

**MINUTES OF THE MEETING
OF THE CITY OF SAN CLEMENTE
COASTAL ADVISORY COMMITTEE
Thursday, February 13, 2003
@ 7:00 p.m.
Community Center, Ole Hanson Fireside
Room
100 N. Seville
San Clemente, CA 92672**

1. PLEDGE OF ALLEGIANCE

Committee Member Ken Nielsen led the Pledge of Allegiance.

2. ROLL CALL

Present: Ken Nielsen, William Hart, Michael Barnes, Nesa Ortega, Dennis Hannan, Peggy Vance

Absent: Greg Hulsizer

Staff present: David Lund, Public Works/Economic Development Director
Bill Cameron, City Engineer
Tom Bonigut, Senior Civil Engineer
Bill Humphreys, Marine Safety Captain
David Dendel, Maintenance Operations Supervisor
Mark Somerville, Maintenance Services Manager
Mary Colletti, Recording Secretary

3. APPROVAL OF MINUTES

- A. MOTION BY CHAIRMAN HART, SECONDED BY COMMITTEE MEMBER ORTEGA, CARRIED (4-0-2) to approve the minutes of December 12, 2003 as amended (Abstained: Vance, Hannan).
- B. MOTION BY COMMITTEE MEMBER NIELSEN, SECONDED BY CHAIRMAN HART, CARRIED (2-0-4) to approve the minutes of January 9, 2003 (Abstained: Vance, Hannan, Barnes, Ortega).
- C. MOTION BY COMMITTEE MEMBER ORTEGA, SECONDED BY COMMITTEE MEMBER BARNES, CARRIED (6-0-0) to approve the minutes of January 23, 2003.

4. PUBLIC INPUT

Resident Michael Metcalfe, 246 W. Mariposa, asked if a community sign board could be erected at Mariposa point where citizens could post signs at his own expense. Committee Member Ortega suggested that the City Planning Department could advise him regarding any city ordinances regulating signs. Chairman Hart suggested that this item be agendized for the next CAC meeting.

5. OLD BUSINESS

The agenda was re-ordered to place New Business Item 6-B, Street Sweeping before Old Business.

A. Draft Sand Replenishment Policy or Ordinance

Committee Member Hannan has finished his report and he will send the report to Chairman Hart next week. The Committee requested that this item be continued at the next CAC meeting

B. Coastal Bluffs and Canyons Management Plan

Marine Safety Captain Humphreys briefed the committee on the continuation of this item. There has been discussion of adding more teeth to this document, and potentially tying it in with the Local Coastal Program Implementation Project (LCPIP). Chairman Hart suggested that a basic enforcement program be put in place now, including a way to help developers get authorization for the California Coastal Commission. He believes two ways to do this would be to 1) implement a subset of the LCPIP as a set of ordinances (a “miniature LCPIP” pertaining only to the Bluffs and Canyons, or, 2) In accordance with Anne Blemker of the Coastal Commission, that an “approval in concept” be issued for projects by the City for developers to take to the Coastal Commission. Engineer Cameron confirmed that there is an “approval in concept” procedure already in place with the City Planning Department.

Committee Member Hannan stated that in the summary, the Coastal Bluffs and Canyons document was missing guidelines regarding structures on the canyons or bluffs (i.e., walls, BBQ’s, etc.). Mr. Hannan said the Coastal Commission strictly requires permits for these, and said we should add this to our advisory document.

City Engineer Cameron said he’d been talking with Planning and that there is nothing in our City code that prohibits certain development on our Bluffs and Canyons. Committee Member Ortega stated that the Committee should find out if there will be funding to the Planning Department for this, and also, that the CAC should make a list of potential ordinance items and provide this list to Planning for their research. Chairman Hart suggested forming a subcommittee to perform this, and include our City Attorney. Committee Member Barnes agreed. Committee Member Ortega added that we should have the Planning Department explain to the CAC which things require permits, so that the CAC could “fill in the gaps” and send their recommendations to the Planning Department for review and response.

Chairman Hart said the specific questions now are 1) should this committee approve the Coastal Bluffs and Canyons Management Plan, 2) what should this committee advise to City staff in regard to whether this plan should be upgraded to mandates, 3) whether these mandates should be retroactive, and 4) should this committee advise City Council to request the City Manager to implement this Management Plan including ordinance modifications for this coming fiscal year's budget.

Committee Member Hannan said he likes the Coastal Bluffs and Canyons Management Plan "as is", and said once it's established, it could be modified to be more specific at any time, especially if a subcommittee is formed for this purpose. Committee Member Barnes disagreed with the idea of approving the document without any enforcement added to it, and Committee Member Hannan cited several examples of cities who provide guideline documents for LCP's that are first adopted as guidelines, and, as a living document, it is continually improved. He thinks this guideline system has been effective, and he would like to get the current basic document "rolling".

Committee Member Vance suggested we could have the Bluffs and Canyons Management document approved as a set of "guidelines". Since the advisory document would be mailed to addresses located on the Coastal Canyons and Bluffs, Committee Member Ortega said she's in favor of approving the document "as is" to get the education program started. Committee Member Barnes reiterated that he doesn't feel the document "as is" would get us anywhere, as it would merely provide discouragement or encouragement to potential developers.

At this point, the Committee opted to vote on the four staff recommendations independently.

Staff Recommendation # 1 - Approve the Coastal Bluffs and Canyons Management Plan (including the guidelines, educational brochure, and survey report/photographic record).

