



## STAFF REPORT SAN CLEMENTE PLANNING COMMISSION

August 7, 2013

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**PLANNER:** Jeff Hook, Principal Planner

**SUBJECT:** Public Hearing Draft Centennial General Plan: Consideration of final action on 1) the Draft Environmental Impact Report (DEIR), 2) proposed City Council Hearing Draft Centennial General Plan, as revised, 3) list of errata corrections and final revisions to the Draft, 4) Draft Bicycle and Pedestrian Master Plan, and 5) Draft Climate Action Plan.

### BACKGROUND

Adoption of a new General Plan has been a major City goal since 2009. Now, after 75 public meetings and workshops, the Draft Centennial General Plan is nearing completion. Based on General Plan Advisory Committee (GPAC) recommendations, public input, and consultant and staff recommendations, the Commission has prepared a "City Council Hearing Draft Centennial General Plan", *Attachment 7*. Since the draft Plan was released on July 3<sup>rd</sup>, the Commission has made several changes and additions, and these are listed in *Attachment 4*. These revisions will be incorporated into a revised Draft, to be considered by the City Council later this year.

At its July 24<sup>th</sup> meeting, the Commission reviewed the Draft Environmental Impact Report (*Attachment 7*), and determined that the DEIR met California Environmental Quality Act (CEQA) requirements. The Commission had previously reviewed and endorsed related General Plan documents: the Draft Bicycle and Pedestrian Master Plan (BPMP) and the Draft Climate Action Plan (CAP), *Attachments 9 and 10*. The BPMP was revised so that its policies and implementation measures matched the wording of BPMP policies in the Draft Mobility and Complete Streets Element that were modified by the Commission. The revised BPMP, and the CAP are now ready for final Commission Action, *Attachments 5 and 10*.

#### *Neighborhood Commercial (NC) Subarea Mapping*

The consultant provided new Land Use Element exhibits showing five subareas of the Neighborhood Commercial designation, *Attachment 6*. The subareas show different areas of development intensity, in terms of maximum floor area ratio and number of building stories, consistent with City Council direction. The subareas are:

1. Areas where no change to intensity occur:
  - a) NC 1.1 (FAR 0.35, 1 story)
  - b) NC 1.2 (FAR 0.35, 2 story)
  - c) NC 1.3 FAR 0.35, 3 story (only applies to SECR, E. of I-5)
2. Areas where increased intensity is proposed:

**Draft Centennial General Plan, Draft EIR, Bicycle and Pedestrian Master Plan and Climate Action Plan, August 7, 2013**

- a) NC 2 (FAR up to 0.50, 2 story--NECR and SECR W. of I-5, south of Cadiz)
- b) NC 3 (FAR up to 0.75, 3 story (SECR W of I-5, north of Cadiz)

As part of the “preferred General Plan.” Council supported increased development potential in certain areas, as shown under alternative 2, Table 1. Council supported “Alternative 2.”

**Table 1**

area	alternative 1	alternative 2
Avenida Rosa/Presidio to W. Avenida Cadiz	NC (0.75 FAR, up to 2 stories)	East: NC (0.75 FAR, up to 3 stories) West: MU (1.0 FAR, 24 DU/AC, up to 2 stories)
W. Avenida Cadiz to Esplanade	NC (0.50 FAR, up to 2 stories)	NC (0.50 FAR, up to 2 stories)
Esplanade to W. Avenida Gaviota	NC (0.50 FAR, up to 2 stories)	East: NC (0.50 FAR, up to 2 stories) West: MU (1.0 FAR, 24 DU/AC, up to 2 stories)
W. Avenida Gaviota to W. Avenida Valencia	NC (0.50 FAR, up to 2 stories)	MU (1.0 FAR, 24 DU/AC, up to 2 stories)
W. Avenida Valencia to I-5	NC (0.50 FAR, up to 2 stories)	NC (0.50 FAR, up to 2 stories)

The General Plan Advisory Committee (GPAC) supported this approach because both alternatives maintained the area’s local-serving character and would incentivize redevelopment of dilapidated structures and underutilized lots. Some members expressed concern about traffic, building heights, views from the freeway overlooking El Camino Real to the sea, and the scale of mixed-use buildings near residential neighborhoods.

GPAC recommended Alternative 2, including a two-story limit on the west side of South El Camino Real and a three-story limit along the east side. The GPAC also requested that the consultant team develop policy language regarding view corridor protection to ensure that ocean views for those passing through San Clemente along the freeway would be protected. Accordingly, the Planning Commission endorsed the following policy to address view protection:

*LU-13.05. Views. New development shall be designed to minimize obstructions of ocean views from the I-5 freeway.*

Under this approach, building heights and number of stories would be reviewed for their effects on ocean views from I-5. Project applicants would be required to demonstrate how obstructions to views would be minimized.

**Draft Centennial General Plan, Draft EIR, Bicycle and Pedestrian Master Plan and Climate Action Plan, August 7, 2013**

**RECOMMENDATION**

Staff recommends the Commission adopt Resolutions 13-024, 13-025 and 13-026 (*Attachments 1-3*), recommending City Council approval of the project's Environmental Impact Report, the revised City Council Hearing Draft, the BPMP and the CAP. Planning Commission action on the General Plan, DEIR and related planning documents is not final. These documents must be considered and approved by the City Council before they can take effect. Following Commission action, the Planning Center will incorporate the Commission's final changes into the Draft Plan and prepare a "clean" draft for City Council review.

The DEIR public review period closes on August 29, 2013. The consultant will then prepare a Final Environmental Impact Report (FEIR). The FEIR will substantially conform to the DEIR and include responses to comments on the Draft EIR. The FEIR will then be forwarded to the City Council, along with the revised Hearing Draft General Plan and Draft BPMP and CAP, for final Council action, expected in September or October 2013.

**ATTACHMENTS:**

1. Draft Planning Commission Resolution 13-024
2. Draft Planning Commission Resolution 13-025
3. Draft Planning Commission Resolution 13-026
4. Addenda/Errata List of Draft General Plan and DEIR Changes and Additions
5. Excerpt, Revised Bicycle and Pedestrian Master Plan, with updated Ch. 2
6. NC Subarea Maps

***Previously Provided:***

7. City Council Hearing Draft Centennial General Plan, July 3, 2013
8. Draft Environmental Impact Report, July 2013
9. Full Version of Draft Bicycle and Pedestrian Master Plan
10. Draft Climate Action Plan

If Commissioners need additional copies of any attachments, please contact Jeff Hook at [hookj@san-clemente.org](mailto:hookj@san-clemente.org), 949.361.6182. In addition, all documents will be posted on the City's website, in full, at <http://san-clemente.org/sc/downloadDir.aspx?pageid=404> under today's meeting date.

**RESOLUTION NO. PC 13-024****A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN CLEMENTE, CALIFORNIA, RECOMMENDING CITY COUNCIL CERTIFICATION OF AN ENVIRONMENTAL IMPACT REPORT AND APPROVAL OF THE REVISED CITY COUNCIL HEARING DRAFT CENTENNIAL GENERAL PLAN, APPLICATIONS GPA 13-043 AND DHP 13-045**

**WHEREAS**, the City's current General Plan, with the exception of the Housing Element which was updated in July 2011, was adopted in 1993; and

**WHEREAS**, with approval of Contract CO9-66 with the Planning Center, DC&E in November 2009, the City Council initiated the preparation of a new "Centennial" General Plan to comprehensively update and replace the 1993 General Plan, and to keep the City's General Plan current and relevant to changing community visions, needs, and conditions; and

**WHEREAS**, the City sought to engage a wide range of community participation in and support for preparation of a new general plan by conducting extensive public outreach to identify community values, issues, and priorities, including the July 2009 Vision San Clemente Community Survey, the December 2009 Vision and Strategic Plan, and six general plan public workshops; and

**WHEREAS**, citizens, property and business owners, interested groups and agencies were notified of general plan meetings and topics through legal advertisements in a local newspaper of general circulation, through newspaper articles, public workshop invitations, through City website notices regarding public meetings of the City Council, General Plan Advisory Committee, the Planning and Beaches Parks and Recreation Commission and Coastal Advisory Committee, and through direct mailings to property and business owners and community groups; and

**WHEREAS**, the City Council appointed the General Plan Advisory Committee (GPAC) to reflect a broad range of community interests and input, and the GPAC reviewed and recommended a new "Preliminary Draft General Plan" as a result of its findings and deliberations during 29 public meetings held from February, 2010 through May, 2011; and

**WHEREAS**, based on GPAC's recommendations, public input, planning consultant and staff recommendations and the Commission's findings and deliberations during 40 public meetings held from February, 2011 through August, 2013, the Commission prepared a "City Council Hearing Draft Centennial General Plan" or "Draft"; and

**WHEREAS**, the Centennial General Plan has been prepared and designed in a manner to support its widespread use and availability as a "web-based general plan", and will be posted and maintained on the City's internet site for public use; and

**WHEREAS**, the Draft complies with California Government Codes 65353 and 65354 regarding general plan noticing and adoption procedures; and

**WHEREAS**, the Commission considered a Draft Environmental Impact Report which identified potential environmental impacts of the proposed City Council Draft Centennial General Plan, including mitigation measures and alternatives to the proposed "project", pursuant to the requirements of the California Environmental Quality Act (CEQA); and

**WHEREAS**, at a duly noticed public hearing on August 7, 2013, the Commission conducted a public hearing in City Council Chambers, 100 Avenida Presidio, San Clemente, California, to consider recommending City Council action on the Draft Centennial General Plan, Environmental Impact Report and related planning documents (City Planning Applications GPA 13-043 and DHP 13-405); and

**NOW, THEREFORE**, the Planning Commission of the City of San Clemente hereby resolves as follows:

**Section 1. Findings.** Based upon its deliberations, the Commission makes the following findings:

A. The proposed City Council Hearing Draft Centennial General Plan ("Draft"), as shown in **Exhibit A**, dated July 3, 2013, with the revisions listed in **Exhibit B**, will promote the public health, safety and welfare by updating general plan goals, policies and implementation measures to reflect community values, needs and conditions.

B. The proposed Draft consists of 12 new "elements" or chapters and with the exception of the Housing Element, which is updated and adopted separately, meets California Government Code requirements for the content and scope of general plans.

C. The proposed Draft is a long-range, comprehensive policy document which is internally consistent and which is intended to guide public and private land use, transportation, economic development, resource preservation, urban design and other public policy actions through 2028, the 100<sup>th</sup> anniversary of San Clemente's incorporation as a city.

D. The proposed Draft incorporates GPAC recommendations, public input, consultant and staff recommendations, and reflects the Commission's detailed review, direction and independent judgment regarding land use, circulation and transportation, economic development, environmental protection, recreation, public safety and services, coastal issues, historic preservation, natural resources, urban design, and governance and growth management policies.

**Section 2. Environmental Determination.**

A. The City provided a Notice of Preparation and held an Environmental Impact Report (EIR) Scoping Meeting on April 25, 2013, pursuant to the requirements of the California Environmental Quality Act (CEQA), and the Draft Environmental Impact Report (“DEIR”) addresses issues and questions raised at the Scoping Meeting.

B. The DEIR was published on the City’s internet site, a copy was placed in the San Clemente Public Library, and distributed for citizen and public agency review, pursuant to CEQA Guidelines.

C. The Commission has reviewed and considered the Draft Centennial General Plan Environmental Impact Report, as shown in **Exhibit C**, and based on its deliberations, determined the DEIR adequately addresses the project’s potential environmental impacts and complies with requirements of the California Environmental Quality Act (CEQA) and CEQA Guidelines.

D. The Commission hereby recommends the City Council certify the Environmental Impact Report for the City Council Hearing Draft Centennial General Plan.

