Appendix A
Existing Conditions
Inventory
San Clemente HQTA Vision Plan
San Clemente HQTA Project Area

- The study area is located within the City of San Clemente.
- The HQTA study area for the San Clemente Metrolink Station covers the area east of the station excluding much of the adjacent hills and includes all the parcels within the West Pico Corridor Specific Plan as well as the outlets north of the half-mile station area.

Data Sources: Orange County, City of San Clemente
San Clemente Metrolink Station

- The study area is anchored by the San Clemente Metrolink Station, one of two Metrolink stations in the City.
- The station provides 142 parking spaces (13 handicapped spaces)
- The costs for at the lot are as follows: $1 per day for commuters arriving prior to 9am, $1.50 per hour for commuters arriving after 9am, $50 for a resident annual parking pass, or $100 for a non-resident annual pass.

Data Sources: Bing Imagery, Orange County, City of San Clemente, Metrolink
Activity Centers

1. Outlets at San Clemente
2. San Clemente Pier
3. Shorecliffs Golf Course
**Demographic Profile**

- The City of San Clemente constitutes 2.1% of the land area of Orange County and accounts for 2.0% of its population. The Study Area is home to 2.6% of San Clemente’s population.
- According to SCAG’s growth projections, San Clemente will continue to lag Orange County’s population growth rate. Historically, the Study Area has grown faster than both the City and County.
- Median household income in the City is significantly higher than the County’s median income. The study area has a much lower median income than both the City and the County.
- Unlike the City, the Study Area is mostly renters. The Study Area is two-thirds renters, whereas the City is two-thirds owners. The County has a more even split of renters and owners.
- Nearly 50% of the City’s population has higher education degrees, which is significantly higher than the 30% in the Study area and 40% in the County.
- The population of San Clemente is nearly three fourths white, though the Study Area has a much higher proportion of its population that identifies as Hispanic or Latino.

### DEMOGRAPHICS (2018)

<table>
<thead>
<tr>
<th></th>
<th>Study Area</th>
<th>San Clemente</th>
<th>Orange County</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Population (2018)</strong></td>
<td>1,714</td>
<td>65,045</td>
<td>3,164,182</td>
</tr>
<tr>
<td>Population Density (Per Sq. Mile)</td>
<td>3,571</td>
<td>3,405</td>
<td>3,338</td>
</tr>
<tr>
<td><strong>Annual Growth Rate</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Historic (2012-2020)*</td>
<td>1.3%</td>
<td>0.4%</td>
<td>0.8%</td>
</tr>
<tr>
<td>Projected (2020-2040)</td>
<td>-</td>
<td>0.1%</td>
<td>0.3%</td>
</tr>
<tr>
<td><strong>Total Households (2018)</strong></td>
<td>766</td>
<td>24,530</td>
<td>1,032,373</td>
</tr>
<tr>
<td>Average HH Size</td>
<td>2.47</td>
<td>2.65</td>
<td>3.06</td>
</tr>
<tr>
<td><strong>Annual Growth Rate</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Historic (2012-2020)</td>
<td>1.3%</td>
<td>0.4%</td>
<td>0.9%</td>
</tr>
<tr>
<td>Projected (2020-2040)</td>
<td>-</td>
<td>0.1%</td>
<td>0.3%</td>
</tr>
<tr>
<td><strong>Median Age</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-17 Years</td>
<td>22%</td>
<td>21%</td>
<td>23%</td>
</tr>
<tr>
<td>18-64 Years</td>
<td>69%</td>
<td>61%</td>
<td>64%</td>
</tr>
<tr>
<td>65 Years and Over</td>
<td>9%</td>
<td>17%</td>
<td>14%</td>
</tr>
<tr>
<td><strong>Jobs per Household</strong></td>
<td>1.3</td>
<td>0.9</td>
<td>1.5</td>
</tr>
<tr>
<td><strong>Unemployment Rate</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>5.9%</td>
<td>4.7%</td>
<td>5.1%</td>
</tr>
<tr>
<td><strong>Median Household Income</strong></td>
<td>$62,573</td>
<td>$105,812</td>
<td>$85,398</td>
</tr>
</tbody>
</table>

1. ESRI/ACS 5 Year Estimates for 2018
2. SCAG 2040 Projections
3. ACS 5 Year Estimates for 2018
4. HR&A Advisors, Inc.

**MOBILITY (2018)**

<table>
<thead>
<tr>
<th></th>
<th>Study Area</th>
<th>San Clemente</th>
<th>Orange County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Commute Time</td>
<td>-</td>
<td>30</td>
<td>28</td>
</tr>
<tr>
<td>Cars per household</td>
<td>-</td>
<td>1.9</td>
<td>2.1</td>
</tr>
<tr>
<td>Public Transit users</td>
<td>-</td>
<td>4%</td>
<td>2%</td>
</tr>
<tr>
<td>Solo Drivers</td>
<td>-</td>
<td>72%</td>
<td>75%</td>
</tr>
<tr>
<td>Other</td>
<td>-</td>
<td>25%</td>
<td>23%</td>
</tr>
</tbody>
</table>