MOTION BY COMMITTEE MEMBER ORTEGA, SECONDED BY COMMITTEE MEMBER VANCE, CARRIED (6-0-0), for the committee to recommend that the City Council approve the "Coastal Bluffs and Canyons Management Plan" including the guidelines, educational brochure and survey report/photographic record with the provision that it is a "living document".

Staff Recommendation # 2 - Provide direction to staff as to whether specific management plan recommendations should be upgraded to mandates.

Chairman Hart stated the second consideration was whether we should provide direction to City staff on whether the Management Plans' recommendations should be upgraded to mandates. Committee Member Hannan suggested that the committee members should first fully review this plan and decide which items should be mandated.

MOTION BY COMMITTEE MEMBER ORTEGA, SECONDED BY COMMITTEE MEMBER HANNAN, MOTION CARRIED (6-0-0) that the Council be asked to provide direction and appropriate funding to City staff as to whether specific Management Plan recommendations should be upgraded to mandates.

Staff Recommendation # 3 - Provide direction to staff as to whether specific mandates requested in number 2 above are to be retroactive to or for existing uses and improvements, and, if so, direct staff to propose an adequate amortization schedule.

Committee Member Hannan said this must be further discussed because sometimes the Coastal Commission has done more damage trying to demolish things on the bluffs. He said that no drainage structures should be allowed, and that the prohibition of these should be retroactive as they deteriorate the bluffs. Therefore, some items should be retroactive and some should not. This should be based on an inventory of all of our bluffs. He has a map from Senior Engineer Tom Bonigut he can provide for review. Chairman Hart stated that maybe we could make a statement for now saying there may be certain items causing deterioration that may be made retroactive. Committee Member Hannan agreed with this language. Chairman Hart felt it's difficult to be retroactive on a deck that's been there for years, but, perhaps invasive vegetation or erosion-causing drainage could be retroactive.

Committee Member Ortega said we don't have to take action on this tonight; if Council approves item number 2 to create an ordinance; we can then identify those things we think are causing deterioration; she doesn't want to stir people up by telling them to tear down their structures.

NO FURTHER ACTION WAS TAKEN

Staff Recommendation # 4 - Authorize the City Manager to implement the Management Plan and Ordinance Modifications as part of the 2003-04 fiscal year budget.

Committee Member Barnes said that the Plan is full of inconsistencies and makes him uncomfortable, but Committee Member Hannan reiterated that it could be modified and that the current plan would be a good start.

The committee felt that this item was covered in the motion for item number 2.

NO FURTHER ACTION WAS TAKEN

6. NEW BUSINESS

The new business items were reordered. They are listed here in the order of the Agenda.

A. Palizada Storm Drain Project

City Engineer Cameron briefed the Committee on a project to to construct a larger storm drain adjacent to 248 Avenida Palizada where there have been flooding problems in the past. He said this has been a high priority for the Engineering department. They have an inadequate existing 24-inch pipe and have been pressing to move forward on this project. The City has realigned the positioning to avoid most trees, but will still have to move some smaller vegetation as part of the project to increase the pipe from a 24-inch pipe to a 36 to 42-inch (in diameter) pipe. They will re-vegetate with native plants in accordance with the Coastal Commission. Construction will start this summer so as to complete it before the rainy season.

Chairman Hart summarized the risk to some non-native vegetation but said that re-vegetation with native plants may improve the ecosystem there. Committee Member Barnes pointed out there will be a continuous deflection filter (CDF) unit which will make the water cleaner than in the existing system.

The general consensus of the Committee was that they liked the plan. Resident Wendy Morris thanked Engineer Cameron for the heads up and recommends that they move forward with this storm drain project and move on to the Riviera storm drain project, as that one has flooded her home at least twice. She confirmed with Engineer Cameron that there is money in this year's budget to start the planning for the Riviera project. She says there are more homes being built in the Riviera canyon which will further aggravate the problem.

Resident Michael Metcalfe stated that 1) this project seems a high cost for a single pipe and wondered if the money couldn't be better used for filtration of urban runoff, and wonders if this is a matter more related to the property owner's insurance and not to the City, and 2) Coastal Access: He said this is a great opportunity to digging a large trench and create temporarily a big pathway down the canyon to Linda Lane Park. He thinks we should make this pathway permanent to enable people to use this as a beach access to Linda Lane beach.

Chairman Hart asked Engineer Cameron for his response and Mr. Cameron responded that there are many properties at the bottom of the canyon, but there were no easements granted from the properties to the beach, therefore such access would require the City to acquire and maintain easements which would be expensive and time-consuming; not to mention that property owners may not wish to grant access. He said it is not part of the new storm drain plan. They are trying currently to get some storm drain easements from two property owners to save money on the project, but the storm drain project would not provide funds to purchase easements for walkways, and something like this should be considered as part of the City's plan for pathways and bikes.

Committee Member Barnes thanked resident Metcalfe for bringing up the beach access question, which he considered a good idea and that Metcalfe should pursue coastal access in that canyon, but not in conjunction with the storm drain project. Chairman Hart agreed with Committee Member Barnes.

B. Street Sweeping

Staff Members Mark Somerville, Maintenance Services Manager, and David Dendel, Maintenance Operations Supervisor gave a slide presentation on the City's current street sweeping operations and the proposed street sweeping organization to be implemented as part of the new URMP program.

Mr. Somerville stated that the present street sweeping program goal is to provide effective and efficient street sweeping to remove debris and pollutants from the City's public streets, parking lots and alleys.