**PASSED AND ADOPTED** at a regular meeting of the Planning Commission of the City of San Clemente on August 7, 2013.

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Chair

**TO WIT:**

**I HEREBY CERTIFY** that the foregoing resolution was duly adopted at a regular meeting of the Planning Commission of the City of San Clemente on August 7, 2013, and carried by the following roll call vote:

**AYES: COMMISSIONERS:**  
**NOES: COMMISSIONERS:**  
**ABSTAIN: COMMISSIONERS:**  
**ABSENT: COMMISSIONERS:**

\_\_\_\_\_  
Jim Pechous, City Planner and  
Secretary of the Planning Commission

**RESOLUTION NO. PC 13-025****A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN CLEMENTE, CALIFORNIA, RECOMMENDING CITY COUNCIL APPROVAL OF THE DRAFT BICYCLE AND PEDESTRIAN MASTER PLAN, APPLICATION GPA 13-043**

**WHEREAS**, On June 1, 2010, the City Council approved Contract C10-32, by and between the City of San Clemente and KTU+A, providing for the development of a Bicycle and Pedestrian Master Plan "Master Plan"; and

**WHEREAS**, the purposes of the Master Plan were to identify the bicyclist and pedestrian transportation needs in San Clemente, provide recommendations to improve the overall walking and biking environments, and to integrate San Clemente's bikeway network with the Southern Orange County area's regional bikeway system; and

**WHEREAS**, Council directed that the Bicycle and Pedestrian Master Plan be developed currently with a new general plan to allow the general plan process to better assess the Community's bicyclist and pedestrian needs and to develop relevant policies and implementation actions to address those needs; and

**WHEREAS**, To encourage public input and participation in the planning process, the project scope of work utilized several public outreach methods, including involvement of the bicycle advocacy group PEDal in the selection of the consultant and review of the draft Plan, an on-line survey, Focus Area Workshops, General Plan Advisory Committee review and advertised public meetings before the Planning Commission and City Council; and

**WHEREAS**, citizens, property and business owners, interested groups and agencies were notified of general plan meetings and topics through legal advertisements in a local newspaper of general circulation, through newspaper articles and workshop invitations, and through City website notices regarding public meetings of the General Plan Advisory Committee, the Planning Commission and the City Council; and

**WHEREAS**, at a public meeting on January 17, 2012, the City Council directed that the Master Plan be fully integrated with the General Plan to ensure consistency between the documents and to comply with the California Complete Streets Act, AB 1358, which took effect January 2011; and

**WHEREAS**, based on GPAC's review and recommendations, public input, Planning Commission review and direction, and planning consultant and staff recommendations received during numerous public meetings held between June 2010 and June 2013, the Commission endorsed a revised Bicycle and Pedestrian Master Plan and fully incorporated Chapter Two of the Master Plan, "Policy Framework," into the draft General Plan Multi-Modal and Complete Streets Element; and

**WHEREAS**, Chapter Two of the 2013 Bicycle and Pedestrian Master Plan was updated to reflect the most recent Planning Commission direction on the Draft General Multi-Modal and Complete Streets Element, as shown in Attachment 2, and taken together with the other chapters in the Master Plan that were reviewed and endorsed by the Commission on June 26, 2013, the Master Plan is now ready for final Commission action; and

**WHEREAS**, at a duly noticed public hearing on August 7, 2013, the Commission conducted a public hearing in City Council Chambers, 100 Avenida Presidio, San Clemente, California, to consider recommending City Council action on the 2013 Bicycle and Pedestrian Master Plan, City Council Hearing Draft Centennial General Plan, Environmental Impact Report, Climate Action Plan and related planning documents; and

**NOW, THEREFORE**, the Planning Commission of the City of San Clemente hereby resolves as follows:

**Section 1. Findings.** Based upon its deliberations, the Commission makes the following findings:

1. The proposed 2013 Draft Bicycle and Pedestrian Master Plan, **Exhibit A**, will promote the public health, safety and welfare by providing technical background, policies, candidate projects and design standards to help meet bicyclist and pedestrian transportation needs and to coordinate such projects with General Plan implementation and Capital Improvement Programs.
2. The Commission hereby finds that the 2013 Bicycle and Pedestrian Master Plan (BPMP) promotes public health, safety and welfare by addressing the community's non-motorized transportation needs and goals, and that the updated Chapter Two of the BPMP, "Policy Framework", shown in **Exhibit B**, has been fully incorporated into the Draft Multi-Modal and Complete Streets Element.
3. The 2013 Bicycle and Pedestrian Master Plan incorporates GPAC recommendations, public input, consultant and staff recommendations, and reflects the Commission's detailed review, direction and independent judgment regarding non-motorized transportation needs, existing and proposed circulation and transportation services and facilities, land use factors, economic development, design and other factors related to bicycle and pedestrian movement and infrastructure.

**Section 2. Environmental Determination.**

1. The City provided a Notice of Preparation and held an Environmental Impact Report (EIR) Scoping Meeting on April 25, 2013, pursuant to the requirements of the California Environmental Quality Act (CEQA), and the Draft EIR addresses issues and questions raised at the Scoping Meeting.



2. The Commission has reviewed and considered the Draft Environmental Impact Report, as shown in **Exhibit C**, and based on its deliberations, determined the DEIR adequately addresses the 2013 Bicycle and Pedestrian Master Plan’s potential environmental impacts and complies with requirements of the California Environmental Quality Act (CEQA) and CEQA Guidelines.

3. The Commission hereby recommends the City Council certify the Environmental Impact Report for the 2013 Bicycle and Pedestrian Master Plan.

**Section 3. Bicycle and Pedestrian Master Plan.**

1. The Commission hereby recommends the City Council approve the Draft Bicycle and Pedestrian Master Plan, as shown in **Exhibit A**, with the revisions shown in **Exhibit B** to be incorporated into the final Draft for City Council action.

2. The Commission recommends that the City Council include in its resolution of approval a provision granting the City Manager or his designee the authority to make amendments administratively, without a public hearing, to the Bicycle and Pedestrian Master Plan for the following reasons: 1) to reflect multi-modal improvements made in the community (i.e. updating tables, figures, and candidate projects); and 2) to remain consistent with state and/or local law.

**PASSED AND ADOPTED** at a regular meeting of the Planning Commission of the City of San Clemente on August 7, 2013.

\_\_\_\_\_  
Chair

**TO WIT:**

**I HEREBY CERTIFY** that the foregoing resolution was duly adopted at a regular meeting of the Planning Commission of the City of San Clemente on August 7, 2013, and carried by the following roll call vote:

**AYES: COMMISSIONERS:**  
**NOES: COMMISSIONERS:**  
**ABSTAIN: COMMISSIONERS:**  
**ABSENT: COMMISSIONERS:**

\_\_\_\_\_  
Jim Pechous, City Planner and  
Secretary of the Planning Commission

**RESOLUTION NO. PC 13-026****A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN CLEMENTE, CALIFORNIA, RECOMMENDING CITY COUNCIL APPROVAL OF THE DRAFT CLIMATE ACTION PLAN**

**WHEREAS**, California's Global Warming Solutions Act, or AB 32, requires cities and counties to reduce greenhouse gas emissions statewide to 1990 levels by the year 2020; and

**WHEREAS**, On September 6, 2011, the City Council approved Contract C11-38, by and between the City of San Clemente and Krout and Associates, for completion of a Climate Action Plan; and

**WHEREAS**, the purposes of the Climate Action Plan (CAP) are to establish baseline environmental conditions in San Clemente, conduct an inventory of greenhouse gas (GHG) emissions, help reduce GHG emissions, promote more efficient energy use, inform and support environment policies in the City's General Plan, and establish a long range, comprehensive plan for environmentally and economically sustainable growth; and

**WHEREAS**, In 2010, the City of San Clemente adopted a Sustainability Action Plan, which includes policies and programs to help meet current and future resource needs through conservation and more efficient resource use; and

**WHEREAS**, The CAP further implements the City of San Clemente's sustainability goals by focusing on the reduction of Greenhouse Gas Emissions over time and on measures to help reduce potential impacts of global climate change, including reduced air quality, diminished water quality and supplies, higher seasonal temperatures, sea level rise, coastal erosion and potential losses of protected species and habitats; and

**WHEREAS**, the Draft CAP was reviewed by the General Plan Advisory Committee (GPAC) at a public meeting on March 14, 2012, and was subsequently revised to incorporate GPAC-recommended changes and additions; and

**WHEREAS**, at a public meeting on April 18, 2012, the Planning Commission considered GPAC and public comments, reviewed and endorsed the Draft CAP; and

**WHEREAS**, at a duly noticed public hearing on August 7, 2013, the Commission conducted a public hearing in City Council Chambers, 100 Avenida Presidio, San Clemente, California, to consider recommending City Council action on the Draft Climate Action Plan, 2013 Bicycle and Pedestrian Master Plan, City Council Hearing Draft Centennial General Plan, and Draft Environmental Impact Report; and

**NOW, THEREFORE**, the Planning Commission of the City of San Clemente hereby resolves as follows:

**Section 1. Findings.** Based upon its deliberations, the Commission makes the following findings:

1. The Commission hereby finds that the Draft Climate Action Plan (CAP), as shown in **Exhibit A**, promotes public health, safety and welfare by helping to protect, maintain and improve the community's environmental quality, and to provide the technical background to inform the Draft General Plan and to move the City toward an environmentally and economically sustainable growth model.
2. The CAP contains San Clemente's long-range, comprehensive strategy to anticipate future environmental conditions and needs and to help reduce municipal and community emissions, consistent with State and Federal law including air and water quality, and complies with State law, specifically AB 32 and SB 375.
3. The CAP is consistent with the City Council Hearing Draft Centennial General Plan and will help advance San Clemente's General Plan goals to guide responsible growth, protect environmental resources and promote sustainable economic growth.

**Section 2. Environmental Determination.**

1. The City provided a Notice of Preparation and held an Environmental Impact Report (EIR) Scoping Meeting on April 25, 2013, pursuant to the requirements of the California Environmental Quality Act (CEQA), and the Draft EIR addresses issues and questions raised at the Scoping Meeting.
2. A Draft Environmental Impact Report (DEIR) was prepared, published, and distributed for public and agency review, pursuant to CEQA Guidelines and the DEIR addressed potential environmental impacts of the proposed Draft CAP.
3. The Commission has reviewed and considered the Draft Environmental Impact Report, as shown in **Exhibit B**, and based on its deliberations, determined the DEIR adequately addresses the Draft Climate Action Plan's potential environmental impacts and complies with requirements of the California Environmental Quality Act (CEQA) and CEQA Guidelines.

**Section 3. Climate Action Plan.**

1. The Commission hereby recommends the City Council approve the Draft Climate Action Plan, as shown in **Exhibit A**.

**PASSED AND ADOPTED** at a regular meeting of the Planning Commission of the City of San Clemente on August 7, 2013.

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Chair

**TO WIT:**

**I HEREBY CERTIFY** that the foregoing resolution was duly adopted at a regular meeting of the Planning Commission of the City of San Clemente on August 7, 2013, and carried by the following roll call vote:

**AYES:            COMMISSIONERS:**  
**NOES:            COMMISSIONERS:**  
**ABSTAIN:        COMMISSIONERS:**  
**ABSENT:         COMMISSIONERS:**

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Jim Pechous, City Planner and  
Secretary of the Planning Commission

## ATTACHMENT 4

July 30, 2013

### City Council Hearing Draft Centennial General Plan ADDENDA/ERRATA LIST OF CHANGES AND ADDITIONS

#### A. GENERAL PLAN

##### Coastal Element

Page C-15. Policy headings are missing for policies C-3.01-3.04. Add headings as follows:

1. C-3.01. Visual Character and Aesthetic Resources Preservation.
2. C-3.02. Scenic View Corridors and Public Views
3. C-3.03. Architectural, Historical, Archaeological and Cultural Resource Preservation and Restoration.
4. C-3.04. Development Review.

##### Growth Management Element

5. Page GM-5. Policy GM-2.07 ends with “; and”. Replace with “.”

##### Historic Preservation Element

6. Page HP-4, Policy HP-2.02. Revise to read:

***HP-2.02. New Development.*** We require that all new single-family and multi-family residential development abutting historic resources, and new commercial and multi-family development of three or more units within a 300-foot radius from a historic resource be compatible with the historic resource in terms of scale, massing, building materials and general architectural treatment.

