

**MINUTES OF THE ADJOURNED REGULAR MEETING  
OF THE CITY OF SAN CLEMENTE  
PLANNING COMMISSION  
June 11, 2013 @ 4:00 p.m.  
City Council Chambers  
100 Avenida Presidio  
San Clemente, CA 92672**

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**1. CALL TO ORDER**

Chair Avera called the Regular Meeting of the Planning Commission of the City of San Clemente to order at 4:12 p.m.

**2. PLEDGE OF ALLEGIANCE**

Chair pro tem Brown led the Pledge of Allegiance.

**3. ROLL CALL**

Commissioners Present: Nesa Anderson and Jim Ruehlin; Chair pro Tem Donald Brown and Chairman Lew Avera

Commissioners Absent: Barton Crandell, Michael Kaupp, and Vice Chair Julia Darden

Staff Present: Jim Pechous, City Planner  
Jeff Hook, Principal Planner  
Bill Cameron, City Engineer  
Thomas Frank, Transportation Engineering Manager  
Eileen White, Recording Secretary

**4. SPECIAL ORDERS OF BUSINESS - None**

**5. MINUTES - None**

**6. ORAL AND WRITTEN COMMUNICATIONS**

Email dated June 11, 2013, from Brenda Miller, resident, providing a copy of City Council's unanimous resolution directing staff to integrate the San Clemente's Bicycle and Pedestrian Master Plan into the City's updated Circulation element.

Email dated June 11, 2013 from Cheryl Moe, resident, concerning Draft Centennial General Plan Coastal Element policies regarding coastal canyons protection.

Brenda Miller, resident, questioned whether the Draft General Plan Mobility and Complete Streets Element had been fully integrated with the Bicycle and Pedestrian

Master Plan (BPMP) as directed by City Council at their January 17, 2012, regular meeting; suggested the updated Mobility and Complete Streets Element before the Commission this evening did not accurately reflect revisions made during Planning Commission review; and asked the Commission remove the Mobility and Complete Streets Element from tonight's agenda.

Michael Metcalf, resident, supported Ms. Miller's request for a delay; noted he experienced frustration while trying to locate certain portions of the document; suggested the Commission consider other elements on the agenda to give the public additional time to evaluate the mobility element.

Pete van Nuys, resident, supported the request to delay consideration of the Draft Mobility and Complete Streets Element, suggested substantial wording changes had watered down the document; noted that multimodal traffic LOS metrics have been developed and are available for inclusion rather than waiting on further direction as recommended by staff; commented that the public should have final authority over what is ultimately adopted rather than staff, OCTA representatives, or elected officials.

Don Kunze, resident, came to the podium and was silent for 3 minutes.

Jeff Hook explained that the policies and implementation measures in the Draft BPMP are now fully integrated into the Draft Mobility and Complete Streets Element and so the Draft looks very different from earlier versions. He suggested that some of the text differences referred to by Ms. Miller could be the result of the consultant reorganizing the document to integrate it with the BPMP and/or stylistic changes. Staff noted that the revised Draft Element followed previous Commission direction and recommended the Commission review the Draft, as publicly advertised and agendized.

The Commissioners concurred to move ahead with the document review this evening and record, discuss, and revised as necessary in the event discrepancies are identified.

**7. CONSENT CALENDAR - None**

**8. PUBLIC HEARING**

**A. Public Hearing Draft Centennial General Plan (Hook)**

The Planning Commission will continue its review of the Public Hearing Draft Centennial General Plan. At this meeting, the Commission is expected to review the Draft Mobility and Complete Streets, Beaches Parks and Recreation, Natural Resources and Coastal Elements.

The Draft Plan was prepared by the City's consultant, The Planning Center, with extensive input received during over 50 public workshops and meetings held by the General Plan Advisory Committee (GPAC), a 25-member citizen committee appointed by the City Council, and the City's Planning Commission. The Commission will review draft goals, policies and programs and may change, delete or add language in 12 General

Plan chapters, or “elements” that address a wide range of issues, such as Land Use, Mobility and Complete Streets, Beaches, Parks and Recreation and Safety. Once adopted, the Centennial General Plan will help guide public and private decisions regarding land use, fiscal issues, capital improvements, public safety and many other important aspects of San Clemente’s character and quality of life through 2028. The Draft Plan, Initial Environmental Study and Notice of EIR Preparation are available on the City’s website at <http://san-clemente.org/sc/News1.aspx?PageID=1>.

Chair Avera provided an overview of the General Plan Update process and its progression through the review process to date; reviewed the procedures to be followed while reviewing the document this evening; suggested Brenda Miller, as the representative from PEDal be given up to 10 minutes to speak during the public hearing for each portion of the Element.