Manager Somerville described some existing street sweeping problems as: 1) more debris and litter on city streets, 2) vehicles not being moved in non-posted areas to accommodate street sweeping which leads to public complaints about a lack of street sweeping. 3) lack of off-street parking in high-density that are posted for street sweeping and sign posting in certain high-density areas of the city such as the NPP (neighborhood pride) area, and 4) vehicles not being moved from posted sides of streets during no parking days and times, creating a lack of curb access by street sweepers, a less than effective street cleaning, and parking enforcement issues caused by vehicles not being moved and being cited.

Manager Somerville also said there is a need for more effective enforcement on those posted streets. He said there is now a very small group of Retired Senior Volunteer Program (RSVP) volunteers who handle the enforcement, because several previous Code Enforcement volunteers quit due to harassment they received in regard to their issuing tickets. Mr. Somerville stated there is a need for better public education and understanding of the City's proactive efforts to reduce debris and pollutants from entering our coastal waters (including natural debris such as dirt, gravel, sand grass and weeds; as well as other types of debris mentioned earlier.) He said there is a need for sweeping schedules to be more publicly accessible, and also mentioned that the schedules are currently posted on the City's website. He'd like to see an increase of sweeping cycles on non-posted streets to further reduce pollutants from entering our coastal waters.

Mr. Somerville proposed the following solutions: 1) provide an improved public education program concerning the URMP, which would also provide street sweeping schedules for all city public streets on the City's website, 2) increase street sweeping cycles to twice a month for all public residential streets, 3) increase the program to two street sweepers and two operators, and 4) purchase a new alternative-fuel propane street sweeper (vs. the diesel sweeper).

Manager Somerville said that since July 2002 a new SCAQMD regulation requires all street sweeping companies, counties, municipalities, etc., must buy an alternative fuel sweeper when they replace or purchase a new street sweeper. New EPA emission standards also went into effect in July 2002, creating a hardship on engine manufacturers of LPG (propane) engines. In our case this caused a delay in our acquiring a propane street sweeper; this engine has been pulled off the market until it can pass the new EPA standards, which we hope will be in April or May 2003. The chassis manufacturers would start receiving the propane engines by September 2003, delaying delivery of our new proposed propane sweeper until November and delaying increase in street sweeping cycles to approximately December 2003.

Manager Somerville stated that on February 12, 2003, the City began a test program, but due to heavy rains, the sweepers had to be pulled of the streets after only half the routes had been swept. In the demonstration program a backup sweeper will follow the primary sweeper on the same route two hours later; this should remove debris missed by the first sweeper due to parked cars, and this demo program will be continually reassessed. If effective, this program will continue until we expand our sweeping operation in December 2003 when we expect delivery of our new street sweeper.

As an additional solution, Mr. Somerville said staff is proposing new no-parking times for the NPP area of 9:00 a.m. to 1:00 p.m. vs. the existing 7:00 a.m. to 1:00 p.m. posting time. This reduces the posting time from 6 hours to 4 hours. He said staff wants to divide the existing 32 mile NPP posted route into 2 sixteen mile routes to allow two street sweepers and better access to curbs. Because of the 9:00 a.m. time there will be far fewer cars parked on the street. He said staff will evaluate new enforcement policies with the Sheriff's department as they become obvious and necessary. The new goal of the street sweeping program will be to provide improved street sweeping operations, twice a month for all of the City's public residential streets, parking lots and alleys, reduce the inflow of pollutants into our coastal waters, and modify the no parking posted times for the NPP route. This concluded Mr. Somerville's report.

Chairman Hart asked the Committee for questions. Committee Member Hannan asked what is the main thing street sweeping picks up, and Mr. Somerville responded that it was trash and litter. Mr. Hannan wondered if it picks up pollutants, and Mr. Somerville said, yes, that with the use of the regenerative air sweeper, fine dust, exhaust, rubber and other fine items are picked up.

Committee Member Barnes asked if at the end of a day whether the volume of waste picked up was measured, and where it is dumped. Mr. Somerville said that, while it is not weighed, it is estimated based upon the size of the sweeper's hopper and how full it is, measured in cubic yards by the operator and noted on his daily reporting form. Mr. Somerville said the average in the NPP posted area is 7 cubic yards of debris/litter each time it is swept (one side is swept one day the other side the other day). Committee Member Barnes asked how much a parking ticket cost. Director Lund responded that a ticket cost \$35.00 each, and 7000 tickets are issued each year, which generates \$245,000 a year.

Committee Member Ortega asked about the purpose of the back-up sweeper demonstration and Mr. Somerville responded that it would show, what gets picked up when cars are parked there early, and also provide information on how effective a later sweeping would be in terms of curb access. Manager Somerville explained that the operator would give a report on how many cars re-park on that side of the road after the first sweeper goes through. Mr. Somerville said the program was only two days old, and it rained both days, so the second operator couldn't tell if the first operator had been able to sweep certain areas. In future weeks, Mr. Somerville said, we hope to gain more information, in order to support our proposal to delay street sweeping times to later in the day. He also said that street sweeping speeds must be 5-7 mph to be effective. On the 32 mile route, the current 6 hour span is necessary for the sweeper to finish all those miles. Mr. Somerville said the buffer built into the posting time is for mechanical breakdowns and for the operator having to dump a load and then return to the route to finish it.