##### Land Use Element

7. Page LU-4, Table LU-1. The table columns “Proposed Maximum Density/Intensity (FAR)” and “Existing Maximum Density” are reversed and need to be “flipped.” As it reads now, it says there’s “No change” to existing. “Existing Maximum Density/Intensity” should be the heading for the first column on the left. For example, in the first row, Residential Very Low (RVL), the *existing* maximum density is 1 unit per 20 gross acres or per parcel, whichever is smaller. The “proposed Maximum Density/Intensity (FAR)” should read “No change”, logically meaning it is the same density as existing. Also, change “Existing Maximum Density” to “1993 General Plan Maximum Density”. “Flipping” the first two column headings should apply to the entire table – the content below the headings stays where it is. Add table headings to the top of each page of the table for quick reference.

8. Page LU-4, Table LU-1. Update the table to reflect the variations of building heights for the various new Neighborhood Commercial (NC) designations. Note that the former NC-1, 2 and 3 categories have been renamed to NC-1.1, 1.2 and 1.3 to accommodate the new categories that were created for the new FARs along El Camino Real, which are now designated NC 2 and NC 3. (see attached)
9. Page LU-16. To resolve possible conflicts between policies LU-5.01 and LU-5.03 re: expansion of "conforming" auto related uses (p. LU-16), revise Policy LU-5.01 to read:  

**LU-5.01. Existing Automobile-Related Service and Repair Uses along El Camino Real.** We consider automobile-related service and repair uses located along El Camino Real, existing as of the date of adoption of this General Plan, to be conforming land uses which may continue. Expansion of such uses or structures shall not be allowed. Modification of such facilities shall be designed to convey a high quality architectural and landscape character, consistent with the overall character and image of the City as specified in the Urban Design Element.
10. Page LU-16. Policy LU-5.02. Revise policy to allow new car rental businesses on El Camino Real if the new business is limited to an office use and with a limit of five (5) rental cars on site at any time.
11. Figure LU-1. Change City Hall land use designation from "Civic" (CVC) to "Residential, Medium-Density with Affordable Housing Overlay" (RM-AH).
12. Figure LU-1. Change site next to Calle Lago site to Light Industrial (LI) with a mixed use overlay.
13. Figure LU-2B: update to reflect Planning Commission recommendation to restore the Mixed Use designation to Coronado Lane.
14. Create new figure(s) (2A-2E) to reflect varying maximum FARs for Neighborhood Commercial uses. (see attached)
15. Update figures to reflect new numbering due to the addition of Neighborhood Commercial figures.

## **Mobility Element**

16. Page M-5, Policy M-1.17. Update section f. to read:
  - f. Encourage and where possible, require undergrounding or stealthing of overhead utility lines and equipment, cellular facilities and related ground-mounted structures.
17. Page M-6, Policy M-1.24. Remove items m. and n.
18. Add a policy similar to the City of Newport Beach's policy regarding basic transportation infrastructure decisions on normal and not "peak" seasons. Policy should be included in the Mobility and Complete Streets Element and referred to in the DEIR.
19. Page M-6. There is a gap in policy numbering between policies 1.25 and 1.27. Update policy numbers accordingly.
20. Page M-17. Implementation Measure 12. Eliminate the first sentence. It is redundant with Implementation Measure 14.
21. Figure M-2, Scenic Corridors Map. Revise to ensure consistency with wording in the Master Landscape Plan for Scenic Corridors.

## Natural Resources Element

22. Page NR-4. Add "ordinance" to the end of Policy NR-2.01.
23. Page NR-5. Add the following policy to the Aesthetic Resources section:
- NR 2.09. Public View Corridors.** The City will preserve and improve the view corridors, as designated in Figure \_\_\_\_ (Figure to be added showing designated sections of View Corridors) and encourage other agencies with jurisdiction to do so. Specifically, in its capital improvement programs and discretionary approvals, the City will seek to ensure that:
- A. Development projects shall require a view analysis to ensure they do not negatively impact the view corridor.
  - B. Utilities, traffic signals, and public and private signs and lights shall not obstruct or clutter views, consistent with safety needs.
  - C. Where important vistas of distant landscape features occur along streets, street trees shall be selected and planted so as to facilitate viewing of the distant features.
24. Page NR-5, Aesthetic Resources section. Add a new policy to identify locations of designated public view corridors, including the 4 identified in the Pier Bowl Specific Plan (Avenida Del Mar, Avenida Pico, Linda Lane, and Avenida Victoria) and along I-5. Staff to research and confirm currently designated public view corridors, including potential that Avenida Vista Hermosa has been previously designated.
25. Page NR-7, Policy NR-4.02. Revise policy as follows:
- NR-4.02. Offshore Oil Drilling and Support Facilities.** We oppose offshore oil drilling and Liquefied Natural Gas facilities, and prohibit on-shore support facilities for such extraction uses.
26. Page NR-14, Implementation Measures, Aesthetic Resources. Add the following:
- 10) Conduct a Visual Resource Assessment to identify Public View Corridors and specific sections of the Corridors meriting designation and consider expanding the list of the designated View Corridors as a result of the Assessment's finding.
27. Page NR-14 through NR-15. Renumber the remaining implementation measures in the Natural Resources Element.
28. Page NR-15.

## Public Services, Facilities and Utilities Element

29. Page PS-7, first paragraph, line 10 under "Water and Wastewater": change "Talia" to "Talega".

## Safety Element

30. Page S-6. Policy S-4.02 reads as an incomplete sentence. Add "streets" to the end of the policy.

31. Page S-6. General Plan Information. Update list of figures to reflect the combination of Figures S-4 and S-5 into one figure. Rename Figure S-4 to "Future Noise Contour Map" and delete Figure S-5.
32. Renumber Figure S-6 to S-5.

### Urban Design Element

33. Page UD-14, Implementation Measures, Compatibility. Add the following measure:
  - 8) Consider amending the Design Guidelines to address compatibility between buildings that back onto alleys adjacent to South El Camino Real, specifically addressing transition areas and the interface between commercial or mixed-use and residential uses.

### Glossary

34. Canyonization. Revise as follows:

**Canyonization.** A canyon-like effect created when blocks of buildings with multiple stories located along facing sides of a street overwhelm the pedestrian experience. A combination of setbacks on upper floors, landscaping and other design treatments can minimize or eliminate this effect. "Canyonization" is often considered to be incompatible with a positive pedestrian experience or village character in San Clemente, but can be used as a design tool to enhance the pedestrian experience.

35. Downtown Core. Update figure and revise to read:

**Downtown Core.** A subarea of Downtown and the Del Mar/T-Zone Focus Area, that includes those areas along both sides of El Camino Real between Avenida Palizada and Avenida Presidio/Avenida Rosa, and along both sides of Avenida Del Mar between and El Camino Real and Calle Seville, as shown in the Figure below.

36. Income, Above-Moderate, Extremely-Low, Low, Median, Moderate, and Very-Low. Revise as follows:

**Income, Above-Moderate.** A household whose income exceeds 120 percent of the County median income.

**Income, Extremely-Low.** "Extremely Low Income Household" shall mean persons and families whose household income does not exceed the qualifying limits for Extremely Low Income Households as established and amended from time to time in California Health & Safety Code §50106, as such limits are published annually by the California Department of Housing and Community Development.

**Income, Low.** "Low Income Household" shall mean persons and families whose household income does not exceed the qualifying limits for lower income families as established and amended from time to time pursuant to Section 8 of the United States Housing Act of 1937, as such limits are published annually by the California Department of Housing and Community Development, pursuant to Section 50079.5 of the California Health and Safety Code.



**Income, Median.** “Median Income” shall mean the median household income for the County of Orange, as published annually by the State of California Department of Housing and Community Development.

**Income, Moderate.** “Moderate Income Household” shall mean persons or families whose gross incomes do not exceed 120% of the Median Income adjusted for family size in accordance with adjustment factors adopted by the United States Department of Housing and Urban Development, as published annually by the California Department of Housing and Community Development, pursuant to Section 50093 of the California Health and Safety Code.

**Income, Very-Low.** “Very Low Income Household” shall mean persons and families whose household income does not exceed the qualifying limits for Very Low Income Households as established and amended from time to time pursuant to §10105(a) of the California Health & Safety Code, as such limits are published annually by the California Department of Housing and Community Development.

37. Mixed Use, Horizontal. Revise to read as follows:

**Mixed Use, Horizontal.** Mixed use, horizontal: Two or more different types of uses are placed next to each other, planned as a unit, and connected together with pedestrian and vehicular access. For instance, a subdivision containing single-family dwellings that is adjacent to a neighborhood commercial development and office complex.

38. Definitions of “Minor Remodel” and “Major Remodel”. Revise to be consistent with the Zoning Ordinance.

39. Definitions of “View Corridor” and “Scenic Corridor”. Revise as follows:

**Scenic Corridor.** A scenic corridor is a linear segment of major or minor streets, as described in the Master Landscape Plan for Scenic Corridors. Scenic corridors are designated to: 1) identify scenic highways and local arterials, 2) describe significant visual linkages between the resources and amenities of San Clemente, and 3) establish objective design and landscaping criteria to maintain quality visual experiences along such corridors through appropriate landscaping, enhancement and protection of public views. “Major” and “Minor” scenic corridors shall correspond to the Master Landscape Plan for Scenic Corridor’s definitions of “Major Urban/Recreation Corridor” and “Minor Urban/Recreation Corridor”, respectively.

**Public View Corridor (also, “Designated Public View Corridor”).** A view from a public right-of-way, public facility or other publicly-owned use area which is specifically designated in the General Plan and which provides the public at large with views of the Pacific Ocean, shoreline, coastal ridgelines, coastal canyons or other visual resources. Approximate boundaries of a view corridor are identified using a motorist’s, cyclist’s or pedestrian’s line of vision and are typically defined or enframed by landforms, structures and vegetation.

## B. DRAFT EIR

40. Chapter 1, Page 1-23, item 3-5. Provide the correct name of Regional Water Quality Control Board.

41. Chapter 5, Page 5.6-37. Delete "highway pricing".
42. Chapter 5, Section 5.14.3. Add an explanation of the method the traffic model used to analyze traffic, i.e. using normal, average traffic volumes rather than summer or peak demand periods.
43. Chapter 5, Section 5.14.8. Add mitigation measure to clarify that the City will no longer use results from roadway segment analysis to determine LOS levels for its intersections once multimodal results are available.
44. Chapter 7. Clarify exactly what is meant by "Alternative Land Use" and "Reduced Intensity Alternative" alternatives and what general plan objectives would not be met under these scenarios.
45. Table 7-1. Revise population number for the "No Project/1993 Adopted General Plan Alternative" to read "75,220".

2013

ATTACHMENT 5



# City of San Clemente



# Bicycle and Pedestrian Master Plan

Prepared by





### **Acknowledgements:**

*This Bicycle and Pedestrian Master Plan was prepared for the City of San Clemente under the direction of project manager Cliff Jones, Associate Planner, and the General Plan project manager, Jeff Hook, Principal Planner.*

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*This document is intended to fulfill project scope requirements for bicycle and pedestrian facility planning and to obtain City of San Clemente compliance with California Streets and Highways Code, Section 891.2 requirements for bicycle transportation plans.*



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## Plan Scope

This is the City of San Clemente's first *Bicycle and Pedestrian Master Plan*. It establishes San Clemente's bikeway system to be considered for implementation and identifies the need to integrate with the existing southern Orange County area regional bikeway system. It also provides broad recommendations to improve the overall walking environment.

This Plan's candidate recommendations are based on public input, coordination with City departments and community groups, as well as best practices employed by agencies around the country, and are in accordance with the American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities* and the *Manual of Uniform Traffic Control Devices (MUTCD)*, among others. Substantial sections of the Los Angeles County *Model Design Manual for Living Streets* have also been incorporated.



