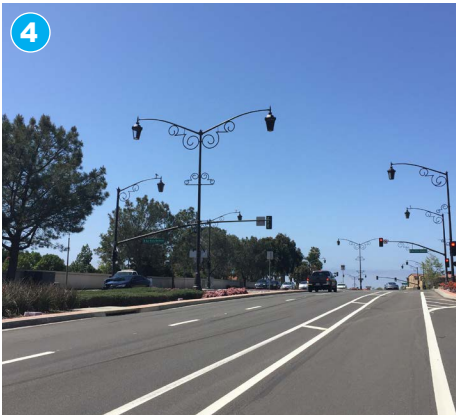


# Mobility

## OPPORTUNITIES & CONSTRAINTS



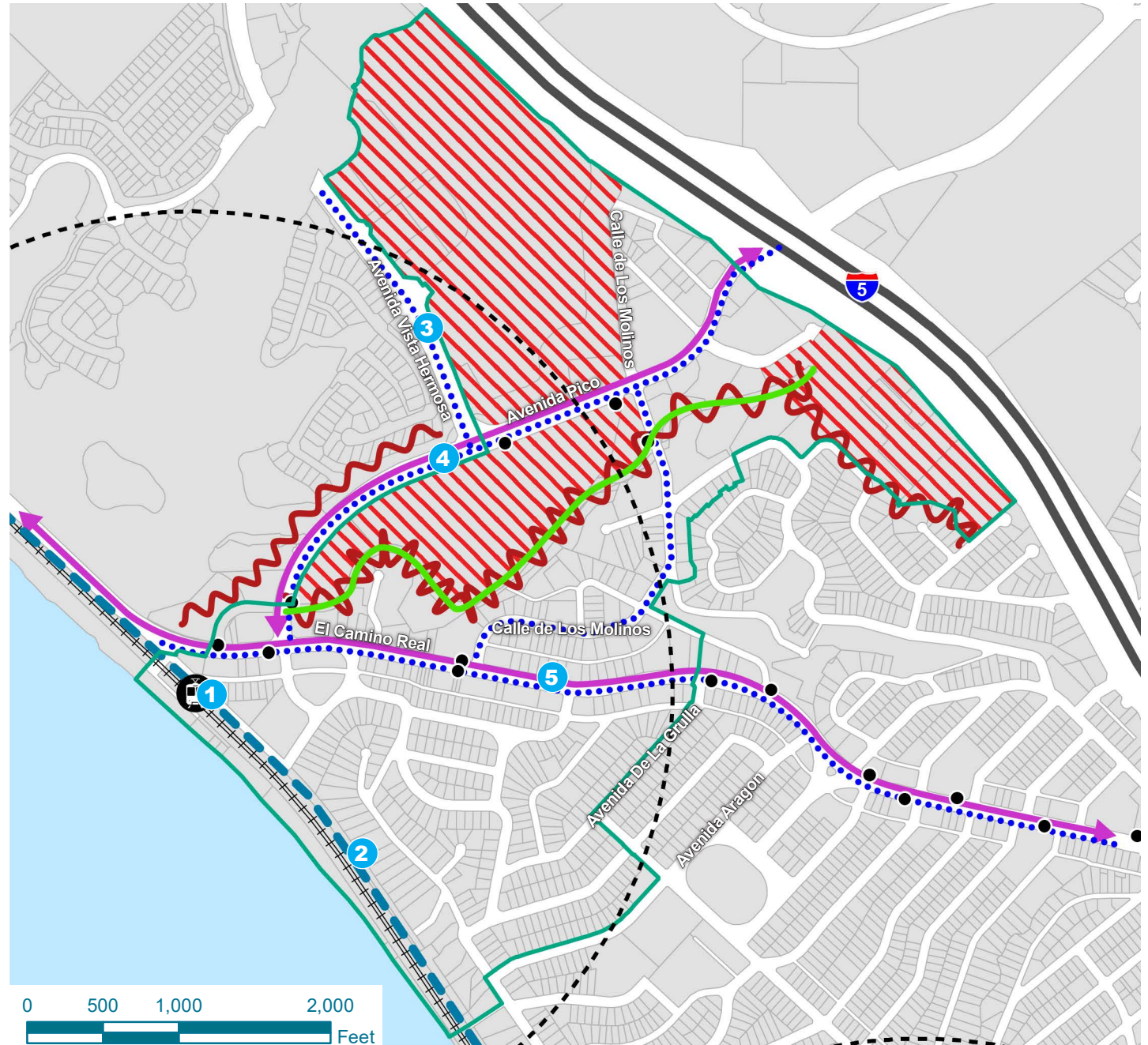
Bicycle lanes and pedestrian improvements on Avenida Vista Hermosa