Committee Member Ortega asked if the same hours in the new proposed schedule would apply to the rest of the city streets, and would the rest of the city streets be required to move their cars. Manager Somerville said they are not proposing to increase the posted areas or to increase restrictions in other residential areas of the city at this time. He said that high-density areas are our biggest problem because apartment houses often don't provide enough parking, but that in single-family residential areas, driveways can often

support two vehicles, thereby providing relatively good street sweeping access. Another defense for not adding anymore posted streets is that the URMP education program should encourage the citizenry to provide street sweeper access.

Committee Member Ortega asked whether, in the future, in non-posted lower and medium density areas in the city, would street sweeping start there at 9:00am, and Mr. Somerville responded, no, because the present routing system starts at 4:00am so all the arterials, commercial and industrial areas, medians, alleys, etc., can be swept during low traffic times. Manager Somerville said staff time for a day's shift is 4:00am to 1:30pm. The routes couldn't be finished every day if the sweeping in the residential areas started at 9:00am. There are too many miles, and not enough equipment or manpower, stated Mr. Somerville.

Committee Member Ortega asked about other high-density neighborhoods not in the "neighborhood pride" area. Mr. Somerville said the two other areas currently posted for no parking are Compana and Canasta off of Los Mares, and Del Comercio off of El Camino Real. Committee Member Ortega asked why not around the center of town, and side streets off of Del Mar, and Mr. Somerville answered that the early morning shift sweeps Del Mar, Cabrillo, Granada, to try to accommodate residents who wish to shop in these areas later.

Mr. Somerville said there are now 2 units of 2 people each of RSVP volunteers to enforce the street sweeping restrictions. He said they would have meetings with the RSVP's and the Sheriff's Department to see if there are ways they could speed up the RSVP's ability to cite and move with the street sweeper. He said this was tried a few years ago when there were more Code Enforcement volunteers, but they were so harassed from the public who received citations that the volunteers quit. He said the present RSVP's are 70-year old people trying to keep up with the sweeper and the people who are not allowing us access to the curb, and therefore not allowing us to perform what is a public service. Ms. Ortega asked if additional funding was anticipated to help this program, and Mr. Somerville deferred to Director Lund. Director Lund said one of the fundamental criticisms of the street sweeping program is the period of time in which citations are issued. Whether or not the sweepers seemingly pass by, there is a block of time when citations can be issued. He sees that the citizens are impacted by this, and one of the key things he'd like to see is to increase enforcement to have sufficient resources and personnel to follow behind the sweeper. This would remove all doubt of whether or not the car was parked when the sweeper passed. He said he'd like to see "automated citations" which would implement an automated hand-held device that would allow the operator to quickly punch in a license number and move on with the sweeper. Once the sweeper had passed, citizens could park in the street again and not be impacted. The public audience responded to Director Lund with applause. Director Lund continued to say that the City Council would address questions regarding addition resources who would have to approve them. Mr. Lund said that at the present time, the current sweeping program, plus the additional increase in sweeping (when we get our new sweeper) is already provided for in next year's proposed budget.

Committee Member Ortega asked about the block of time where you can't park on the street. Director Lund said there will be signs posted, but people could be mindful of the time if there is a more reliable street sweeping time schedule. Also, he said, if the public knows how we're going to enforce the restrictions, they can accommodate the street sweeper and then rework their cars. This comment was followed with more applause from the public audience. Committee Member Ortega asked for clarification; once we have two street sweepers, and start at 9:00am would we still depend upon the four RSVP volunteers. Director Lund said that based upon the input he was receiving from the Committee Members and the public at this meeting; we would like to evaluate other options, such as possibly, a private company that does this. He said Anaheim uses such a service and is pleased with it, though it costs more money. Director Lund says that we don't yet know what cost vs. revenue received is, but that we could also look to the Sheriff's department to provide increased enforcement, though there would be an additional cost there which is not yet known. Director Lund said he'd been charged by the City Council and the City Manager to provide options and the cost.

Chairman Hart wanted clarification from the RSVP volunteers on whether they are taking general harassment just for handing out parking tickets, or more specifically, for giving parking tickets associated with street sweeping. Manager Somerville said his understanding is that it is just the issuing of tickets that upsets residents. Director Lund said that it is a fact that the Sheriff's department will not write a citation for a vehicle after a street sweeper has passed. But, he said, the problem people have with RSVP volunteers is that they come from two angles. While the street sweeper is in one part of the community, cars are being cited in other parts that wouldn't see the street sweeper for several hours. Therefore, it was concluded by the Committee Members and Director Lund that it was the parking citations in regard to street sweeping that was irritating citizens.

Chairman Hart asked what the tradeoff would be between having a higher frequency of street sweeping as opposed to having a follow-up sweeper. Mr. Somerville said that currently our "backup" sweeper is old with a lot of miles and while it has been refurbished for short uses, it is in no condition to be used daily, nine hours a day. This sweeper is solely as backup in case of a breakdown of the primary sweeper. He said the operations will expand when the new sweeper is on board and he proposes that staff will provide sweeping once every two weeks to every public residential street in the city.

Committee Member Nielsen wanted to know if, with the new sweeper, there were any plans to increase sweeping in the neighborhood pride area to more than twice monthly. Manager Somerville said no, and Mr. Nielsen asked for public comment. Chairman Hart then called the public speakers in turn and asked them to limit their comments to three minutes.

Resident Michael Metcalfe said he'd like to emphasize the importance of keeping pollutants out of our runoff, and that parking complaints were secondary. He said he lives in the impacted neighborhood and the parking problem is exacerbated by people who use their garages for storage and living rooms rather than for their cars. He said if parking violations are generating \$245,000 a year that it is unconscionable that we have volunteers enforcing it.