## General Plan Relationship

This Plan is a comprehensive document that implements goals and policies of San Clemente's *General Plan*. It incorporates text, maps and graphics highlighting project research, best practices and outreach. While the *General Plan* needs to address cyclists, pedestrians and multi-modal transportation, it can only do so in a general way. This *Bicycle and Pedestrian Master Plan* needs to be consistent with and support the *General Plan*. Its details can be readily referenced by City leaders, staff, citizens and advocates.

## Plan Compliance

### Streets and Highways Code Section 891.2

This plan satisfies the requirements of the California *Bicycle Transportation Act* (BTA, 1994), which mandates that California Department of Transportation (Caltrans) approval of this Plan certifies the City of San Clemente's eligibility for state-distributed bicycle facility funding.

### Master Plan of Arterial Highways (MPAH)

One of the primary local sources of funds for road projects is Orange County Transportation Authority (OCTA) Measure M grants. To be eligible, local agencies must adopt a *General Plan* Circulation Element that does not preclude implementation of the MPAH. An MPAH roadway unilaterally removed from or downgraded on the local agency's Circulation Element, and/or does not meet the capacity criteria, will result in the local agency becoming ineligible to participate in the Orange County Combined Transportation Funding Programs (CTFP). Therefore, any bicycle or pedestrian project impacts on MPAH roadway carrying capacity should be carefully evaluated.

## Significant Findings and Recommendations

Like many initial planning efforts, the majority of the proposed facilities tend to fill gaps in the existing system. The intent was to complete facilities so that cyclists and walkers can expect more consistent, and therefore safer and convenient conditions. However, this Plan also recommends additional programmatic improvements, particularly programs and policies related to education, encouragement, enforcement, evaluation and planning. In conjunction with the City's existing cycling and walking infrastructure, these programs and policies are intended to persuade more people to ride or walk to get around San Clemente, instead of automatically reaching for their car keys.

### Terrain and Development Patterns

The newer major roadways within San Clemente reflect up-to-date street standards and incorporate Class 2 bicycle lanes. However, these bicycle lanes commonly share roadways with high motor vehicle traffic volumes and posted speed limits. This means that although cyclists have wider, more visible facilities, they share the roadways with large numbers of faster moving motor vehicles.

Too many hills.  
Please make the town flat.

Survey comment

San Clemente's overall development patterns were driven by its hilly topography. Major arterials and connecting streets were laid out in relation to this terrain, which limited the number of feasible connections. This means that cyclists and walkers often have to use streets with grades significant enough to discourage casual use and less hilly alternate routes are not always available.

## Connectivity Issues

### Interstate 5

Freeways create connectivity problems for cyclists and walkers, especially where they must cross at interchanges without bicycle facilities or appropriate pedestrian facilities. While most interchanges have sidewalks, few have Class 2 bicycle lanes and some are not even designated as Class 3 routes. The roadway within the freeway right-of-way is often a gap in otherwise consistent bikeway facilities. Bicycle lane striping and signage remind drivers to be aware of cyclists. Without these important visual cues, cyclists feel less secure making the passage under or over a freeway.

While this Plan strives to take advantage of available freeway crossings away from interchanges, their distance from each other requires the consideration of all other crossing points, including those at interchanges because these locations are where many vehicular turning and lane-changing movements occur. "Enhanced" painted bicycle lanes at such locations have been shown to promote safety by increasing driver awareness of the presence of cyclists and walkers through improved visibility and this technique recently won state approval.

### Existing Informal Pathways

Formalize well-used pathways that have served as important circulation routes for a significant amount of time. Most of these occur along the Interstate 5 frontage. Some of these could serve a Safe Routes to School function.

### Low Volume Streets

Make some low volume streets one-way to allow space for sidewalks. Not all streets need this treatment, but entire neighborhoods may benefit from it, especially if busier streets are maintained as two-way to function more as arterials.

### Beach Route

Extend the beach route north and south to adjacent communities and the state park and make it more accessible to all non-motorized users.



## Lack of Bicycle Parking

Field review, survey comments and other community input clearly shows that there is a need for additional bicycle parking, especially in the downtown area. This can be seen as a blessing in disguise because the City can inaugurate an overall bicycle parking program that complements its aesthetics while employing the latest best practices. The City could seek air quality improvement or congestion mitigation program grants to fund bicycle parking programs.

“When using bicycles for transportation, the biggest oversight is nowhere to secure and park the bicycle at stores, etc.”

“There are almost no bicycle racks in San Clemente, which can be very frustrating.”

“More places to lock up my bike, especially in the downtown area, would be great.”

Survey comments

## Lack of Employment Site Amenities

One of the most common reasons survey respondents cite for not commuting by bicycle is the lack of lockers, showers or changing facilities at their work place. Past national polls have found that up to 20 percent of adults say they would sometimes bicycle to work if safe routes and workplace parking and changing facilities were provided. This relatively simple addition could encourage a higher percentage of commuters to consider getting to and from work other than by driving, helping to alleviate roadway congestion and on-site parking demand.

## Education

According to survey responses for this and other studies, many cyclists feel that drivers are generally not aware of and do not respect cyclists’ rights to use the roadways. Drivers counter that they frequently see cyclists disobeying basic traffic rules, especially riding the wrong way and ignoring stop signs and traffic signals.

Education can alleviate much of this misunderstanding, especially if learning takes place early. Education programs directed at both drivers and cyclists can help create an environment more conducive to riding and walking.

“I’m lucky to be seen by even one driver. In fact, I would say that on a daily ride I have to make at least one heroic move just to not get hit. The roads just are not user friendly.”

“There are way too many bicyclists blowing the stop signs or red lights and getting hostile at drivers who nearly hit them due to their own stupidity.”

Survey comments

As new bicycle facilities attract more cyclists, per-capita car-related collision rates decline, and increased numbers have been shown to increase safety. It is also well documented that the provision of sidewalks and other pedestrian amenities encourage more people to walk instead of drive. The Safe Routes to School Program offers ways to encourage more children to ride and walk. The program’s goal is to reduce childhood injury, obesity, respiratory illness and the risk of cardiovascular disease later in life. Both the City and school administrators will also benefit from fewer vehicles congesting pick-up and drop-off points and nearby streets.

## Candidate Projects

The proposed system includes a total of approximately 40 miles of new bikeways, in addition to the 26 miles in place in 2012. Table ES-1 shows the number of existing and proposed miles for each bikeway classification.

**Table ES-1: Candidate Bicycle Facilities**

Facility Types	Existing	Proposed	Totals
Class 1 Paths	3.8	6.7	<b>10.5</b>
Class 2 Lanes	20.4	14.7	<b>35.1</b>
Class 3 Routes	2.2	13.4	<b>15.6</b>
<b>Totals</b>	<b>26.4</b>	<b>34.8</b>	<b>61.2</b>

## Implementation

Plan implementation is necessarily multi-faceted. Besides adoption of goals and policies, it often includes implementation of programs and the pursuit of project funding, whether through the City's capital improvements project process or grant funding. The Plan addresses goals, policies, programs and projects that may not be feasible to implement right away, but are included to stir ideas and inspire long-term actions.

Following adoption of the Plan, the next tasks are getting the programs into the City's or appropriate school's budget, grant writing to fund projects and programs, amending City Engineering Standards and Design Guidelines for consistency, including projects in the City's ongoing capital improvements programs, and implementing goals and policies in the everyday processes of City management, whether in site plan review, traffic enforcement or street engineering decisions.

Recommendations include education and outreach programs that can be implemented by the City, schools, volunteers and Orange County Sheriff's Office. Implementation ultimately rests on the community and City's desire to make the Plan a reality.





## 1.1 Context

A growing number of communities are discovering the value of their streets as important public spaces for many aspects of daily life. People want streets that are safe to cross or walk along, offer places to meet people, link healthy neighborhoods and support a vibrant retail mix. More people are enjoying the value of farmers' markets, street festival and gathering places. More people want to be able to walk and ride bicycles in their neighborhoods. People from a wide variety of backgrounds are forming partnerships with schools, health agencies, neighborhood associations, environmental organizations and other groups in asking their city councils to create streets and neighborhoods that fit this vision.

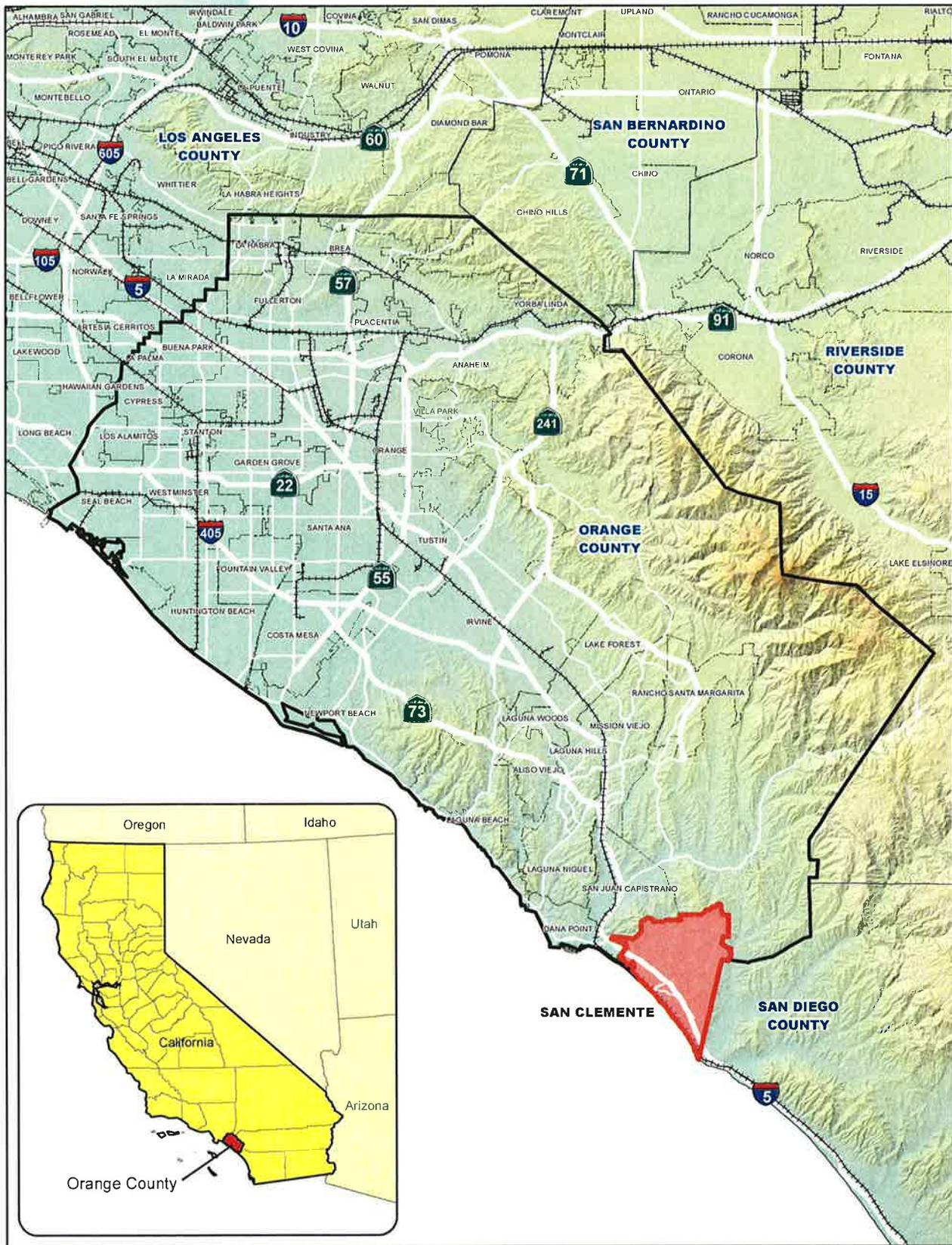
## 1.2 Methodology

The City of San Clemente wants to promote a safe, convenient and efficient environment for bicycle and pedestrian travel. During the development of this *Bicycle and Pedestrian Master Plan*, a comprehensive approach was used to identify bicycle and pedestrian needs throughout the City, to review conditions, to examine potential improvements, to identify opportunities to connect and integrate existing and proposed facilities and to prioritize implementation strategies in accordance with viable funding sources. This plan is conceptual, since precise alignments and details will be determined through the design and implementation process. This plan includes text and graphics from the Los Angeles County *Model Design Manual for Living Streets* (MDMLS), which the City is adopting as its design manual, particularly the manual's Chapters 5 to 9, and portions of Chapters 1, 2 and 11.