**RACIAL DEMOGRAPHICS (2018)**

- **White**
- **Hispanic or Latino**
- **Asian/Pacific Islander**
- **Black**
- **Two or More Races**
- **Other**

**EDUCATIONAL ATTAINMENT (2018)**

- **No High School Diploma**
- **High School Graduate**
- **College Degree**
- **Higher Education**

- **Study Area**: 15% 55% 21% 9%
- **San Clemente**: 6% 45% 32% 17%
- **Orange County**: 15% 45% 26% 14%
Employment Profile

- The City has several dense employment centers, which are mostly retail and industrial. Two centers are in the Study Area: the San Clemente Outlets and the industrial park between Avenida Pico and El Camino Real.
- The El Camino Real corridor has significant retail activity, especially food and beverage.
- Of all jobs in Orange County, 1.4% are located in San Clemente. Of those jobs, 4.4% are located in the Study Area.
- According to SCAG employment forecasts, job growth in the City is likely to lag the County’s rates. This trend is on par with historic growth trends.
- Residents of the Study Area are mostly employed in and around the City. Most people who work in the Study Area commute in from other areas.
- In the Study area, just over 50% of the population travels under 30 minutes to work. This is on par with commute times at the County level, though the City’s population tends to have longer commutes.
- Employment in the Study Area is primarily Accommodation and Food Services, which is prominent in the City and County as well.

**EMPLOYMENT (2018)**

<table>
<thead>
<tr>
<th></th>
<th>Study Area</th>
<th>San Clemente</th>
<th>Orange County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Worker Population</td>
<td>983</td>
<td>22,072</td>
<td>1,536,307</td>
</tr>
<tr>
<td>Job Density (per sq. mile)</td>
<td>2,050</td>
<td>1,160</td>
<td>1,620</td>
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<tr>
<td><strong>Annual Growth Rate</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Historic (2012-2020)*</td>
<td>5.7%</td>
<td>1.4%</td>
<td>1.6%</td>
</tr>
<tr>
<td>Projected (2020-2040)</td>
<td>0.3%</td>
<td>0.5%</td>
<td></td>
</tr>
</tbody>
</table>

**Top Three Industry Clusters**

- Accommodation and Food Services (18.5%)
- Administration & Support, Waste Management and Remediation (16.4%)
- Professional, Scientific, and Technical Services (15.9%)
- Accommodation and Food Services (11.4%)
- Health Care and Social Assistance (11.1%)
- Manufacturing (10.1%)
- Construction (10.6%)
- Retail Trade (13.8%)
- Accommodation and Food Services (9.5%)

*Source: LEHD
Growth projections from SCAG*
Employment Trends

- Orange County, the City, and the Study Area all experienced significant growth in number of jobs between 2010 and 2018.
- The County lost the highest percentage of jobs in the Natural Resources industry cluster, as did the City.
- Construction experienced the most growth in the City and County, followed by Entertainment and Education and Medical.
- The City’s growth most significantly outpaced the County’s growth in Production, Distribution, and Repair, Retail, and Entertainment. It lagged the County’s growth in Government and Knowledge-Based jobs.

HQTA OPPORTUNITIES

- Through infill development, the Study Area, particularly along El Camino Real and Avenida Pico offer opportunities for unique, authentic main street development with a mix of retail, office, and residential opportunities.
  - The Study Area’s current mix of businesses broken up by parking lots could be used for infill development, but small parcel size is likely a limiting factor.
  - With the growth in medical employment, medical office could be an important tenant for commercial spaces on main streets.
- With limited access to existing residential, the Study Area would benefit from innovative ways to increase foot traffic. These could include tourism initiatives and programming based around the bike trail.
- There are currently a number of proposed projects along El Camino Real, which include “The Gallery,” a commercial center, new restaurant construction, and new mixed-use development.
  - Development of one or more of these projects could help to create an anchor closer to the ocean and along El Camino Real to attract new visitors.
- There are potential opportunities for redevelopment of the underutilized industrial sites and self-storage site on Avenida Pico near its intersection with El Camino Real, though that redevelopment is unlikely to occur in the near future. There may be more near-term opportunities for redevelopment within the Calle de Los Molinos and Calle Valle industrial area.