Brian Judd, consultant, The Planning Center, noted that certain goals and/or policies were not reflected word for word in an effort to make the format consistent throughout the document; commented that some policies/implementation measures have been combined and/or eliminated due to redundancy; advised that during tonight’s review he can search the document using key words, compare wording with working copies of the document and provide input as to any identified discrepancies.

Chris Gray, representing Fehr and Peers, the City’s traffic engineering consultant, was available to answer traffic model related questions. For the record, Chair pro tem Brown established from Mr. Gray that all City existing and future interchanges were included in the traffic model.

Tom Frank responded to questions and explained proposed revisions as necessary.

Bill Cameron was available for questions.

Jeff Hook introduced the Mobility and Complete Streets Element for review. He recommended the Commissioners review the annotated text sections describing possible alternative language suggested by staff and the Summary Matrix, hear public testimony, and provide direction to staff.

Chair Avera opened the public hearing.

#### Public Testimony Regarding Mobility and Complete Streets:

Michael Metcalf questioned the use of “where feasible” instead of more forceful language; established from staff that the intent of the term “where feasible” is to apply a policy in all cases, except where it can be demonstrated that an policy or implementation measure is not feasible;

requested the item be continued to allow additional time to review the document.

Brenda Miller suggested “where feasible” and “should be” should be struck from the document because these terms could be used to justify exclusion of improvements that would benefit the public; noted Measure M funds are used to mandate that cars have priority in the public right-of-way, which creates critical, life and death situations for non-automobile users; noted CEQA standards do not consider the safety of bike users and continues to give motorists priority; recounted instances where she has been harassed on public streets by motorists; stressed that streets must be designed with multimodal guidelines to ensure the safety of all users; noted some communities have done away with the Master Plan of Arterial Highways because it is antiquated; noted importance of adopting multimodal levels of service to meet Complete Streets goals and the need to measure levels of service from multimodal perspectives; stressed the need to set mode share goals to determine if goals toward multimodal mobility are being met.

Jeff Hook advised that staff and the consultant had discussed modal share goals with GPAC but had not yet identified workable modal shift goals for the City. He explained that many cities do include modal shift goals in their general plans quantify the change in the number of persons using various transportation “modes” over time. He added that such goals are intended as tools to help Council, citizens and staff evaluate cities’ progress in achieving multimodal goals and policies and where policy or program amendments are needed.

Commissioner Anderson commented that setting mode share goals sounds like social engineering to her. It is good to measure what is happening and understand cost benefits, and for the City to provide safe transportation for all users to the best of its ability, but not as important to know how many people stop driving their cars and choose another mode of transport.

Chair pro tem Brown endorsed creating a mode share table based on other cities’ experiences.

Tom Frank suggested a revision to Policy M-1.08 regarding transportation mode choice to address concerns expressed by Ms. Miller and the policy was revised accordingly.

#### Public Testimony Regarding Safety:

Brenda Miller, resident, commented that traffic should be defined as including motorists, bicyclists, pedestrians, animals and any other conveyances; noted speed plays a role in managing safety; commented

the City of Newport Beach is very dangerous for bicyclists due to its high speeds on arterial roadways.

Public Testimony Regarding Parking:

Brenda Miller suggested changes to the introduction to clarify types of parking; endorsed the creation of shared parking as a goal with incentives to set buildings back from the street and provide places for people to gather; supported creation of incentives that allow bike, Neighborhood Electric Vehicle (NEV), motorcycle and scooter parking to be used to help satisfy a portion of required automobile parking requirements; noted Long Beach was rejuvenated when on-street automobile parking spaces were removed to make room for bicycles, motorcycles, etc.

Public Testimony Regarding Freight Movement:

Brenda Miller suggested revision to address conversion of alleys behind the buildings on Avenida Del Mar to paseos and meeting places; suggested a new trash collection policy that would minimize negative impacts to residential, restaurant uses; described a trash collection policy using bike transit from business to main receptacles which would eliminate large and noisy trucks from collecting trash from the City's alleyways.

Chair Avera closed the public hearing.

**Mobility and Complete Streets Element**

The Commissioners reviewed the Mobility and Complete Streets Element with staff, discussed potential revisions/comments, and took straw votes to ensure majority concurrence. Recommended revisions are as follows:

*Mobility and Complete Streets*

- Secondary Goals, no. 5, staff recommended revision accepted.

*Roadway System*

- Introduction (2), staff recommended revision accepted
- Introduction (3), staff recommended revision accepted with revision to insert "and appropriate" following "When feasible"; leave in "street furniture"
- Policy no. M-1.01.b, staff recommended revision accepted.
- Policy no. M-1.01.c, staff recommended revision accepted.
- Policy no. M-1.01.c, last sentence revised to strike, "or for these...considerations."