This *Bicycle and Pedestrian Master Plan* should be responsive to any *General Plan* changes that could affect circulation patterns. This plan provides a framework for the future development of the City's bicycle and pedestrian network and also ensures City eligibility for local, state and federal funding for bicycle and pedestrian projects.

From a regional perspective, San Clemente's location within the transportation network is addressed in related sections of the Circulation Element of the City's *General Plan*. This *Bicycle and Pedestrian Master Plan* emphasizes the importance of linking bicycle routes to regional transit routes. These routes are noted in the Southern California Association of Governments (SCAG) *Regional Transportation Plan Non-Motorized Transportation Report* and the Orange County Transportation Agency (OCTA) *Commuter Bikeway Strategic Plan* (CBSP) and will be included in SCAG's ongoing *Regional Bicycle and Pedestrian Plan* to ensure continued access to other transportation systems, such as bus and commuter rail.

Figure 1.1: Regional Setting





OCTA's Measure M grants are a primary source of funds for County roadway projects. To be eligible, local agencies must adopt a *General Plan* Circulation Element that does not preclude implementation of the Master Plan of Arterial Highways (MPAH). An MPAH roadway unilaterally removed from or downgraded on the local agency's Circulation Element, and/or does not meet the capacity criteria, will result in the local agency becoming ineligible to participate in the Orange County Combined Transportation Funding Programs (CTFP). Therefore, any bicycle (or pedestrian) project impacts on MPAH-defined roadway carrying capacity should be carefully evaluated.

### 1.3 Study Area

The project study area was the City of San Clemente. Surrounding communities and unincorporated County areas were also evaluated for connection opportunities with the regional network via San Clemente's bikeway system (See Figure 1.1: Regional Setting). This plan addresses on-street bicycle facilities, as well as discussing pedestrian walkways and multi-use pathways.

### 1.4 Objectives

Through public input and comments from community groups and City staff, three primary issues emerged:

- The community desires a comprehensive bikeway system serving destinations throughout the City.
- The community desires that pedestrian facilities be improved, especially sidewalk continuity and pedestrian safety.
- Driver and cyclist education and enforcement are needed to improve safety and awareness for all.

### 1.5 Understanding User Needs

This plan was developed with a "cyclist's and pedestrian's perspective" by planners who routinely commute by bicycle, as well as walk, and fully understand the implications of alternative travel. For example, many of the potential bicycle routes were ridden to experience them firsthand, particularly routes or locations noted in public comments as uncomfortable to most users due to high motor vehicle speeds and volumes. The planners' analysis resulted in recommendations portrayed in clear text and graphic format. Pedestrian needs were identified during field work and through review of documents and public input.

## 1.6 Cycling and Walking Benefits

There are numerous health, environmental and economic benefits related to cycling and walking:

### Health Benefits

#### Stress Reduction

Exercise in general has been shown to decrease anxiety and stress levels. Cycling, running and walking on a regular basis are fun ways to exercise and take advantage of their stress-reducing capabilities.

#### Weight Loss

The United States' (and world's) population is becoming increasingly obese. Outdoor activities that encourage cycling and walking are a great way to help lose weight since they burn fat, which helps individuals feel better.

#### Health Benefits

Studies have shown that regular exercise lowers the risk of high blood pressure, heart attacks and strokes. In addition to heart disease, regular exercise can also help to prevent other health problems such as non-insulin dependent diabetes, osteoarthritis and osteoporosis. Exercise also relieves symptoms of depression and improves mental health.

#### Improved Cardiovascular Fitness

Exercise improves heart and lung fitness, as well as strength and stamina.

A smaller percentage of people cycle or walk in the United States than in many other parts of the world and the nation is a petroleum consumption leader. Motor vehicle traffic is a significant contributor to air pollution, leading to many negative effects on the environment, such as increased emissions of harmful greenhouse gases including carbon dioxide, carbon monoxide, methane, nitrous oxide and volatile organic compounds. These pollutants and irritants in the air can cause asthma, bronchitis, pneumonia and decreased resistance to respiratory infections. Increased cycling, walking and using public transportation helps to reduce fossil fuel emissions which helps to clean the air.

In other California cities like Palo Alto, Pasadena, Chico, Long Beach, Santa Barbara and San Diego, innovative projects, good facilities and bicycle-friendly local policies are boosting the share of trips taken by these pollution-free vehicles. San Clemente's Mediterranean climate supports cycling and walking virtually year round. State and federal fiscal support is available for bicycling and walking facilities. There is tremendous untapped potential, particularly for the increased use of bicycles, to meet our transportation needs. According to the California Environmental Protection Agency – Air Resources Board:





- More than half of commute trips and three out of four shopping trips are under five miles in length, which are ideal for cycling. Forty percent of all trips are under two miles.
- A comprehensive review of non-motorized travel data indicates *“considerable latent demand for bicycling and walking will be released if infrastructural impediments to these modes are removed or mitigated.”*
- About 27.3 percent of the driving age public (age 16 and older) reported they rode a bicycle at least once during the summer of 2002, which equates to approximately 57 million persons age 16 or older who rode a bicycle.
- Cycling can be an excellent choice for exercise. Recent exercise recommendations include a minimum of one hour of daily moderate exercise, such as cycling, for children and adults to promote health and vigor and to maintain body weight.

### Environmental Benefits

Reduced greenhouse gas (GHG) emissions, energy efficiency and reduced traffic fatalities and injuries are significant benefits attributable to cycling and walking. It will be especially difficult to reach State of California GHG reduction targets for transportation without increasing the amount of cycling and walking. The future impact of several recent legislative acts may therefore be enhanced by the implementation of effective bicycle and pedestrian master plans.

#### Assembly Bill 32 - Global Warming Solutions Act

AB 32 calls for the reduction of greenhouse gas emissions and sets the 2020 emissions reduction goal into law. This act also directs the California Air Resources Board to develop specific early actions to reduce greenhouse gases, while also preparing a scoping plan to identify how best to reach the 2020 limit.

#### Senate Bill 375 - Redesigning Communities to Reduce Greenhouse Gases

This bill seeks to reduce vehicle miles traveled through land use and planning incentives. Key provisions require the larger regional transportation planning agencies to develop more sophisticated transportation planning models and to use them for the purpose of creating “preferred growth scenarios” in their regional plans that limit greenhouse gas emissions. The bill also provides incentives for local governments to incorporate these preferred growth scenarios into the transportation elements of their general land use plans.

Replacing just one percent of vehicle trips with bicycle trips in the South Coast Air Quality Management District\* would reduce vehicle miles traveled by 1,027,214 miles per year, as well as reduce smog-forming gases by 1.38 tons/day, particulates by 0.25 tons/day and carbon monoxide by 7.78 tons/day.

\*Includes the southern two-thirds of Los Angeles County, all of Orange County, and the western urbanized portions of Riverside and San Bernardino Counties

Source: California Environmental Protection Agency – Air Resources Board

## California Government Code Section 65302 (2)

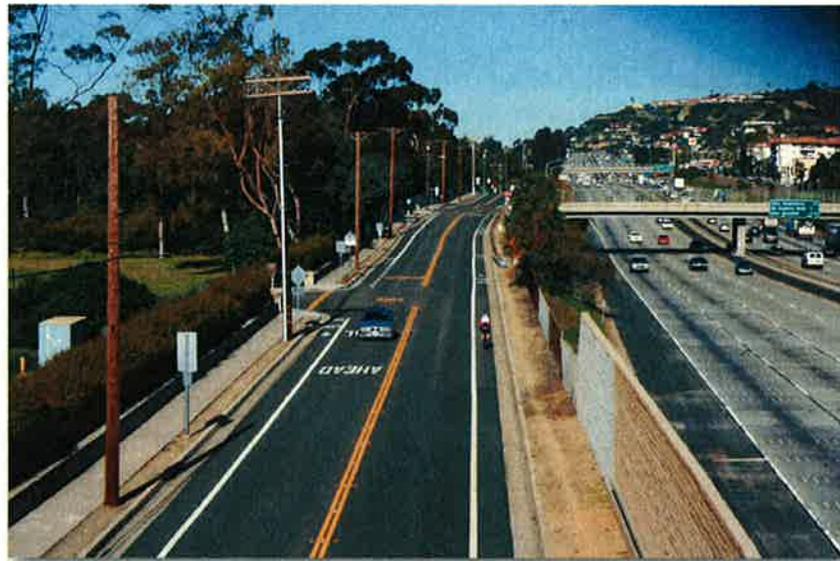
This code section requires cities revising their circulation elements to modify them to plan for a “...balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.” The code specifically defines users of streets, roads and highways as bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation and seniors.

## Individual Economic Benefits

Cycling and walking are low cost activities easy to incorporate into an individual’s daily life such as commuting to work or running errands. In mild climate areas, such as San Clemente, cycling and walking can occur year round. Cycling or walking to and from work can also save money. Based on an hourly wage of \$10.00, a driver must work 300 hours per year to pay for his or her commute. A cyclist only has to work about 30 hours per year to operate his or her bicycle. Walking is even more cost-effective for short distances.

## 1.7 Field Work

Much of the fieldwork consisted of cycling San Clemente’s streets to obtain firsthand experience. The remainder of the field work consisted of driving routes and examining areas about which public input had been given. To get a sense of daily bicycle use volumes, user counts for this project were conducted by members of PEDal, San Clemente’s local cycling and walking advocacy organization. These counts are summarized in Appendix H.



Avenida Del Presidente and Interstate 5



## 1.8 Community Input

Community involvement consisted of project discussions at General Plan update workshops at two locations and an on-line questionnaire. While the primary focus of the General Plan meetings was the update itself, the *Bicycle and Pedestrian Master Plan* was an integral component of the update process. Facility description and existing condition informational plots on boards were displayed, along with large, high-resolution, color aerial photo maps of the entire community spread out on central tables. Attendees were encouraged to make comments on any of the provided maps about walking or cycling routes throughout the City. This included where they do or do not walk or ride now, why or why they do not walk or ride those routes, any gaps in existing facilities or other deficiencies, as well as where they would like to see additional facilities. Laptop computers with wireless Internet connection were provided at all public meetings for attendees to use to fill out the on-line questionnaire.

Additional meetings conducted for this project included a presentation at a Health in Motion forum sponsored by the Health Committee of the San Clemente Collaborative, an alliance of social service agencies, nonprofit organizations, educators and city officials who work together on issues that affect the San Clemente community, including community health and active transportation. Another project meeting was a combined Safe Routes to School walk audit and parent/volunteer training session at Marblehead Elementary School. There were also meetings with City staff and the General Plan Advisory Committee, as well as PEDal, San Clemente's bicycle and pedestrian advocacy organization, providing user counts at a number of locations.

An on-line questionnaire was developed to solicit input from residents who either could not attend the General Plan workshops or who had additional comments after attending a workshop. On-line questionnaires have proved their value because they allow residents who are uncomfortable commenting in a public setting to do so privately. Being able to compose their thoughts at their leisure and usually at home often results in more comments overall and more in-depth insight about specific location than what is generally provided at public meetings alone. Two similar surveys for walking and biking were provided on-line throughout the project. 93 residents filled out the on-line pedestrian survey and 161 completed the cycling survey.