Streetscape along Avenida Pico



Pedestrian environment along El Camino Real varies



Data Sources: Orange County, SCAG, City of San Clemente



## Land Use







### Constraints

**Coastal Zone Requirements:** Most of the study area is within the coastal zone which historically gives priority to visitor serving uses around the station and beach area instead of traditional transit oriented development such as housing, retail, and other uses. These coastal requirements also add additional regulatory review to those of the City.

**Limited area for development:** The potential protected area to the north and the Pacific Ocean to the south limits the land available for development within walking distance to the station. In addition there are few vacant parcels in the study area. The reclamation plant which occupies a large part of the frontage along Avenida Pico can not be relocated.

**City Plans and Requirements:** In addition to the coastal requirements, there are multiple specific plans and overlay districts in the study area plus parking requirements not consistent with transit oriented development which could give priority to transit and active transportations in order to reduce driving, reduce green house gases, and promote healthy living. Some of these planning and parking requirements need updating. A proposed hotel was challenged by Coastal restrictions for blocking views to the ocean.

**Specific Plans:**  Marblehead Coastal SP,  West Pico Corridor SP

**Overlay Zones:**  Architectural-Pedestrian,  Architectural,  Architectural-Affordable Housing,  Professional Business,  Architectural-Mixed Use-Pedestrian,  Pedestrian

**3 Transit Parking Area:** The City owns the transit parking lot and station. In the early 2000s there was a proposal for underground parking and commercial uses but this was rejected at that time. There are view corridor, height, and connectivity considerations for development at this lot.

**4 Small Parcels:** Small parcels along Calle de Los Molinos and El Camino Real make mixed use development difficult unless multiple parcels are consolidated and parking regulations are reduced.

**5 Historic District:** In December 2020 an area near the transit station was designated as a historic district which may limit new development but will add to the unique character and visibility of this district.