Resident Wendy Morris said while street sweeping is very important to our water quality, and while the parking issue is secondary, it's very important to most of the residents, especially those who have received tickets. She said it sounds like the future the situation will be better, from what the City is proposing, with the second sweeper, and with the current backup sweeper. She proposed that we hire some "meter-maid" type staff to enforcement. She said in the past, the enforcers went behind the street sweepers so tickets were only given if your car was parked on the street when the sweeper tried to go by. After the sweeper passed, you could park anywhere on the street, and she felt this was very well accepted. She felt if there were paid enforcement people and a 9:00am time, this would be reasonable, while the 7:00am time was very unreasonable. She also stated that with the amount of money being generated by tickets now, we should be able to hire enforcement people, or buy an extra street sweeper.

Resident Leonard Lentz commented that several years ago on his street, Algodon, he was having health problems, and was ticketed for a street sweeping/parking violation. When he contacted City staff to explain his health problem and received a response that the City in this case did not go by the intent of the law, but by the letter of the law. He would like the City Council to ease up on the current policy and adopt a more neighborly attitude so the City's needs and the residents' needs would be met. He said everyone agrees that the City streets should be cleaned and that a good job is done, but that residents shouldn't be punished in doing their best to comply. He thinks time-frames should be stated clearly and the policy should be kept consistent.

Resident Jim Donlin stated that the goal of the public education program would be to result in zero citation dollars in the future. He said contrary to what Director Lund had said, there were citations given this morning on his street after the street sweeper had passed, and he suggested that volunteers be given walkie-talkies so the sweeper driver can advise them when he's finished with a street. He said it is common practice in his neighborhood to cite cars after the street sweeper has passed.

Director Lund asked Mr. Donlin if he had his ticket with him, and Donlin replied that he didn't get a ticket; the car in front of his house did. Director Lund stated that the City specifically directed the Sheriff's department not to enforce today, and asked to see any tickets that were given that day. Resident Donlin revised his comment to say that the ticket had been given the day before.

Mr. Donlin went on to say that at the previous day's Surfrider Foundation meeting there had been some investigation done into sources of pollution related to runoff down Riviera, and they identified businesses along El Camino Real. He thought that with better public education taking care of the street sweeping issues, perhaps the volunteers should be utilized to go after these businesses, the real polluters of the storm drains.

Chairman Hart asked for clarification that the Surfrider Foundation had done studies which indicated that pollution was coming from the business districts. Mr. Donlin replied yes, that they had worked with the City to identify it.

Resident Linda Ross stated that she was also speaking on behalf of her husband Craig Ross who is a 30 year resident. She said she doesn't understand the City's street sweeping policy which she considers strange and unfriendly to the citizens. She used to live in Redondo Beach where the street sweeping policy was fair and courteous; the ticket would be given within 10 minutes of the sweeper's passing. She said in San Clemente the cars ticketed at 7:00 a.m. are long gone by the time the street sweeper arrives between 9:00 a.m. and 12:00 p.m. She said car owners are not trying to stop street sweepers from doing their jobs, but are just trying to find a safe place, convenient place to park at night. She explained that on November 27, 2002 she came home at 10:00 p.m. with her niece and nephew, and, knowing the next day was street sweeping day, parked near her home for safety. When she went to move her car at 7:02 a.m. there was already a ticket on the car. The street sweeper came that day at 12:10 p.m. She was told the volunteers sometimes pre-write the tickets from the top of the street and give them before 7:00 a.m. She proposed that San Clemente follow Dana Point's very successful policy of a 2 hour block (8-10 a.m. or 10-12 p.m.), first giving a warning and then a ticket if the violation is repeated. She strongly supports keeping San Clemente beautiful, but in a fair, reasonable and courteous manner to its citizens.

Resident John Tappero said he was told by a volunteer that he couldn't park before 1:00 p.m. or he'd get a ticket, because that was the rule. He feels that a ticket should only be given if a car is blocking a street sweeper. In regard to sweeping twice, he'd prefer 2 to 4 times a month instead of having the second sweeper follow the first. He also said that some residents don't clean their yards and their debris ends up curbside. He said code enforcement staff told him they couldn't reprimand such people unless they saw them throwing the trash there. He said that was ridiculous.

Resident Les Beauchamp said that the signposts left over from the high school no-parking fiasco could be used to post signs in areas where there are no signs posted, because not everyone reads the Sun Post or can access the City website for street sweeping information. He said most cities sweep one side of the street one day, and the other side one day, and limit it to a few-hour window, so that the policy is very clear. He said in his area the City-owned golf course seems to be the biggest polluter. He said in his neighborhood, he has many times seen maintenance people at the Quality Suites wash their sidewalk and parking lot into the storm drain in front of the building which feeds into Riviera. He said his street sweeper often misses the "sandbar" that collects on his street, and is not very effective. He said the parking fines should not go to the General Fund, but should go back into the street sweeping fund.