**Would you like to encourage more students to WALK or BIKE to Marblehead Elementary School?**

**Join us...**



**...for a Walking and Biking Assessment.**

**We will evaluate the streets around Marblehead Elementary School to identify safety issues.**

**Your suggestions will be used to develop an action plan to encourage more students to walk and bike to school.**

**Date: Tuesday, March 1st, 2011  
Location: Marblehead Elementary School  
Multipurpose Room  
Time: Walk Audit @ 4:00pm and Meeting @ 6:30pm**

*Safe Routes to School - Walking and Biking Assessment Flyer*





This chapter lists the goals, policies and implementation measures developed for this Plan, in conjunction with the Mobility Element of the General Plan.

**Goal:**

*City-wide bicycle and pedestrian facilities that provide an integrated, direct, safe and convenient network for all users.*

**Policies:**

- P-1.1. We shall consider every street in San Clemente as a street that cyclists could use.
- P-1.2. We shall employ bicycle-friendly infrastructure design using new technologies and innovative treatments where necessary to improve bicyclists' safety and convenience.
- P-1.3. We shall evaluate roadway level of service performance from a multi-modal, Complete Street perspective.
- P-1.4. Traffic control devices and transportation infrastructure will be operated to serve the needs of all users of the roadway, including motorists, pedestrians and cyclists.
- P-1.5. In determining the appropriate standard to apply to a given situation, the City will seek to maximize cyclists' and pedestrians' safety, comfort and convenience in balance with the other roadway users.
- P-1.6. In preparing City land use plans and CIPS, we address bicycle needs, including:
  - a. attractive destination facilities such as bicycle lockers, showers, and changing rooms conveniently located for cyclists (e.g., a Bike Station);
  - b. facilities for bicycle parking within newly built and renovated multi-family residential developments, condominium and apartment conversions, multi-use and non-residential sites;
  - c. safe, secure and convenient bicycle parking; and
  - d. wayfinding systems and traffic control signage or markings for all bicycle routes.
- P-1.7. We coordinate with other jurisdictions for regional on-road and off-road bicycle and pedestrian facility planning, as well as facility acquisition and development efforts.
- P-1.8. We link on-road and off-road bicycle and pedestrian facilities within San Clemente to existing and planned facilities in adjacent and regional jurisdictions.
- P-1.9. Where feasible, the City connects off-road trails with the on-road transportation.
- P-1.10. The City encourages and supports bicycle use as an efficient and legitimate mode of transportation, especially for connecting gaps between destinations and transit stops and rail stations.
- P-1.11. The City encourages and supports skateboard use as an efficient and legitimate mode of transportation to connect gaps between destinations and transit stops and rail stations.

- P-1.12. All bicycle facilities are maintained according to a management plan to be adopted by the City.
- P-1.13. We develop and maintain a network of sidewalks, crosswalks and other pedestrian facilities throughout the City as specified in the Bicycle and Pedestrian Master Plan.
- P-1.14. We utilize Federal and State guidelines and standards for traffic operations, signal timing, geometric design, Universal Access (ADA) and roadway maintenance that facilitate walking and bicycling at intersections and other key crossing locations.
- P-1.15. We shall utilize the Caltrans *Highway Design Manual* and other infrastructure guidelines as appropriate to design and maintain bicycle and pedestrian facilities to high safety standards.
- P-1.16. The City shall require unpaved bicycle and pedestrian trails on City-controlled property to be built and maintained using recognized best practices.
- P-1.17. The City shall require the intersections of local roads with the Interstate 5 freeway and toll roads to be designed using a "Complete Streets" approach.
- P-1.18. Bicycle and pedestrian network wayfinding and information shall be provided through signs, markings or other technologies.
- P-1.19. We shall consider using the right-of-way outside that of the roadway limits to install safe and convenient bicycle and pedestrian facilities.
- P-1.20. We shall explore the formalization of existing informal bicycle and pedestrian paths where appropriate.
- P-1.21. Integrate bicycle and pedestrian facility installation and maintenance into the roadway and maintenance planning process.
- P-1.22. When roadway repairs are done by the City or other agencies, such as utilities, the roadway shall be restored in accordance with City standards, with restriping suitable for cycling, as appropriate.
- P-1.23. Where feasible, we design bikeways beyond the minimum required widths, but within Federal, State or local standards (For example, Class 2 lanes should not exceed eight feet in width to avoid confusion as driving lanes.)
- P-1.24. We retain existing bikeways when a roadway is reconstructed, reconfigured or improved. When designated bikeways must be temporarily removed, they should be replaced on nearby, convenient and parallel routes.
- P-1.25. We review all new capital improvement projects and private development projects to ensure consistency with the Bicycle and Pedestrian Master Plan and with the Mobility and Complete Streets Element.
- P-1.26. We shall consider implementing bicycle and pedestrian improvement projects as part of other street improvement projects.



- P-1.27. We provide convenient, secure, attractive and easy to use bicycle parking at public buildings, commercial areas, multi-family residential development projects, and at schools and parks and encourage other agencies to provide bicycle parking for rail transit and Park-n-Ride facilities.
- P-1.28. Provide access paths to transit centers and commuter rail stations to encourage walking and cycling.
- P-1.29. Maintain riding surfaces suitable for cycling on all designated, on road bicycle facilities in accordance with a management plan to be adopted by the City.
- P-1.30. Maintain and sweep streets and bikeways in compliance with the City Street Sweeping Program.
- P-1.31. Maintain bicycle and pedestrian signage and pavement markings so they are in good working condition.
- P-1.32. We encourage public pedestrian improvement projects such as public art, fountains, street trees, lighting and directional signs.

### **Implementation Programs:**

- I-1.1. Identify and designate Class 2 lanes where there is enough curb-to-curb pavement width.
- I-1.2. Install vehicle actuation to detect bicycles when intersections with signals are rehabilitated (CVC 21450.5).
- I-1.3. Install bicycle detector pavement markings at traffic signals using best practices and adopted State or Federal standards when intersections with signals are rehabilitated.
- I-1.4 Integrate development of the cycling network into larger land use planning and development projects.
- I-1.5. Maintain riding surfaces suitable for cycling on all designated, on-road bicycle facilities in accordance with a management plan to be adopted by the City.
- I-1.6. Periodically (for example, when the BPMP is updated and as part of the LTFP), review official databases of bicycle and pedestrian accidents, analyze their causes and locations, and strive to reduce collisions through infrastructure improvements, community outreach and education, and law enforcement efforts.
- I-1.7. Develop standards that require bicycle accommodations (such as parking, lockers and showers) in new or significantly rehabilitated non-residential developments.
- I-1.8. Ensure walking routes are integrated into new greenways and open space areas, where appropriate, and encourage them in existing greenways and open space areas.
- I-1-9. The City will recognize skateboarding as a legitimate form of transportation and accommodate it in its transportation policies and, where appropriate, in street and other public improvements. City will revise ordinances as necessary to accommodate safe skateboard use.

**Goal:**

*Adults and children are educated and encouraged to be safe cyclists and pedestrians.*

**Policies:**

- P-2.1. We encourage and support the creation of comprehensive safety awareness programs for pedestrians, skateboarders, cyclists and drivers.
- P-2.2. We encourage City staff, employees, residents and visitors to walk and bicycle as often as possible.
- P-2.3 Support and promote education and awareness of pedestrian and bicyclists rights and behaviors, as well as risk avoidance, among the motoring public.
- P-2.4 We improve appropriate legal access to public lands for cyclists and pedestrians.

**Implementation Programs:**

- I-2.1. Include bicycle and walking safety lessons in City recreation programs and collaborate with local schools and law enforcement to offer bicycle and pedestrian skills and safety education programs.
- I-2.2. Assist employers in implementing a comprehensive bicycle awareness program for their employees.
- I-2.3. Expand the Safe Routes to School program, including International Walk/Bike to School events, and encourage all schools to get involved.
- I-2.4. Consider designating a law enforcement liaison officer for the bicycle and pedestrian community.
- I-2.5. Provide training opportunities for engineering and planning staff on ways to integrate bicyclists and pedestrians with the transportation network.
- I-2.6. Provide training and public outreach opportunities about bicyclists' and pedestrians' legal rights and duties for City engineering and planning staff, as well as for law enforcement officials.
- I-2.7. Provide an outreach and education component to coincide with the first installation of any new type of bicycle facility as part of the implementation of the associated capital improvement project.
- I-2.8. Develop a City-wide bicycle map.
- I-2.9. Collaborate with local businesses, bicycle shops, non-profits, schools, and government agencies to produce and distribute bicycle and pedestrian safety materials.
- I-2.10. Encourage City officials and employees, as well as other employers, to participate in "Bike to Work Month" and "Bike to Work Week."
- I-2.11. Collaborate with local off-road advocacy groups, conservation non-profits, State Parks, adjacent jurisdictions and the Donna O'Neil Land Conservancy to develop a plan for off-road trail facilities.





I-2.12. Establish a bicycle-friendly business program to encourage and facilitate use of alternative modes of transportation by employees and customers: <http://www.bikeleague.org/programs/>

I-2.13. Consider establishing an Active Transportation Coordinator position to work with City departments and advocacy groups to support and coordinate efforts to improve alternative transportation modes and to implement the Bicycle and Pedestrian Master Plan.

**Goal:**

*Children in San Clemente have a safe environment in which to walk, skateboard and bicycle to school.*

**Policies:**

P-3.1. We improve and maintain alternative transportation infrastructure and assign a high priority to improvements along primary pedestrian and bicycle routes to schools.

Implementation Program:

I-3.1. Provide assistance to school districts in facility planning and transportation operations to ensure safety for users of all modes during school pick-up, drop-off and other special events

**Goal:**

*Cycling and walking are encouraged through improvements that support smart growth, public transit, lowered greenhouse gas emissions and healthy lifestyles.*

**Policies:**

P-4.1. We utilize non-motorized transportation solutions as a tool for achieving economic development and environmental sustainability goals.

P-4.2. We pursue Federal, State, County, regional and local funding opportunities to increase bicycle and pedestrian mode share percentages to improve transportation system performance and air quality by creating a balanced multi-modal transportation system.

P-4.3 We require the construction or rehabilitation of bicycle facilities and/or "bicycle friendly" Improvements as a condition of approving new development in accordance with Zoning Ordinance Standards.

P-4.4 We encourage bicycle and pedestrian-oriented site design in commercial areas.

P-4.5 We design bicycle and pedestrian network linkages that directly connect to retail and commercial centers.

P-4.6 We require development projects and site plans to be designed to encourage pedestrian connectivity among buildings within a site, while linking buildings to the public bicycle and pedestrian network.

**Implementation Programs:**

- I-4.1. Track mode shift to quantify greenhouse gas reductions.
- I-4.2. Establish mode shift/share goals.

