

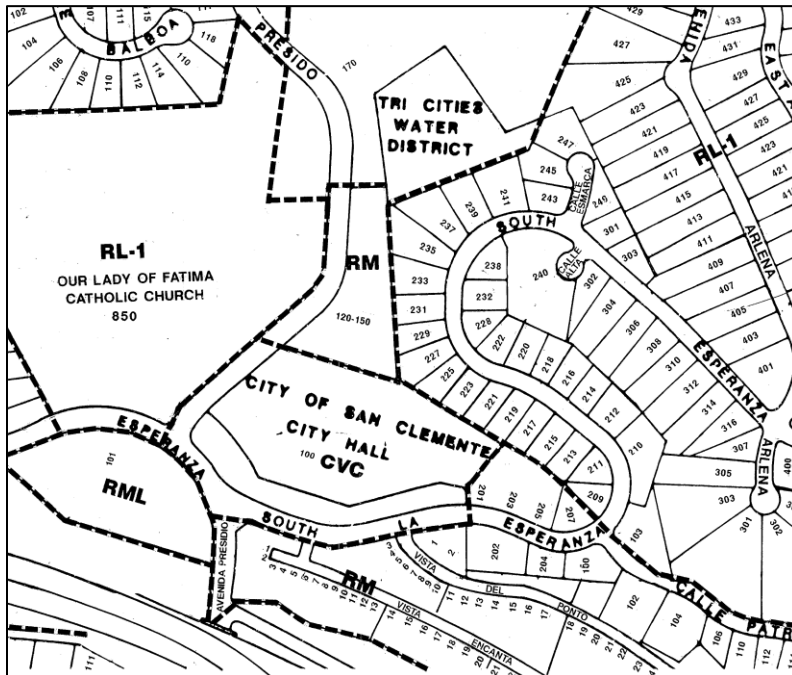
SUMMARY OF COMMENTS AND EVALUATION, UNRESOLVED GENERAL PLAN POLICY ISSUES

1. Should the City Hall site (100 Avenida Presidio) designation be changed from Civic to R-2 with AH overlay? (Figure LU-1, Land Use Map)

Figure A: Aerial oblique of City Hall site.



Figure B: Zoning Map



Background:

Housing Element identifies this site as a potential affordable housing site. City Council has indicated this site may eventually be sold for development, and directed that it be considered as part of the new General Plan. Neighbors have identified concerns with geologic stability, parking availability and traffic associated with redevelopment. Current "Civic" zoning would allow redevelopment with day care homes, government offices, public safety facilities, and projects initiated by outside agencies (e.g. utilities), without rezoning.

Geology: There is evidence of recent soil movement from upper bank onto City Hall parking lot during winter storms.

Any new development, whether the property retains its existing land use or is changed to a residential land use, would require detailed, site specific engineering geology studies to determine

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development feasibility and required mitigation, where appropriate.

Parking and Traffic: New development would be required to provide all required parking on site and to evaluate traffic impacts to hilly streets with limited sight distance. Street improvements may be required.

Other: Site is close to Interstate 5. Noise will be needed to be mitigated through proper wall, window and door construction. Existing storm and sanitary sewers appear adequate for new development; water infrastructure may require new main from La Esperanza to provide a “looped” water system.

2. Should new car rental businesses be allowed on El Camino Real? (p. LU-16, Policy LU-5.02)

Background: El Camino Real (ECR) is lined on both sides with several land use zones: “C-2” and NC2 north of the Downtown Core, MU 3-CB-A in the Downtown Core, NC 2 from the Downtown Core south to the I-5 overpass, and NC 3 and MU 5.1 from the I-5 overpass south to City limits. Except for “oversized vehicles”, Vehicle Rental Facilities are now allowed or conditionally allowed in all of these zones *except* MU zones. Vehicle Rentals are subject to special development standards found in section 17.28.310 of the Zoning Ordinance, intended to maintain compatibility with adjacent residential uses. Vehicle Rental Facilities are not permitted in any MU zone, or in Coastal and Recreation Serving or Regional Commercial zones.