Resident John Koch, said from what he understands from the meeting tonight, the whole city would be swept twice monthly. He said since the neighborhood pride area has signage, they will get hit; but the rest of the City won't and he has a problem with this. He said that public education won't get people to move their cars. He said he turned left on Victoria this morning from Ola Vista and noticed the street sweeper going east on Victoria, and counted 7 cars on one block of Victoria; by the time he was halfway up Victoria, he saw 3 people running to their cars. When he drove back down Victoria 2-3 minutes later, there was 1 car left. He said this was called beating the system and an educational program wouldn't work. He said much of Orange County notifies residents on their water bill, or through HOAs. He's all for the 2 hour limit, and has no warmth for residents who pick on the senior citizen volunteers. He said those people who won't use their garages or driveways are not good neighbors. As far as the money is concerned, he believes it should go for police services for street sweeping and code enforcement, and asked why we had the fee increase if it wasn't to go to this type of service. He's a senior citizen living off social security, and has surveyed other cities who sweep both sides of the street the same day; this is cruel, and he feels our people have been kind enough to issue tickets after the street sweeper has passed. He said outside the neighborhood pride area at Avenida De Los Lobos Marinos, street sweeping is a joke; no one moves their car on street sweeping day, forcing the sweepers to drive right down the middle of the street. He said the City says they can't enforce the law because there are no signs. He reiterated that signage was not necessary, and that property owners and landlords must be notified.

Resident Al Riebau said he commends maintenance for proposing a change of time for street sweeping and said that most car-owners have to be at work by 8:00 a.m., and a time change will help alleviate the problems. He said that the volunteers enforcing the parking restrictions are up at the top of his street before 7:00 a.m. with binoculars taking down the license numbers of cars to pre-write tickets. He said his street sweeper doesn't arrive until 9:30 a.m. to 10:00 a.m. He said this was a rip-off and a money-maker.

Resident Richard Pomeroy, said that his wife, carrying their 6 month old baby was loading laundry into their car at 6:30 a.m. on street sweeping day and was given a ticket. He said adamantly that that was wrong. He said yesterday, he saw a gentlemen picking up his kids for school, who was there 2-3 minutes only and was given a ticket. He feels it very wrong to give a ticket in these cases (this was met by much applause from the public audience).

Resident Arlene Ross, Neighborhood Watch Captain for Avenida Algodon, said a change in the time period from 9:00 a.m. to 1:00 p.m. would help a lot of people, because their neighborhood really do get penalized. She said it's hard to be kind to a senior enforcement person who writes down all the license numbers ahead of time, goes up to the top of the hill, makes up the tickets, and at 7:00 a.m. they systematically give out tickets. This makes it a program of "catch me if you can", not one of keeping the streets clean. She said this has happened to her, when she parked for a moment to drop off lunch, and was given a ticket. She said she has been in another city where she has moved her car in sight of a street sweeper, who smiled courteously, then swept the street, and passed by. She said their goal was to sweep the street, not give tickets, but she does not feel this is the goal in San Clemente right now. She has seen people on her street who

can ill-afford it get tickets at 5 minutes to 1:00 p.m. when the street sweeper never comes after 10:45 a.m. She says this is not right, but really likes the proposed 2 hour limit. She suggested that if the enforcement people were courteous and kind, people would not be rude to them.

Resident Steven Kingston wanted to warn everyone to follow the ticket money to see what the Council did with it. He thinks the community Pride area is over-crowded, and cars there should be towed, but also thinks it ludicrous to give tickets only in the community pride area and give other communities a free ride. He said he can't see justifying street sweeper related tickets when the use of leaf blowers, which blow trash into the gutters, are ignored. He said the South end of town by the golf course isn't on the map, where the streets can be a "pig sty" and he doesn't see sweeping there. He stated that a 2 hour limit is fair and logical, and implored the residents to ask for this at City Council meetings. But, he said if 2 hour blocks are implemented, the revenue is going to drop in half. He also mentioned the \$80,000 train station at North Beach, paid for with tax dollars, that sits empty. He said "follow the money" (the public audience applauded).

Resident Gary Knapp said he received a ticket recently for parking his glider, and felt it was reasonable. He said jokingly that "power corrupts, but absolute power is kind of neat" in referring to the power the enforcers have. He challenged everyone to show him what benefit the ocean has from all of the street sweeping.

Chairman Hart stated that that was the end of public input and asked for comments from Committee Members. Committee Member Vance said she felt there was no reason to spend money on parking enforcement if the RSVP's could do this. She thinks street sweeping does prevent debris from running into the ocean. She concedes that money is an issue; with one sweeper you do the best you can to cover this large area in a relatively short amount of time. She thought it would be helpful if a 2 hour timeframe could be set while we await a second vehicle, and wasn't sure if additional signage would be necessary. She says residents should be responsible to know street sweeping days and times.

Committee Member Hannan added that he likes the idea of set timeframes, and that ticket-givers should follow sweepers. He's disgusted by the idea of binoculars and pre-writing tickets, and should be stopped, or the job should be handled by paid personnel. He hopes that the Public Works department will listen to tonight's public input and follow other cities' examples of a program that works, and hopes that the good suggestions given tonight can be implemented for us to be "a friendly city".

Committee Member Ortega asked staff if they wanted to respond to anything, and also asked about the period of time it took to sweep the streets at 5-7 mph, given possible unloading and breakdowns. She wondered therefore how feasible a shorter period of time would be, and directed her questions to Director Lund.

Director Lund said that 7000 tickets a year, totaling \$245,000 per year is an indictment of the system; we want the curbs clear; we want to be able to sweep the streets. Director Lund thanked the public for being here tonight and said that this City does not want to write citations or generate revenue; we want the cars off the street.