## OPPORTUNITIES & CONSTRAINTS



Protected land and housing along Avenida Pico & Vista Hermosa



Water reclamation plant



Transit parking area



# Land Use

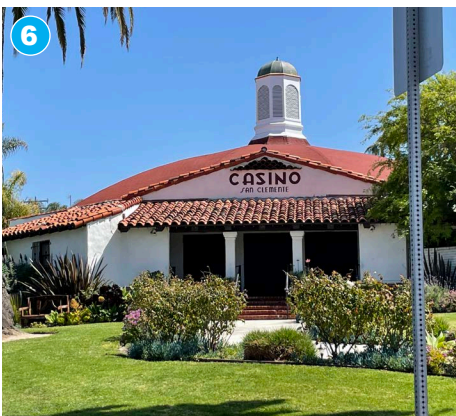
# OPPORTUNITIES & CONSTRAINTS



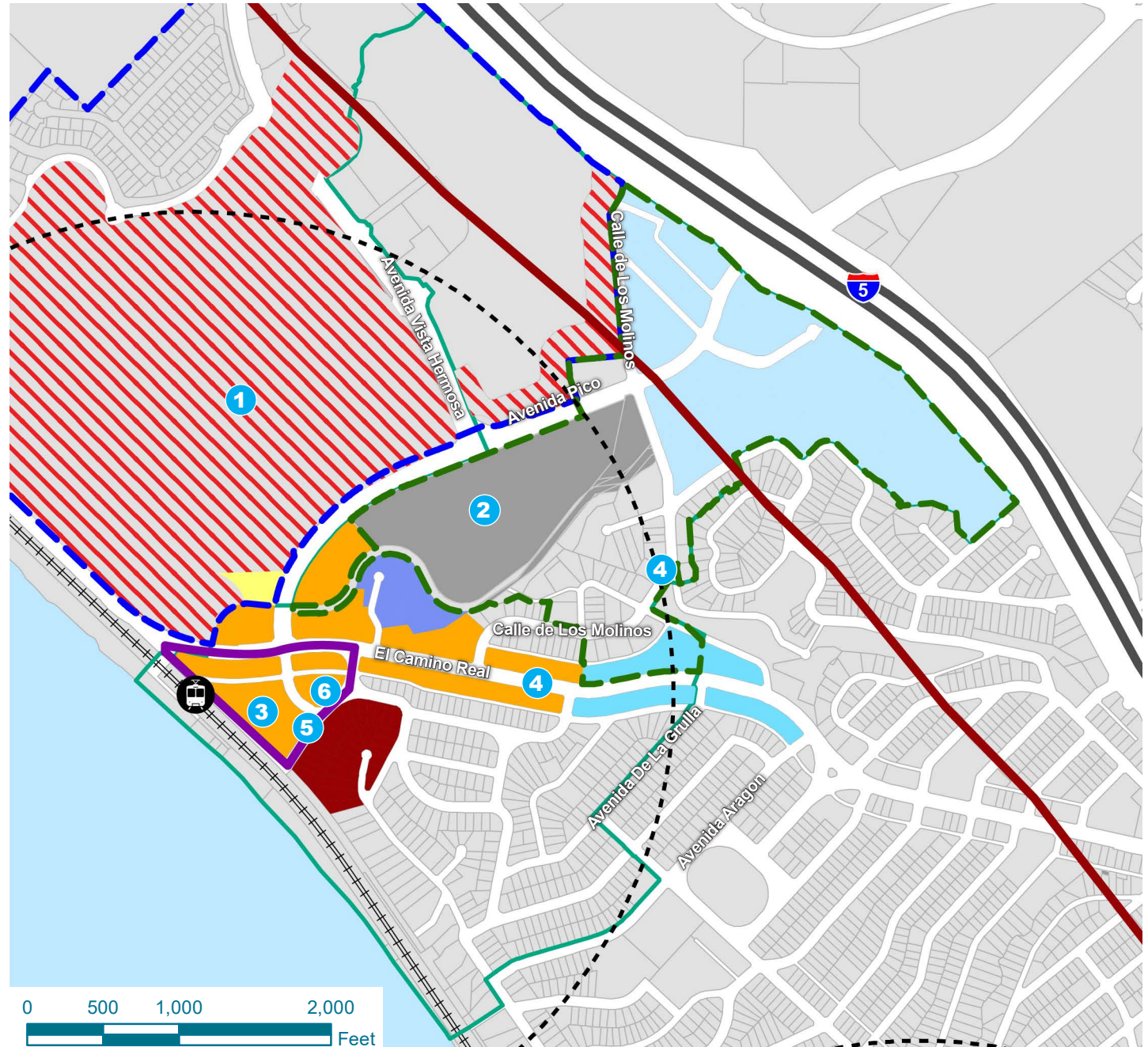
Call de Los Molinos: small parcels with a mix of industrial and residential uses



Historic character: Ole Hanson Beach Club



Historic character: Casino San Clemente



Data Sources: Orange County, SCAG, City of San Clemente



## Land Use

### Opportunities

**Regional and Local Facilities:** The station, beach, and Outlets are all regional destinations/attractions accessible by train, bike, pedestrian, and bicycle modes. Local mix of uses including visitor serving uses, housing, live/work, retail, restaurants, and other uses can add to the walkability, livability, and economic health of the study area.

**Major Development Opportunity Sites:** These sites and parking lots offer opportunities to provide a mix of uses and transit oriented development.



( 1 ) Outlets parking lot; ( 2 ) Pico Plaza and lots adjacent to Avenida Pico; ( 3 ) Farmer's market site in historic area; ( 4 ) U-Haul; ( 5 ) Site at El Camino Real & Avenida Pico

**Secondary Redevelopment Opportunities:** These sites along El Camino Real and within the Los Molinos area offer opportunities for smaller scale infill development.

**Planned / In Construction Uses:** Uses planned or under construction in the study area include a food hall, converted theater event space, and a bed and breakfast.

## OPPORTUNITIES & CONSTRAINTS

**Park / Community Institutions:** These existing neighborhood serving uses increase the social capital of the area and should be preserved.