EMPLOYMENT INDUSTRY CLUSTER CLASSIFICATION

The classification is based on Center for Transit-Oriented Development 2010 Report. Natural Resources includes agriculture and mining; Production, Distribution, and Repair (“PD&R”) includes manufacturing, wholesale trade, transportation and warehousing; Knowledge-based includes information, finance and insurance, real estate, scientific, professional, and technical services, and management of companies; Entertainment includes arts, entertainment, and recreation, and accommodation and food services; Government includes utilities, public administration and other administrative and support services, Other includes other services (excluding public administration).

Source: LEHD
Pedestrian Facilities

According to the 2016 General Plan:

- Most of the streets within the study area are to be asphalt or concrete.

- El Camino Real is designated to have red PCC concrete while a few streets near the Metrolink station are to have brick pavers to create visual interest.

Source: San Clemente Bicycle and Pedestrian Master Plan (2013)
Bicycle Facilities

According to the 2016 General Plan:

- A Class 1 Bike Path is proposed along the drainage channel.
- An extension of existing Class 2 Bike Lanes is proposed along El Camino Real.
- A Class 3 Bike Route is proposed along Calle De Los Molinos.
Public Transportation

- Aside from the Metrolink line, the other public transit in the study area is provided by Orange County Transportation Authority (OCTA).

- Local bus service is provided as follows by OCTA Route 91 along Avenida Pico and OCTA Route 1 along El Camino Real.
Public Transportation

- The San Clemente Trolley is a free public transportation ride service that only operates during the Summer. The season begins from Memorial Day weekend to the last Sunday in September. The system is made up of two routes, a Downtown Red Line and a North San Clemente Blue Line.

- Both Blue and Red Lines run within the HQTA. The Blue Line stops at the Outlets at San Clemente and the North Beach Metrolink Station within the HQTA. The Red Line stops at the Outlets at San Clemente, Avenida Vista Hermosa, El Camino Real & Calle de Los Molinos, and North Beach Metrolink Station within the HQTA.

- The trolley consists of approximately 15 minute headways. Table 1 shows the Blue Line 2019 ridership by stops and Table 2 shows the Red Line 2019 ridership by stops, both within the HQTA. The trolley was suspended in 2020 due to the Covid-19 pandemic.

### Table 1 – Blue Line 2019 Ridership by Stop

<table>
<thead>
<tr>
<th>Stop Number</th>
<th>Stop Name</th>
<th>Ridership</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>North Beach Metrolink Station</td>
<td>3,136</td>
</tr>
<tr>
<td>9</td>
<td>Outlets at San Clemente</td>
<td>10,528</td>
</tr>
</tbody>
</table>

### Table 2 – Red Line 2019 Ridership by Stop

<table>
<thead>
<tr>
<th>Stop Number</th>
<th>Stop Name</th>
<th>Ridership</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>Los Molinos (WB)</td>
<td>1,097</td>
</tr>
<tr>
<td>8</td>
<td>North Beach Metrolink Station</td>
<td>6,549</td>
</tr>
<tr>
<td>9</td>
<td>Outlets at San Clemente</td>
<td>42,548</td>
</tr>
<tr>
<td>10</td>
<td>Avenida Vista Hermosa at Via Pamiona</td>
<td>1,022</td>
</tr>
<tr>
<td>11</td>
<td>San Clemente Metrolink</td>
<td>2,768</td>
</tr>
<tr>
<td>12</td>
<td>Los Molinos (EB)</td>
<td>3,583</td>
</tr>
</tbody>
</table>
Major Corridors

According to the 2016 General Plan:

• Many of the roadways in the study area are local streets

• El Camino Real is identified as a Secondary Arterial

• Avenida Pico is identified as a Primary Arterial

• A few other roadways connecting to El Camino Real are identified as Collector roads

Source: San Clemente Centennial General Plan (2016)
Vehicle Collisions

- Most vehicle collisions in the study area occur along El Camino Real, with a few collisions along Avenida Pico near the Pico Plaza shopping center and the I-5 ramps.
Specific Plan Boundaries

- The northern portion of the study area is governed by two specific plans: the Marblehead Coastal Specific Plan and the West Pico Corridor Specific Plan.
Overlay Zones

According to the 2016 General Plan several overlay zones overlap with the study area:

- The northeast portion of the study area is within a Professional Business (PB) overlay zone.

- The portion of the study area near the station and along El Camino Real is within a Architectural-Pedestrian (A-P) overlay zone.

- Further east along El Camino Real the study area is within a Architectural-Affordable Housing (A-AH) overlay zone.

- A small portion of the study area is within a Architectural-Mixed Use-Pedestrian (A-MU-P) overlay zone.

Source: San Clemente Centennial General Plan (2016)
Architectural Overlay Zones

According to the 2016 General Plan:

- Much of the area surrounding the Metrolink station is required to have Spanish Colonial Revival architecture.