Committee Member Ortega asked how feasible a shorter time period was considering the number of sweepers we had and how fast they can go. Maintenance Service Manager Mark Somerville responded that when the program is expanded, hopefully in December 2003, there will be 2 primary sweepers. He's proposing that the Public Works department divide the 32 mile route into two 16 mile routes which will allow the operator to travel at 5-7 mph and sweep 16 miles within a 3 hour span. If it is limited to 3 hours, but the operator has to dump, there will be other problems such as the sweeper being on the street after the posted time. Also, how would enforcers who are following the sweeper wait for him to dump, then come back to sweep the route after the posted time, cutting off curb access, and defeating the concept of the URMP. Curb access and obedience is what we want, he said; not to punish the people. Mr. Somerville said we are mandated by the Water Quality Board; it is not the City's decision.

Committee Member Ortega acknowledged that we all agree street sweeping and moving the cars is important. She said that years ago in the neighborhood pride area, enforcers followed behind the street sweepers, and residents would the repark their cars. She feels we should try to have hired code enforcement follow street sweepers starting at 9:00 a.m., so as not to put such a hardship on neighborhood pride residents. She thinks the 9:00 a.m. to 1:00 p.m. is a feasible timeframe.

Committee Member Barnes said that the street sweeping program was the best way to reduce pollution in urban runoff, but that the current program was not effective. He said we must continue to educate people, but it's a long-term process and there will always be people who ignore it. He feels street sweeping must be performed twice monthly on every city street, and once a week in industrial areas. He thinks every street needs to be posted if it is going to be swept. He agrees signage is not necessary; that people will learn. He thinks the posting timeframe should be reduced to 2-3 hours. Committee Member Barnes feels people can live with the street not being swept one day, or swept around a few cars, if there is a breakdown or the operator has to dump debris. He wants better equipment and enough funds from the City to do the job right.

Chairman Hart asked Manager Somerville if Dana Point had more resources for their program which allows them to meet a 2 hour window. Mr. Somerville responded that with our proposed program, the sweeper's route will be cut in half, he will start later and will have a 4 hour window which gives a one hour buffer in case of breakdown. If we go to 2 or 3 hours, the sweeper will have just enough time to sweep the route, moving exactly at 5 mph, and the public must cooperate by moving their cars, because each time the sweeper moves around a car, time is added to his schedule. Chairman Hart asked again how Dana Point's program was so effective.

Director Lund responded by saying that he's spoken to Dana Point, and they are no more effective in getting to the curb than we are. He said they issue courtesy cites, not full citations, but he can't say if they're getting more curb miles than we are. He said they are sweeping every week, expending a lot of money and resources, but he can't tell if they're being more effective than we are.

Chairman Hart suggested that we direct some of the citation money to better contract services with the Sheriff's department. He said that on a contract basis we would not add to the permanent head count and we could stop it when the problem lessens. Chairman Hart also agreed with resident Jim Donlin that public education is the answer, and the goal should be zero dollars per year ticket revenue, and he stated that City staff feels the same way. He said he has seen restaurants hosing down patio areas every morning; he feels many businesses do the same and we need to make a concerted effort to educate our owners in proper cleaning and maintenance toward having zero storm drain runoff from businesses. He felt that people will have to be educated about the second street sweeper. Chairman Hart said he agreed with members of the public audience and would like to see what kind of alternatives we could propose to reduce the block of time posted on any street to a minimum. He also agreed with the public audience that there should be equal enforcement of street sweeping parking restrictions citywide. Chairman Hart thinks there will be a problem increasing the frequency of street sweeping. He understands that we can't buy a second primary sweeper until December, but believes that when we acquire this sweeper we should take a hard look at distributing the sweeping and increasing the frequency in more problematic neighborhoods (i.e. Avenida Victoria), and not increasing the frequency in neighborhoods where it is not necessary. Chairman Hart said that in regard to enforcement, he believes it is necessary, and that people will adapt to it.

Committee Member Nielsen said he's always felt the street sweeping issue is important. He agrees with everyone's idea of reducing the timeframes. He proposed starting street sweeping at 8:00 a.m. instead of at 9:00 a.m. He said everyone who doesn't move their cars should get a ticket, and would like to enforce citywide, but doesn't care whether or not it's posted; the City can decide that. Committee Member Nielsen also stated that street sweeping should be increased in the NPP area and any other problem areas, and possibly be reduced in areas that don't need it. He would like to hire enforcement officers, and he proposes that any money collected from citations would go, not to the general fund, but towards the URMP fee. He asked the public to continue to come and support this cause until the program is worked out.

Committee Member Ortega said that in the future we should post the higher density areas in the south end of town. She did not agree with increasing sweeping in the neighborhood pride area to once a week, but not increasing the street sweeping in the rest of the city. She proposes sweeping twice monthly for the rest of the city, and she doesn't think people should be cited unless their street is posted. She said doing so would create a lot of public outcry. Resident John Koch strongly disagreed as he said he knows when street sweeping day and garbage pickup days are. Committee Member Ortega disagreed on decreasing to a 2 hour window. She feels that a program with a 4 hour window, starting at 9:00 a.m., and with code enforcement following the street sweeper, would be sufficient to allow the sweeper to do the best job possible.

Committee Member Vance asked for the cost of automated ticket machines. Director Lund didn't have that information but said he would provide the City Council with a report evaluating the cost of various enforcement methods. Committee Member Vance also asked how long the process of the sweeper dumping takes. Manager Somerville estimated that it could take 15 minutes.