( 6 ) Pico Park on Avenida Pico has ocean views; ( 7 ) Ole Hansen Beach Club: public pool and event space in afternoons and evenings; ( 8 ) Sea Summit Ocean View Park provides a bicycle trail and private trail open to the public that provides access from the Outlets to the station; ( 9 ) San Clemente Beach Trail

**10 West Pico Specific Plan and Pico Plaza Rehabilitation:** This auto-oriented subarea needs more integrated pedestrian-friendly development that connects uses to pedestrian pathways and bike lanes along Avenida Pico and the flood control channel leading to the station. Transit supportive uses could include destinations such as a food hall, multi-family residential with a park-like character, employment, and retail/entertainment. The entrance roadway needs a redesign to provide bike and pedestrian links.

**11 El Camino Real Infill:** Small parcels fronting on El Camino Real can be selectively infilled with new developments through lot consolidation and reduced parking requirements. The area already contains restaurants with outdoor spaces, small hotels, some retail and offices located along the sidewalks. There are opportunities to reducing the auto-oriented uses such as sites with parking along the sidewalk and auto/industrial uses.

**12 Calle de Los Molinos Infill:** This area is primarily light and heavy industrial with some retail, office, and residential. There are opportunities for lot consolidation, though additional shared parking may be needed.

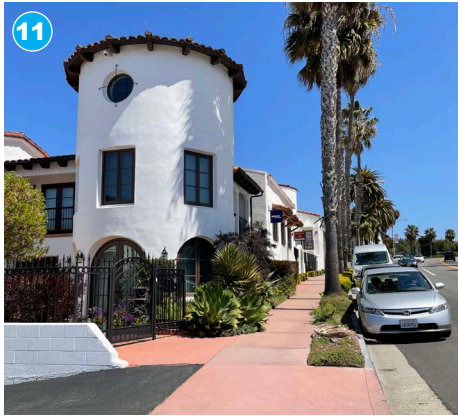


# Land Use

# OPPORTUNITIES & CONSTRAINTS



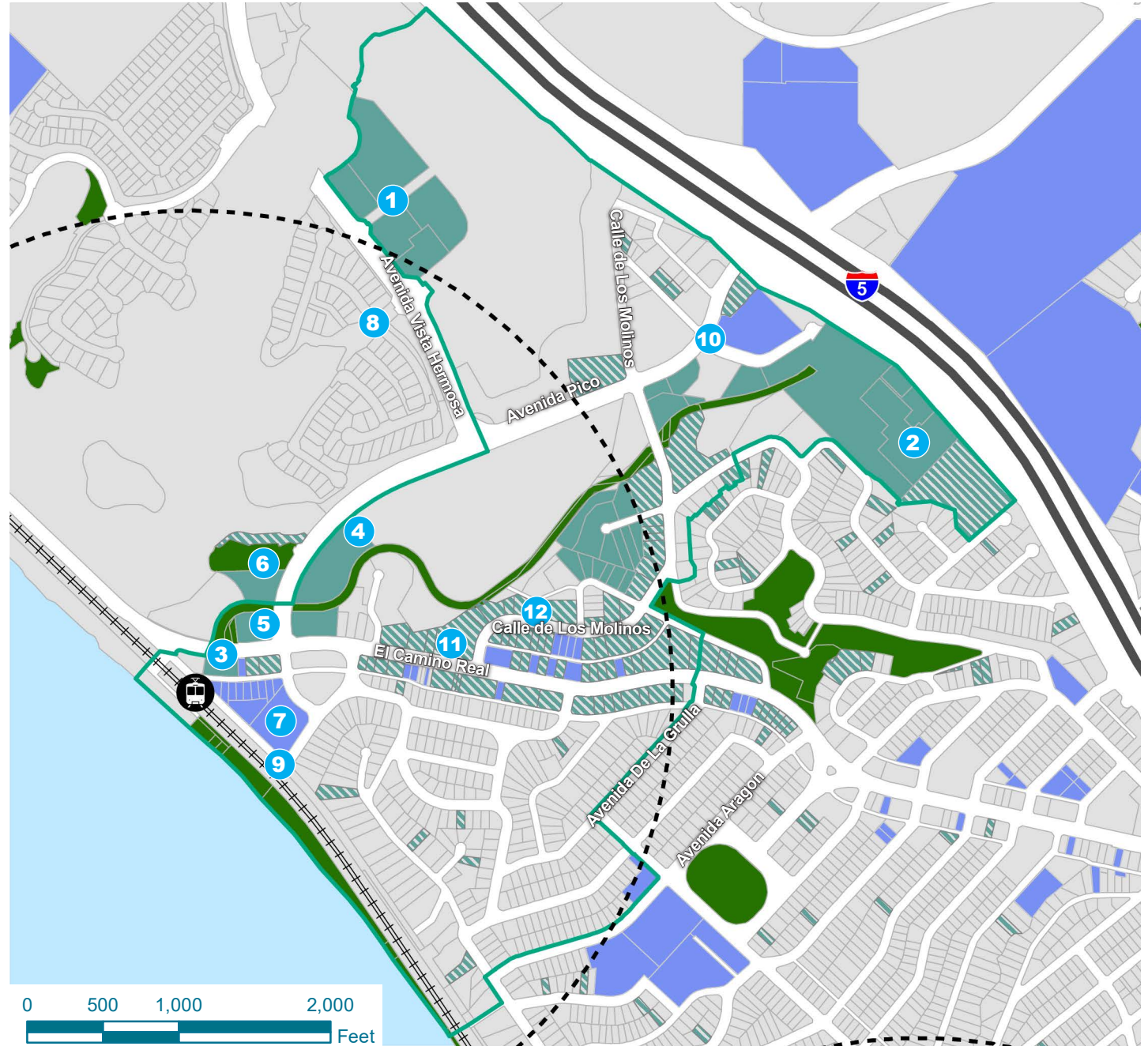
Pico Plaza



El Camino Real



Calle de Los Molinos



Data Sources: Orange County, SCAG, City of San Clemente



## Urban Design

### Constraints

- **Constrained ROW:** Calle de Los Molinos has constrained ROW, lots of occupied on-street parking, and a variety of uses not always compatible with each other, making it difficult to include an attractive streetscape and active transportation.
- ➔ **Access and Visibility to Pico Plaza:** The entrance roadway Via Pico Plaza from Avenida Pico into Pico Plaza Shopping Center has narrow sidewalks and is not inviting. The two story vacant building and post office do not reflect the character of the shopping center.