The proposed Draft General Plan would expand the MU zone along north, central and south ECR, thereby reducing the areas along ECR where Vehicle Rental Facilities would be permitted. The reason it’s being reduced is to promote pedestrian-oriented uses and design along ECR. As proposed, such uses would continue to be allowed or conditionally allowed in the NC (Neighborhood Commercial) 2, NC 3, CC (Community Commercial) 1, CC 2, and NC 3 zones. LU 5.02, as proposed, would further restrict Vehicle Rental Facilities by prohibiting new facilities and expansions of existing facilities along ECR (in *any* zone) and other commercial areas within a Pedestrian Overlay.

3. Should the mixed use overlay designation proposed in North Beach (at Calle Lago) be expanded to include adjacent self-storage warehousing parcel(s)? (Figure LU-2A, Mixed Use Areas Map)

On June 10th, the Commission heard a property owner request to revise the proposed MU zoning in the North Beach area, adjacent to Calle Lago, to retain the existing “Industrial” or “M-2” zoning, and to add a MU “overlay”, instead of rezoning the property to Mixed Use. The property is shown in Figure C. Mark McGuire was concerned that the proposed land use change would make his current use legal, non-conforming. As an alternative, the City Planner suggested that policy language could be added that would deem existing industrial uses to be considered conforming, similar to the approach used for existing automobile-related uses along El Camino Real. Commissioners supported policy language which would allow the existing self-storage use to continue indefinitely as legal, conforming uses until such time as use changes. New uses would need to conform to MU development and use standards.

Figure C – Calle Lago Area, Existing Zoning

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Figure D – Calle Lago Mixed-Use Area



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Based on the Commission's direction, staff suggests the following policy be added:

LU-10.20. ***Existing Self-Storage/Mini-Warehouse Facilities.*** We permit the continuation of Self-Storage/Mini-Warehouse facilities existing as of the date of adoption of this General Plan and located in the North Beach Mixed-Use Zone. 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.

4. Define "Minor Remodel" and "Major Remodel." (p. 16, Glossary)

Background: Chapter 17.72 of the Zoning Ordinance, *Non-Conforming Structures and Uses*, and the Zoning Ordinance Definitions, describe "Major Alterations" and "Minor Alterations" for purposes of determining when and how the non-conforming ordinance standards apply. To non-conforming structures and uses, the Zoning Ordinance defines these as:

"Minor Architectural Alteration" means an alteration to the exterior finish, architectural details, and building materials, excluding alterations to the structural frame of exterior walls and roofs. Examples include, but are not limited to: changing exterior building materials, changing colors and finishes of materials, replacing windows, installing doors and windows in new openings, and modifying the color and type of guardrails.

"Major Alteration" means an alteration to a building's structural frame of exterior walls or roof (and which does not meet the definition of a "Minor Architectural Remodel.")

"Alteration" and "Remodel" are synonymous. Staff recommends these definitions, or something very close to these, be used to define "Minor Remodel" and "Major Remodel", subject to the same requirements and exceptions as described in Ch. 17.72 of the Zoning Ordinance.

5. Re-define "View Corridor" and "Scenic Corridor" to differentiate these terms. (pp. 17 and 21, Glossary)

Background: At its July 10th meeting, the Commission directed that "Scenic Corridors" and "View Corridors" be defined so as to differentiate these terms in the new General Plan. The draft Glossary now treats these terms as synonymous, which they are not. Staff recommends the Commission include the revised definitions below, or something like them, in the new General Plan Glossary:

a) 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.

b) 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


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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.

6. Revise Scenic Corridors Map, M-2, to ensure consistency with wording in the Master Landscape Plan for Scenic Corridors. Consultant will revise Map M-2 accordingly.

7. Add policy to Nat. Res. Element, Aesthetic Resources section, re: "View Corridors" to include existing designated view corridors, including the four in the Pier Bowl Specific Plan, plus Victoria and Linda Lanes. Revise Fig. NR-1, Aesthetic Resources and Fig. M-2, Scenic Corridors, accordingly.