**Goal:**

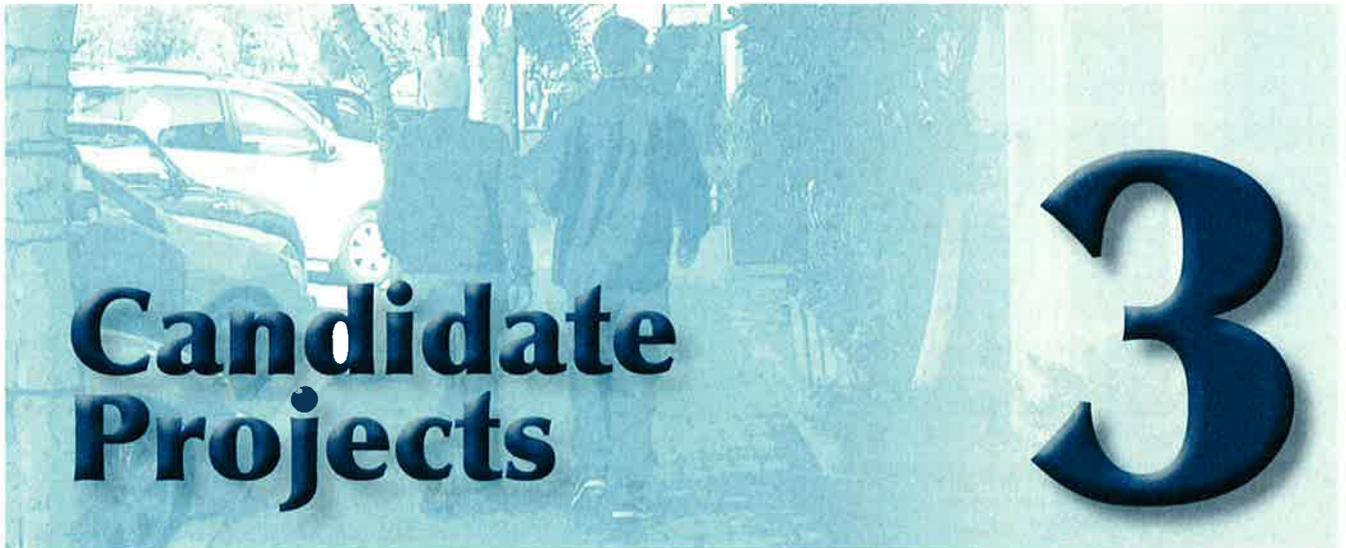
*Walking is encouraged with a complete pedestrian network that provides safe, continuous and convenient access to major destinations such as transit, employment centers, schools, beaches, parks, other recreation areas, retail and neighborhoods.*

**Policies:**

- P-5.1. Should the City defer construction of street improvements as part of any development approval, the property owner may be required to sign an agreement to participate in the installation of the improvements when a more complete street improvement project is feasible.
- P-5.2. All new streets shall have provisions for the adequate and safe movement of pedestrians, in accordance with the American Disabilities Act.
- P-5.3. Sidewalks or pathways are desirable in all areas.
- P-5.4 As funding permits, we will install or require as a condition of development approval pedestrian facility improvements such as installation of signs, signals, street crosswalks, proper lighting, pedestrian-activated signals, street trees, placement of benches, transit shelters, shade and other ancillary pedestrian features.
- P-5.5 We ensure that substandard public sidewalks and paving in public areas are repaired or replaced in accordance with the Sidewalk Repair Program.
- P-5.6 We give high priority to providing pedestrian and bicycle access to all public facilities and transit stops and will coordinate with OCTA as necessary.
- P-5.7 We may approve certain commercial uses in public sidewalks in the Pedestrian Overlay District when those uses benefit the overall pedestrian environment.

**Implementation Programs:**

- I-5.1. Prepare and maintain an inventory of sidewalk facilities to determine where pedestrian improvements are most needed to insure continuous safe pedestrian routes throughout the City.
- I-5.2. Retrofit streets and require developments to install public improvements that provide disabled access and mobility on public streets, as required by State or Federal law.
- I-5.3. Work towards closing existing gaps in the City's pedestrian network.



### **3.1 Development Priorities**

The proposed projects shown in this chapter are a combination of planned and candidate bicycle and pedestrian facilities. Planned projects are those in existing City plans and documents, but have yet to be implemented. Since these projects have yet to be implemented, analyzing them along with the candidate projects subjects all of them to the same level of scrutiny and prioritization criteria. These projects were then itemized into Prioritized Projects, which are those that will have a significant impact on the existing bikeway system, such as closing major gaps and extending or developing bicycle paths, lanes or routes along major transportation corridors.

As part of project analysis, a number of attributes were incorporated into a GIS model to produce Figure 3.1: Bicycle and Pedestrian Suitability Model, which depicts the areas most likely to support walking and biking. For the criteria used to develop this model, see the appendix. This relative suitability was used to help assign priorities. The prioritization criteria used to identify which routes are likely to provide the most benefit to the City's bikeway system can be found in the appendix.

The numbering used to identify projects within each bikeway facility class in the following sections does not necessarily imply priority beyond the facility category. Bikeway facility implementation has no specific time line, since the availability of funds for implementation is variable and tied to the priorities of the City's capital projects. This chapter's tables list candidate projects and the associated figures identify their locations. The candidate projects noted in the following tables as "additional" are follow-up recommendations to be evaluated for future prioritization and potential implementation.

This Plan also highlights a range of candidate public improvements to benefit pedestrians. Increasing sidewalk widths, landscaping, street furniture and parking in commercial areas all help separate pedestrian and vehicular traffic, while improving the appearance of the community and supporting retail storefronts and restaurant uses.





The planned system builds upon existing bicycle and pedestrian facilities throughout the City with enhancements to overall connectivity, including support facilities. This network, coupled with driver, cyclist and pedestrian and education, enforcement and promotional programs, will create a more bicycle and pedestrian-friendly community. The anticipated result is an increase in residents choosing to ride a bicycle or walk to nearby destinations.

The Plan policies attempt to balance the need for pedestrian use of the public right-of-way within the physical limitations of certain areas of the City. In many cases, streets in hilly coastal areas have little or no space for sidewalks. In other areas, a lack of enough existing improvements may make it difficult for pedestrian facilities to be installed without leaving a piecemeal system. This occurs especially with in-fill developments, which are likely to be typical of future residential areas in the future. For these reasons, policies that allow flexibility in determining where pedestrian improvements will be required are included.

The enactment of the *Americans with Disabilities Act (ADA)* has made it mandatory that public rights-of-way be improved to permit safe and efficient wheelchair access and use. For this reason, pedestrian ramps will be needed throughout the City where sidewalks are provided. Other requirements will also have to be met to provide clearance for wheelchairs around street signs, street lights, trees, mailboxes, etc. Neighborhoods devoid of all sidewalks are not as problematic as areas with only piecemeal walkway systems. An able-bodied walker can more easily navigate abrupt ends to walkways than a person with disabilities. In neighborhoods with no walkways, all users have to utilize the street, making this more equitable under ADA.

In addition to sidewalk improvements and crosswalk enhancements, properly timed pedestrian crossing signals should be provided at all signalized intersections with pedestrian access. This is particularly important at major streets with wide roadways that may be difficult for senior citizens and disabled persons to cross. Balancing the needs of pedestrians with the need to move vehicular traffic will require the City's ongoing attention.

### **3.2 Candidate Bicycle Projects**

The following maps and tables describe the candidate bicycle projects developed through project analysis and City staff, community and advocacy group input. Pedestrian project and criteria are addressed in a subsequent section of this chapter.

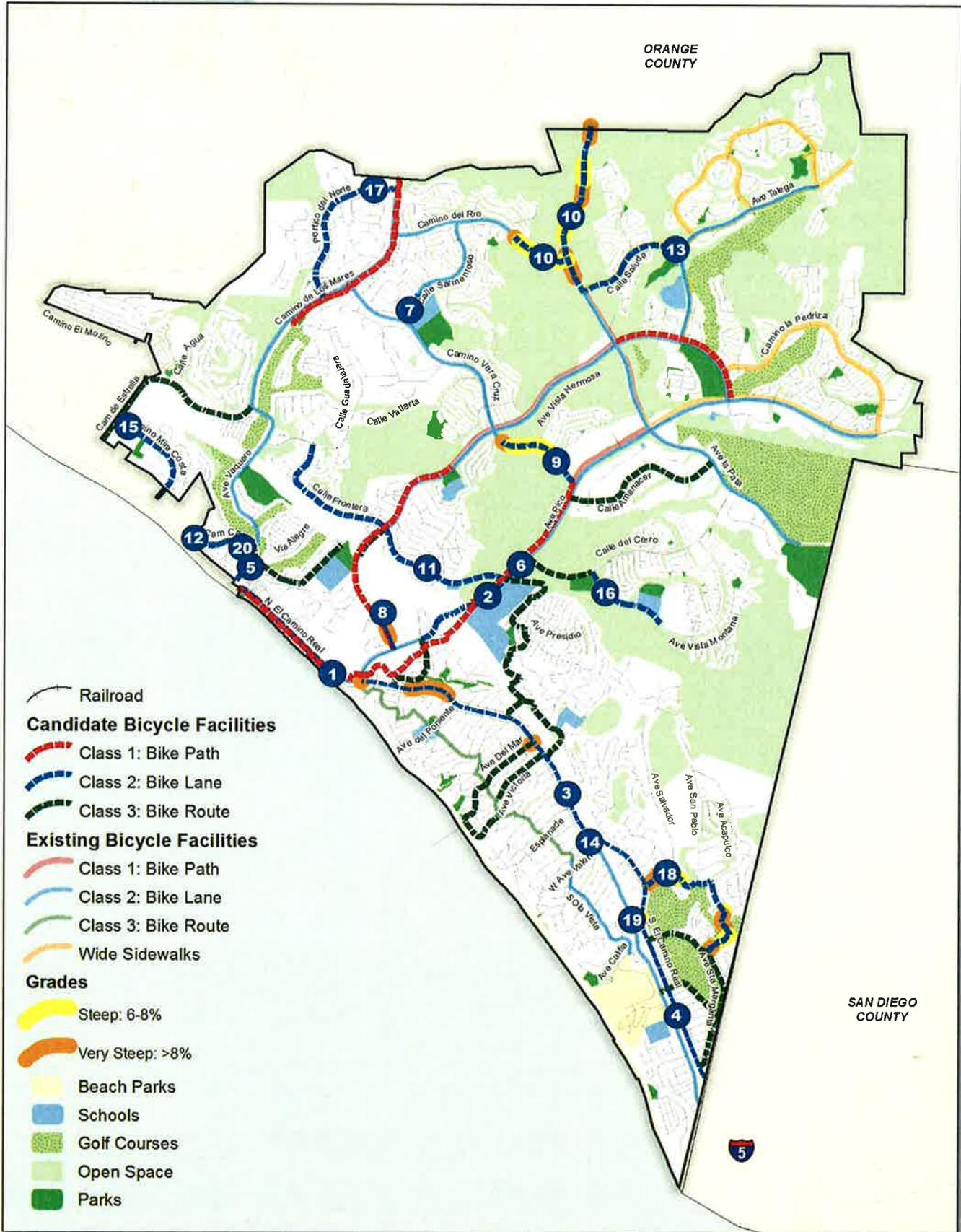




**Table 3.1: Candidate Class 1 Bicycle Facilities**

Rank	Roadway Segment	Miles	Limits	Avg Slope	Max Slope
1	El Camino Real	0.9	Camino Capistrano and Avenida Estacion	0%	1%
	<ul style="list-style-type: none"> <li>• Connects with Dana Point’s multi-use path</li> <li>• Provides mutli-use corridor along railroad tracks</li> <li>• 12’ bicycle path</li> <li>• Precise layout to be determined</li> <li>• Planned City Project. Refer to El Camino Real Class 1 Bicycle Path Proposed Design Layout</li> </ul>				
2	Avenida Pico	2.1	Camino Vera Cruz and El Camino Real	4%	13%
	<ul style="list-style-type: none"> <li>• Provides bicycle path along Avenida Pico from Camino Vera Cruz to Metrolink Station</li> <li>• Primarily utilizes drainage channel parallel to Avenida Pico</li> <li>• At-grade crossings and tunnels provide connections to local streets and under I-5</li> <li>• Reference Avenida Pico Cycling Corridor Study</li> <li>• Precise layout to be determined</li> </ul>				
3	Avenida Vista Hermosa	1.51	Camino Faro and Via Turqueza	3%	7%
	<ul style="list-style-type: none"> <li>• Expands existing bicycle path to Camino Faro</li> <li>• Provides access and connectivity to Marblehead Elementary School and Marblehead Park from neighborhoods across Ave Vista Hermosa</li> <li>• Moving existing sound wall near Camino Faro needed to fit bicycle path or sidewalk. Retaining wall may be needed for adjacent slope</li> <li>• Significant costs to acquire right-of-way needed</li> <li>• Potential impacts to residential properties and existing landscaping</li> <li>• Design path to keep as many existing trees as possible to provide a buffer from roadway</li> </ul>				
4	Avenida Vista Hermosa	0.4	Ave La Pata and Ave Pico	3%	5%
	<ul style="list-style-type: none"> <li>• Convert existing wide sidewalks to meet Caltrans Class 1 requirements</li> <li>• Connects residential with regional commercial</li> <li>• Planned Project from OCTA Commuter Bikeways Strategic Plan</li> </ul>				
5	Camino De Los Mares	1.2	Calle Nuevo and Portico del Norte	1%	3%
	<ul style="list-style-type: none"> <li>• Existing 8’ meandering sidewalk</li> <li>• Install graded 2’ clearance one each side to meet Caltrans Class 1 Multi-use Path design criteria</li> <li>• Located on HOA property. City will need to coordinate with HOA to convert wide sidewalk into multi-use path</li> <li>• Increase wayfinding for bicycles</li> <li>• Increase bicycle crossing signage at intersections</li> <li>• Consider Class 2 if Class 1 not feasible</li> </ul>				