Entrance road to Pico Plaza



Vacant office



Post office fencing Avenida Pico



Pico Plaza sign &amp; landscaping on Avenida Pico

- ↔ **Limited Pedestrian Crossings:** Large heavily traveled streets with narrow sidewalks and difficult pedestrian crossings at Avenida Pico and El Camino Real. The intersection of Avenida Pico and El Camino Real with its four travel lanes and three turn lanes could use a pedestrian refuge.

- **Architecture Overlay:** New structures in the area have design guidelines to encourage traditional architecture.

## OPPORTUNITIES & CONSTRAINTS

### Opportunities

- **Transit Station Environment:** The transit station has seating and other amenities but could include more information about the Metrolink access and a neighborhood map to attractions in the area. This could be accomplished with a digital kiosk.
- **Historic Resources:** Preserving the historic buildings in the recently designated historic district and reusing them for cultural and business activities including events adds to the vitality of the station area.



Restaurant with historic character



Casino

- **Streetscape Improvements and Greening / Environmental Benefits:** Street trees implemented near the sidewalk curb along major streets, wherever possible, provide a sense of protection for the pedestrian and shade the pathway. Landscaping and park-like atmosphere throughout can provide environmental benefits. Additional marked pedestrian crossings and wider sidewalks along major arterials to calm traffic and for safety should be considered.



Sea Summit



Avenida Vista Hermosa



- Gateways:** Key entry points into the area that, if enhanced, can distinguish the area from surrounding neighborhoods with a greater sense of place.

- Quality of New Development:** New developments such as the Sea Summit Housing, its open space, and landscaping of the streetscapes as well as the outdoor malls at the Outlets can set the character for new projects in the study area but with a more compact character reflective of a transit-oriented area.