Staff recommends the following policy be added to the Natural Resources Element, Aesthetic Resources section:

a. **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.

8. Add implementation measure to Natural Resources Element to prepare visual assessment and designate additional view corridors.

Staff recommends the Commission add the following implementation measure:

Under Aesthetic Resources:

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.

Renumber the remaining implementation measures in the Natural Resources Element.

9. Resolve possible conflicts between LU-5.01 and LU-5.03 re: expansion of "conforming" auto related uses (p. LU-16)

Background:

The Commission was concerned that although the intent of the new General Plan was to preclude the development of new automobile-related uses along El Camino Real and to encourage the relocation of existing ones, Policy LU-5.03 may conflict with that intent. As worded, it could allow the

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expansion of automobile-related uses. Draft Policy 5.03 now reads:

LU-5.01. ***Existing Auto Related Service and Repair Uses along El Camino Real.*** We consider auto 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.

Staff suggests revising the policy 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. Revise HP-2.06 to address commercial development (p. HP-4, Policy HP-2.06, “New Development”)

Draft Policy HP-2.06 currently reads:

HP-2.01. ***New Development.*** We require that new development abutting single-family and multi-family dwellings and adjacent to or 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.

The Commission was concerned that this policy did not reflect the City’s current practice or intent, and directed that the policy be revised accordingly. Staff recommends the following revised wording:

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.

11. Define “designated view corridor” in Glossary. (p. 21, Glossary)

Done. See Item 5, above.

12. Link income level definitions in Glossary to State standards. (p. 10, Glossary)

Commissioners ask to link income level definitions to some adopted standard, in case these changed over time. Using standards developed by the State of California and applied to City affordable housing projects, staff recommends the income level definitions be revised as follows:

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

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median income.

b) 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.

c) 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.

d) 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.

e) 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.

f) 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.

13. Revise “Downtown Core” definition. (p. 6, Glossary)

The Commission directed that the Downtown Core definition be revised 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.

Figure: Downtown Core Map (to be revised as a line map)

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14. Revise “Mixed Use, Horizontal definition. (p. 12, Glossary)

The Commission deleted “(but not attached)” from the definition and directed that “Mixed Use, Horizontal” be defined to read:

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.

15. Add “utility boxes.” (p. M-5/Policy M-1.17(f).

The Policy is revised as follows:

M-1.17. Streetscapes and Major Roadways. During the design, construction or significant modification of major roadways, we will promote scenic parkways or corridors to improve City’s visual quality and character, enhance adjacent uses, and integrate roadways with surrounding districts. To accomplish this, the City will:

- a. Update and implement the Master Landscape Plan for Scenic Corridors;
- b. Encourage the creation and maintenance of median planters and widened parkway plantings;
- c. Retain healthy, mature trees in the public right-of-way, where feasible;
- d. Emphasize the planting and maintaining California Native tree species of sufficient height,

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spread, form and horticultural characteristics to create the desired streetscape canopy, shade, buffering from adjacent uses, and other desired streetscape characteristics, while considering impacts to public view corridors.

- e. Encourage the use of water-conserving landscaping, street furniture, decorative lighting and paving, arcaded walkways, public art, and other pedestrian-oriented features to enhance the streetscape appearance, comfort and safety.
- f. Encourage and where possible, require undergrounding or stealthing of overhead utility lines and equipment, cellular facilities and related ground-mounted structures.

16. Add “and Liquefied Natural Gas (LNG) facilities” after “drilling.” (p. NR-7/Policy 4.02).

The policy is revised 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.

17. Revise last sentence in “Canyonization” definition. (p. 3 of Glossary)

The definition of “Canyonization” is revised 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.

18. Add an Implementation Measure that the City will consider design guidelines for buildings that back on the alley adjacent to the residential areas of South El Camino Real (west of Interstate 5). (Urban Design Element, p. UD-14).

Staff recommends the Commission add the following implementation measures under

Compatibility

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.

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