Figure 3.3: Candidate Class 2 Bicycle Facilities







**Table 3.2: Candidate Class 2 Bicycle Facilities**

Rank	Roadway Segment	Length (Miles)	Limits	Avg. Slope	Max Slope
1	North El Camino Real	1.0	City Limit and Ave Pico	1%	4%
	<ul style="list-style-type: none"> <li>Existing pavement width: Varies - Connects with City of Dana Point</li> <li>Suggested configuration at Camino Capistrano, 65': 2x11' travel lanes, 1x14' right-turn-only lane, 1x12' bicycle path, 1x2' bicycle path barrier, 1x6' bicycle lane, 1x4' bicycle lane buffer, 1x5' center median</li> <li>Suggested configuration at Camino San Clemente, 64': 3x11' travel lanes, 1x12' bicycle path, 2x6' bicycle lanes and 1x2' center median, 1x2' bicycle path barrier, 1x3' bicycle lane buffer</li> <li>Suggested configuration at narrowest point, 56': 2x11' outer travel lanes, 1x11' inside northbound lane, 1x12' bicycle path, 1x2' center median, 1x2' bicycle path barrier, 1x7' bicycle lane buffer</li> <li>Suggested configuration between Avenida Estacion and Ave Pico: Enhanced Class 3 Bicycle Route with Sharrows due to narrow width</li> <li>Planned Project from OCTA Commuter Bikeways Strategic Plan</li> <li>Refer to El Camino Real Class 1 Bicycle Path Proposed Design Layout</li> </ul>				
2	Avenida Pico	1.54	Calle De Los Molinos and Calle Del Cerro	1%	5%
	<ul style="list-style-type: none"> <li>Planned pavement width: Varies</li> <li>Planned Project from OCTA Commuter Bikeways Strategic Plan and I-5 HOV Lane Extension and Reconstruction of Avenida Pico Interchange Project</li> <li>Precise layout to be determined</li> <li>Reference Avenida Pico Cycling Corridor Project</li> </ul>				
3	El Camino Real	2.8	Ave Pico and Calle Del Comercio	3%	5%
	<ul style="list-style-type: none"> <li>See El Camino Real Alternatives - Precise layout to be determined</li> <li>Planned Project from OCTA Commuter Bikeways Strategic Plan</li> </ul>				
4	El Camino Real	0.9	Calle Del Comercio and City limit	1%	3%
	<ul style="list-style-type: none"> <li>See El Camino Real Alternatives - Precise layout to be determined</li> </ul>				
5	Avenida Vaquero	0.1	Via Cascadita and Camino Capistrano	2%	4%
	<ul style="list-style-type: none"> <li>Existing pavement width: 55' - Suggested configuration: Four 11' travel lanes, 5.5' bicycle lanes</li> <li>Completes missing bicycle lane on westbound lanes</li> <li>Precise layout to be determined</li> </ul>				
6	Ave Pico	0.87	Calle Frontera/Ave Presidio and Calle Del Cerro	2%	6%
	<ul style="list-style-type: none"> <li>Existing southbound pavement width: 44' (Bicycle lanes exist on northbound side)</li> <li>Suggested configuration: Three 11' travel lanes, 6' bicycle lane and 5' bicycle lane buffer and increase bicycle awareness signage and directional signage</li> <li>Completes missing southbound bicycle lanes. Study needed to address deceleration lanes. Precise layout to be determined</li> <li>MPAH Designation. Any road diet or physical reconfiguration will need OCTA approval</li> </ul>				
7	Calle Sarmentoso	0.2	Camino Vera Cruz and Via Sage	3%	5%
	<ul style="list-style-type: none"> <li>Existing pavement width: 36'- Connects Truman Benedict Elementary and Bernice Ayer Middle School</li> <li>Bicycle lane exists on northbound lane adjacent to school and on both sides north of school</li> <li>Suggested configuration: Stripe bicycle lane on southbound lane to provide "climbing lane" for cyclists going uphill to Camino Vera Cruz. Install Shared Lane Markings on northbound lane to connect to school and existing bicycle lanes north of school entrance. Lanes should retain existing width for school buses. Increase bicycle awareness signage, school zone and directional signage</li> <li>Requires right-of-way acquisition and potentially significant costs</li> <li>Planned Project from OCTA Commuter Bikeways Strategic Plan</li> </ul>				

**Table 3.2: Candidate Class 2 Bicycle Facilities (Continued)**

Rank	Roadway Segment	Length (Miles)	Limits	Avg. Slope	Max Slope
8	Ave Vista Hermosa	0.2	Marblehead Coastal	5%	6%
	<ul style="list-style-type: none"> <li>Existing pavement width: 51' - Suggested configuration: Two 13' travel lanes, one 12' center turn lane and one 8' bicycle lane (northbound) with 5' parkway strip between travel and bicycle lane</li> <li>Connects to planned commercial development within Marblehead Coastal from Ave Pico</li> <li>Planned Project from Marblehead Coastal Specific Plan</li> </ul>				
9	Camino Vera Cruz	0.6	Calle Aquamarina and Ave Pico	7%	9%
	<ul style="list-style-type: none"> <li>Existing pavement width: 64' - Proposed configuration: Four 11' travel lanes, one 10' raised median, two 5' bicycle lanes</li> <li>Closes bicycle lane gap between existing bicycle lanes on Camino Vera Cruz to Ave Pico</li> <li>Reducing raised landscaped center median from 15' to 10' required to install bicycle lanes</li> <li>Increase bicycle awareness signage and directional signage</li> <li>MPAH Designation. Any road diet or physical reconfiguration will need OCTA approval</li> <li>Planned Project from OCTA Commuter Bikeways Strategic Plan</li> </ul>				
10	Camino Del Rio/ Ave La Pata extension	1.5	Ave La Pata and City limit	N/A	N/A
	<ul style="list-style-type: none"> <li>Continues bicycle lanes on Avenida La Pata throughout entire segment</li> <li>See La Pata Avenue Gap Closure and Del Rio Extension Project</li> <li>Planned Project from OCTA Commuter Bikeways Strategic Plan</li> </ul>				
11	Calle Frontera	1.8	Calle Guadalajara and Ave Pico	5%	12%
	<ul style="list-style-type: none"> <li>Existing pavement width: 39' and 40' - Provides parallel route to I-5 between Ave Vaquero and Ave Pico</li> <li>Consider adding east side sidewalk, complete streets concepts such as roundabouts as intersection control at Avenida Faceta and increase bicycle awareness signage and directional signage</li> <li>Planned Project from OCTA Commuter Bikeways Strategic Plan</li> </ul>				
12	Camino Capistrano	0.5	City limit and Ave Vaquero	4%	10%
	<ul style="list-style-type: none"> <li>Existing pavement width: 40' and 65' - Provides connection to El Camino Real/PCH and Shorecliffs Middle School</li> <li>Increase bicycle awareness signage and directional signage</li> <li>MPAH Designation - Any road diet or physical reconfiguration will need OCTA approval</li> <li>Planned Project from OCTA Commuter Bikeways Strategic Plan</li> </ul>				
13	Calle Saluda	0.7	Ave La Pata and Ave Talega	6%	10%
	<ul style="list-style-type: none"> <li>Existing pavement width: 45' (Adjacent existing multi-use path)</li> <li>Provides on-street connection between multi-use path and bicycle lanes on Ave La Pata and Ave Talega</li> <li>Increase bicycle awareness signage and directional signage</li> <li>Candidate San Clemente Bicycle and Pedestrian Master Plan Project</li> </ul>				
14	Ave Valencia	0.1	El Camino Real and Ave Del Presidente	8%	9%
	<ul style="list-style-type: none"> <li>Existing pavement width: 52' - Connects planned route on El Camino Real with bicycle lanes on Ave Del Presidente</li> <li>Increase bicycle awareness signage and directional signage</li> <li>Planned Project from OCTA Commuter Bikeways Strategic Plan</li> </ul>				



Rank	Roadway Segment	Length (Miles)	Limits	Avg. Slope	Max Slope
15	Camino Mira Costa	0.7	Camino De Estrella and Camino Capistrano	2%	5%
	<ul style="list-style-type: none"> <li>Existing pavement width: 63' - Connects Calle De Estrella and Camino Capistrano</li> <li>Add additional bicycle awareness signage and directional signage</li> <li>MPAH Designation. Any road diet or physical reconfiguration will require OCTA approval</li> </ul>				
16	Ave Vista Montana	0.6	Calle Del Cerro	5%	10%
	<ul style="list-style-type: none"> <li>Existing pavement width: 44' - Connection Clarence Lobo Elementary and Rancho San Clemente Park</li> <li>Increase bicycle awareness signage, school route and directional signage</li> <li>Candidate for bicycle lanes if cycling activity increases</li> <li>Bicycle lane configuration: two 11' travel lanes, one 12' center turn lane, two 5' bicycle lanes</li> <li>Climbing lane configuration: 11' travel lane with adjacent 6' bicycle lane southbound between Cam Del Cerro and Futura, including both entrances to Ave Vista Montana from Calle Del Cerro. 13' center turn lane and 14' lanes with Shared Lane Markings northbound between Futura and Calle Del Cerro.</li> <li>Climbing lane configuration provides dedicated bicycle lane for cyclists climbing on Ave Vista Montana without impeding vehicular traffic. Downhill shared lanes since some cyclists can travel at vehicular speeds. Also increases drivers' awareness that cyclists will be sharing lane.</li> </ul>				
17	Portico del Norte	1.0	Camino De Los Mares and Diamante	6%	12%
	<ul style="list-style-type: none"> <li>Existing pavement width: 39' - Connects residences to Camino De Los Mares</li> <li>Increase bicycle awareness signage and directional signage</li> <li>Downhill direction can be Class 3 with Sharrows</li> </ul>				
18	Ave San Gabriel, Ave San Pablo, Ave Acapulco, Ave Adobe and Calle Bahia	1.1	El Camino Real and Ave Santa Margarita	5%	14%
	<ul style="list-style-type: none"> <li>Existing pavement width: Varies</li> <li>Provides connection to El Camino Real, Vista Bahia Park, Trestles, existing trails, and San Clemente Municipal Golf Course from residential neighborhoods</li> <li>Increase bicycle awareness signage and directional signage</li> <li>Downhill direction can be Class 3 with Sharrows</li> <li>Planned Project from the OCTA Commuter Bikeways Strategic Plan</li> </ul>				
19	I-5 Crossing	0.1	Ave Del Presidente and El Camino Real	5%	14%
	<ul style="list-style-type: none"> <li>Existing pavement width: 28'</li> <li>Connects bicycle lanes on Ave Del Presidente and El Camino Real</li> <li>Crosses over I-5 without an interchange</li> <li>Add additional bicycle awareness signage and directional signage</li> </ul>				



# ATTACHMENT 6



Figure LU-2A  
**NEIGHBORHOOD COMMERCIAL (Shorecliffs)**







Figure LU-2D  
**NEIGHBORHOOD COMMERCIAL**

(Avenida La Pata at Avenida  
 Vista Hermosa and Avenida Pico)

7.25.13 0 250 500 Feet





Figure LU-2E  
**NEIGHBORHOOD COMMERCIAL (Avenida Pico at Camino la Pedriza)**



7.25.13 0 250 500 Feet