# Opportunities

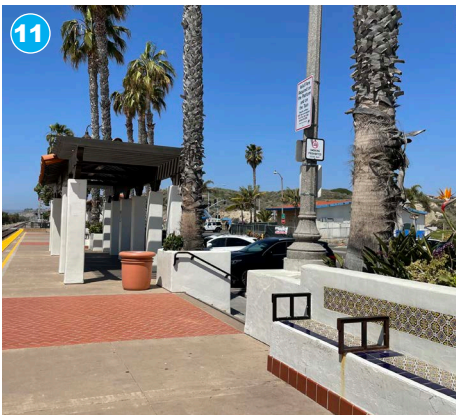
# URBAN DESIGN



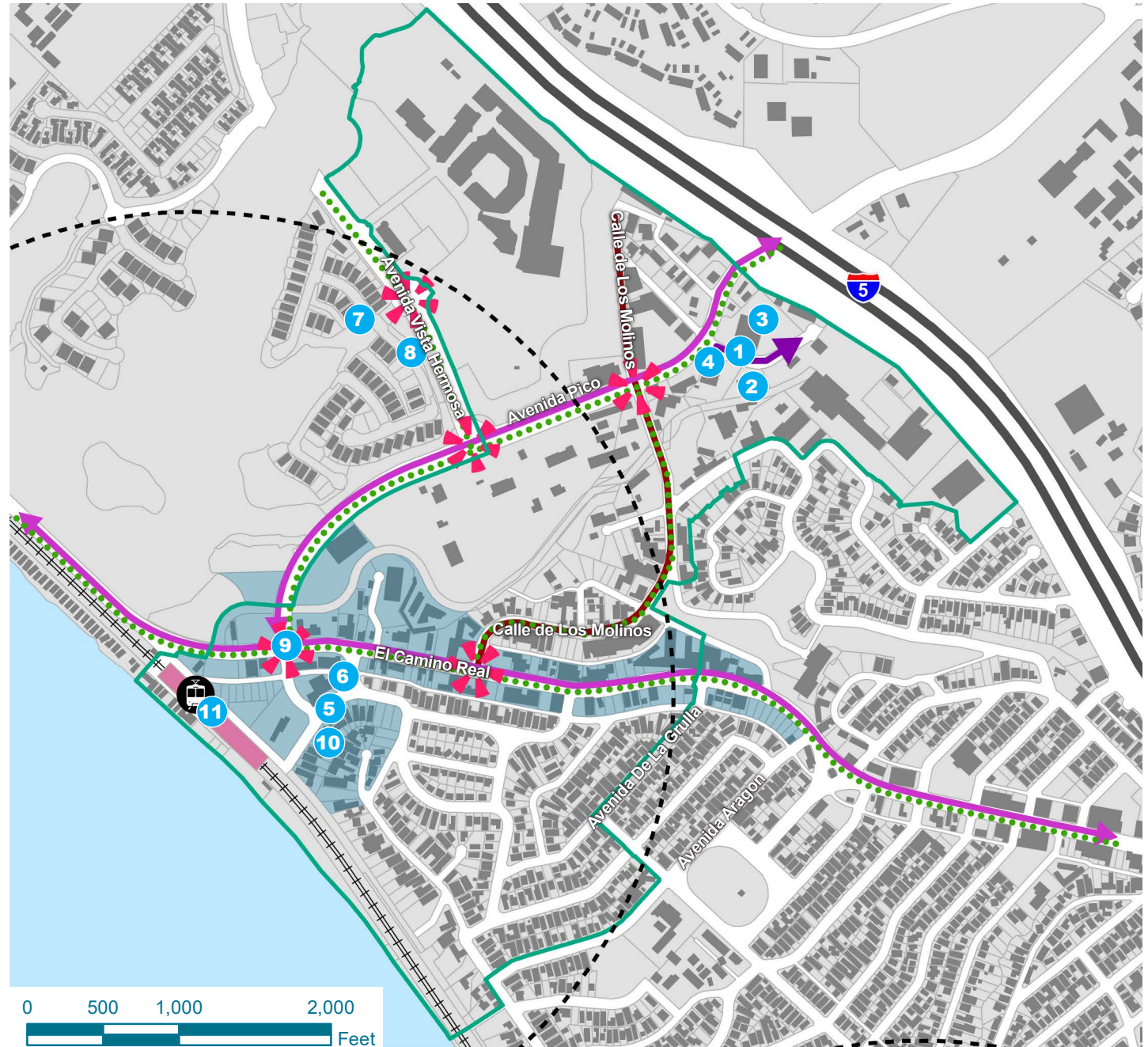
Avenida Pico is a wide street at intersection



Housing character near transit station



Transit Station Environment



Data Sources: Orange County, SCAG, City of San Clemente



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