- Parcels along El Camino Real at the eastern edge of the study area are required to have some type of Spanish Style Architecture.

Source: San Clemente Centennial General Plan (2016)
**Existing Land Use**

- Much of the study area is multifamily residential with some single family residential interspaced.

- North of the study area and within a half mile of the station there is a lot of open hilly area.

- Commercial uses are focused along El Camino Real and the I-5 Freeway.

- There is a larger water treatment plant along Avenida Pico.

- North of El Camino Real there is a concentration of industrial uses.
Vacant Land & Public Facilities

- Many of the vacant parcels have steep slopes or otherwise difficult terrain to build upon.

1. Transit Station parking & Ole Hanson Beach Club
2. San Clemente Water Reclamation Plant
3. Las Palmas Elementary School

* Development proposed, see “Recent Developments” maps on the following pages.

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

6 **The Gallery.** Proposed commercial center on a vacant 1.80-acre parcel in North Beach.

9 **North El Camino Real Mixed Use.** Addition to existing one-story commercial building to create 1st floor commercial space with one residence above.

18 **Publik House.** A request to adapt the historic San Clemente Art Supply building into a multi-use building comprised of a special events venue, café, and office space.

21 **La Colombiana Restaurant Expansion.** A request to expand the existing restaurant.

27 **Beach Hut Deli.** A façade remodel at the former Kaylani Coffee building at North Beach.

39 **Los Molinos Beer Co.** Exterior building façade remodel and beer and wine license for a new micro-brewery and tasting room.

41 **Miramar Event Center and Restaurants.** Rehabilitate and adaptively reuse the historic Miramar Theater into a performance and event center.

53 **OC Fresca.** Rehabilitate the historic Aquarium Café building and request live acoustic entertainment and alteration to hours of operation for alcohol service.

Data Sources: City of San Clemente (2021)
Recent Developments

17 The Lodge Rooftop Venue. A request to increase the allowable height for the zone to allow for a rooftop bar/venue at the Lodge at San Clemente.

19 Pico Plaza In-N-Out. Demolition of an existing two-story office building and construction of a one-story In-N-Out drive-thru restaurant.

20 Chevron Convenience Store and Car Wash. A request to demolish the existing convenience store and build a new convenience store and new car wash.

26 Outlets Buildings. A request to modify the approved site plan for undeveloped buildings 9, 10 & 11.
Recent Developments

3 **SC Ranch Market Remodel.** A request to remodel the exterior of an existing commercial building, and construct a new attached storage area, new attached patio cover, and new detached kiosk.

4 **Chabad Jewish Center Addition/Remodel.** A request for small addition and interior and exterior remodel of the existing Chabad Jewish Center.

38 **North Beach Bed and Breakfast.** New building to include a residence and 3 guest rooms.

43 **La Ronda Apartments.** Construction of a six-unit apartment building on a vacant site at 109-111 La Ronda in the Residential Medium (RM) Zone.

Data Sources: City of San Clemente (2021)
Open Space

1. Drainage channel
2. Protected area
3. Max Berg Plaza Park
4. Bonito Canyon Park
5. San Clemente Pedestrian Beach Trail
**Gateways**

The 2016 General Plan identified several gateways within the study area:

- (2) along Avenida Vista Hermosa
- (1) at the El Camino Real / Avenida Pico intersection
- (1) at the Avenida Pico / Avenida Vista Hermosa intersection
- (1) at the Avenida Pico / Calle de los Molinos intersection
- (1) at the El Camino Real / Calle de los Molinos intersection

Source: San Clemente Centennial General Plan (2016)
Aesthetic Resources

Source: San Clemente Centennial General Plan (2016)

San Clemente Vision Plan
**Scenic Corridors**

According to the 2016 General Plan:

- Avenida Pico is identified as a Major Urban Corridor

- A portion of El Camino Real is identified as a Minor Recreation Corridor

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Source: San Clemente Centennial General Plan (2016)
Coastal Access Points

According to the 2016 General Plan there are four Coastal Access Points:

- Capistrano Shores
- North Beach
- Diji Court
- El Portal
Geologic, Seismic, and Soil Hazards

According to the 2016 General Plan:

- Much of the study area is within a Liquefaction Zone Area
- There are small portions of the study area identified as Landslide Zone Areas
Coastal Zone and Environmentally Sensitive Habitat Areas

- Nearly all of the study area is within the Coastal Zone Boundary.
Flood Hazards

- Portions of the study area near the shoreline and near the I-5 freeway are within the 500 Year Flood Hazard area.

- The area directly around the drainage channel are within the 100 Year Flood Hazard area.