Resident Dick Thommen, an RSVP volunteer for the street sweeping program, stated that the volunteers don't go out unless the sweeper goes out. He said it is not true that people are ticketed at 5 minutes to 1:00 p.m. He said the volunteers are through by 10:00am and make only one sweep through. He said they never carry binoculars and never pre-write tickets. He said they get more positive response than negative from residents grateful the volunteers are helping to keep the streets clean. He said the RSVP volunteers include very qualified people such as retired marines, aerospace workers, etc. He said the RSVP volunteers put in around 8000 hours last year, and that if they are not appreciated they will "walk". Chairman Hart hastened to assure Mr. Thommen that everyone in this community recognizes the tremendous service given by the RSVP. He said he is troubled by the RSVP volunteers leaving. Mr. Thommen asked where the abuse is supposed to have occurred as he was not aware of it. Director Lund clarified that several years ago we had code enforcement volunteers in the citation program who felt so abused that they left. At that time, said Director Lund, the City asked the Sheriff's department and the RSVP's to take over.

Resident Steve Kingston asked why we can't calculate a specific window of time it takes to do the street sweeping, and possibly add another day or another hour. Chairman Hart acknowledged his comment but didn't think it could be resolved tonight. He then called for an end to the discussion.

C. Urban Runoff Management Program/Local Implementation Plan

Senior Civil Engineer Bonigut gave a powerpoint presentation of the Urban Runoff Local Implementation Plan (LIP). Mr. Bonigut went on to describe San Clemente's LIP (for details, please refer to the hard copy of this report) and distributed this report to each member of the Committee, staff members present, and, previously, to the City Council, who authorized the LIP to be submitted to the regional board. Mr. Bonigut said the regional board will spend 1 to 3 months reviewing our LIP and respond to us with their comments. He said the City will then put the public input process in motion.

At the end of his presentation, Mr. Bonigut said that the LIP was submitted to the San Diego Regional Board today, and that the City is now implementing the program. He said this LIP is a dynamic document which can be modified to reflect any suggestions from the board or from the public. Eventually, Mr. Bonigut said, the City Council will adopt it.

Senior Civil Engineer Bonigut asked for questions. Committee Member Hannan stated that now that we're preventing soil erosion there won't be any needed water going to the beach and asked how we would compensate for that. Mr. Bonigut cited Talega as an example of how we're trying to prevent "unnatural erosion". He said Talega did not

touch certain areas, while grading others for development, and that they used the state and regional board guideline of not letting any more sediment (which they consider a pollutant) off of a site than would naturally occur. He said that we are trying to do the same citywide. Committee Member Hannan said the problem is that the entire watershed flows to a flood collection device that collects the sediment, natural or otherwise.

City Engineer Cameron said that San Clemente's soil is a very poor, clay and silty soil. For the most part, he said, what we want on the beach is the sand coming from the top 20 feet of sand next to the bluffs, not this silty soil. Committee Member Hannan agreed, and said that he sees a problem with the government not wanting any sediment, be it sand or silt, to be discharged; it will put us in a bind if we completely eliminate erosion; we'll go overboard and prevent natural erosion. Civil Engineer Bonigut agreed, but said we must comply, and this is "a bone" we can pick with the regional boards, as they consider sediment a pollutant. Committee Member Barnes said wryly that the regional boards' mandate is to protect water quality, not to increase beach width.

Chairman Hart again commended Civil Engineer Bonigut for the URMP, and said it put us on the forefront and ahead of the game with the Water Quality Board, as we were ready for their requirements before they asked.

Chairman Hart asked if the Surfrider Foundation could have a copy, and Mr. Bonigut said he plans to put the LIP on our website, and there is a review copy at City Hall. Mr. Bonigut said he could make this report available on a CD for the Surfrider Foundation.

D. Wall of Recognition

Chairman Hart asked for a Committee member to volunteer to be part of this committee, and Committee Member Nielsen volunteered and will serve on the committee.

7. COMMUNICATIONS

A. Parks and Recreation Commission Minutes, December 10, 2002

Received and filed.

B. Bacteriological Monitoring Report

Received and filed.

8. ITEMS FROM STAFF

Senior Civil Engineer Bonigut said that on February 18th, the City's new Water Quality Inspector would start and will be the first of, hopefully, two inspectors. He will do inspections and respond to utilities calls to catch people in violation, etc.

9. ITEMS FROM COMMITTEE MEMBERS

Committee Member Vance stated that the City of San Clemente's 75th Celebration is upcoming.

Committee Member Ortega cited an incident where City staff responded immediately to a complaint made by a resident on the utilities "hotline" regarding a "stinky" discharge the resident's neighbor (a painter) was discharging. The resident was very pleased with the City's response. Committee Member Barnes commended Mr. Bonigut on the URMP flier. Mr. Bonigut said that we will continue sending new URMP fliers on a regular basis, each covering different subjects.

Committee Member Hannan thanked everyone on this committee for their fair and objective handling of the public input on the Street Sweeping issue.

Chairman Hart stated he'd recently been on a panel for a UCI extension course hosted by Planning Commissioner Dennis Papilion. Chairman Hart spoke about our URMP, and how our citizens voted it in. He said the professionals present were fascinated that San Clemente actually went ahead and implemented this. He said this speaks very highly of Senior Civil Engineer Tom Bonigut's work.

10. ADJOURNMENT

MOTION BY COMMITTEE MEMBER VANCE, SECONDED BY COMMITTEE MEMBER BARNES, CARRIED (6-0-0) to adjourn at 11:05 pm to the regular meeting to be held on Thursday, March 13, 2003, at 7:00pm in the Ole Hanson Fireside Room, at the Community Center, 100 N. Seville, San Clemente, CA.

Respectfully submitted,

William Hart, Chair

Attest:

Bill Humphreys, Marine Safety Captain