- Policy no. M-1.01.c I, ii, iii, iv, staff recommended revision accepted.
- Policy no. M-1.02 staff recommended revision rejected.
- Policy no. M-1.08 staff recommended revision accepted with revision to replace “multi modal use” with “multi modal uses,”; leave in “reduce automobile use”; leave in “based on locally collected data”; insert “and” after “reduce automobile use”
- Policy M-1.10, staff recommended revision accepted.
- Policy M-1.11, staff recommended revision accepted.
- Policy M-1.12, (11) staff recommended revision accepted with revision to leave in “and/or retrofitted”
- Policy M-1.12, (12) staff recommended revision rejected.
- Policy M-1.14, staff recommended revision accepted.
- Policy M-1.17, staff recommended revision accepted.
- Policy M-1.25, policy to remain in place as is until City Attorney review; staff to return with map showing scenic corridors; definitions of “minor scenic corridors,” “major scenic corridors,” and “view corridors”
- Policy M-1.28, staff recommended revision accepted.
- Policy M-1.35, staff recommended revision accepted.

#### *Non-Automotive Transportation System*

- Policy M-2.04, staff recommended revision accepted with revision to add “and wheelchair” following “pedestrian”
- Policy M-2.10, delete “(T5 intent)”
- Policy M-2.18, staff recommended revision accepted.
- Policy M-2.24, replace “All bicycle facilities” with “All City-owned bicycle facilities and private bicycle facilities within City jurisdiction”
- Policy M-2.26, staff recommended revision rejected.
- Policy M-2.36, staff recommended revision accepted with revision to insert “and pathways” following “sidewalks”; add to the end of the policy, “There are areas that at a minimum, it may only be possible to install sidewalks on one side of the street.”

#### *Safety*

- Introductory statement, staff recommended revision accepted.
- Policy M-3.04, staff recommended revision accepted.
- Policy M-3.06, staff recommended revision accepted.
- Additional Links, staff recommended revision accepted.

#### *Parking*

- Policy M-4.01, replace “require” with “encourage”; insert “as a preferred approach” following “parking techniques”

- Policy M-4.03, insert “vehicle” in front of “parking demand”
- Policy M-4.06, staff recommended revision accepted with link to adopted parking strategy.
- Policy M-4.07, staff recommended revision accepted with revision to replace “will consider” with “create”

#### *Freight Movement*

- Policy M-5.01, M-5.02, M-5.03, staff recommended revision accepted.
- New Policy M-5.01, staff recommended revision accepted.

#### *Mobility and Complete Streets Implementation Measures*

- No. 3, delete in its entirety.
- No. 6, staff recommended revision accepted with revision to replace “Circulation” with “Mobility and Complete Streets”
- No. 7, revised to state in full as follows, “If necessary to mitigate potential impacts the City will implement improvements identified as mitigation measures in the final Environmental Impact Report.
- No. 7.a, b, c, d, e, f, g, h, staff recommended revision rejected, delete a, b, c, d, e, f, g, h, in their entirety.
- No. 11, staff recommended revision accepted with revision to replace “Where appropriate” with “When and where appropriate”
- No. 20, staff recommended revision accepted.
- No. 65, staff recommended revision accepted.

#### **General Direction**

- The Commissioners directed staff to add a definition of “balance of roadway,” and “balanced road design” to the glossary.
- The Commissioners felt there was not compelling reason to set quarterly traffic updates by staff, since the Commission could request periodic updates by staff on transportation matters at any time. This was part of the Commission’s role as transportation commission and advisor to the City Council on transportation matters.
- For draft implementation measures 16-67, which are from the Draft BPMP, Commissioners requested staff provide recommendations for all the word substitutions to determine if flexibility is needed, and provide recommendation on whether Policies 16 through 67 should be revised from Implementation Measures to policies and moved to their appropriate locations, or eliminated if redundant with another Draft Mobility Element policy.

IT WAS MOVED BY COMMISSIONER RUEHLIN SECONDED BY COMMISSIONER ANDERSON, AND UNANIMOUSLY CARRIED TO CONTINUE PUBLIC HEARING DRAFT CENTENNIAL GENERAL PLAN TO THE ADJOURNED MEETING OF JUNE 19, 2013.

9. **NEW BUSINESS** – None

10. **OLD BUSINESS** - None

11. **REPORTS OF COMMISSIONERS/STAFF**

Commissioner Ruehlin reported that he and Vice Chair Darden met with staff last week to discuss website issues and make decisions. He will write an update and provide it to staff for presentation to the Commission.

Chair pro tem Brown announced that the Coastal Advisory Committee's Watershed Tour on May 18 was recorded and is currently playing on the local government TV station.

12. **ADJOURNMENT**


IT WAS MOVED BY COMMISSIONER RUEHLIN, SECONDED BY CHAIR PRO TEM BROWN, AND UNANIMOUSLY CARRIED to adjourn at 9:44 p.m. to the Adjourned Regular Meeting to be held at 4:00 p.m. on June 19, 2013 in Council Chambers at City Hall located at 100 Avenida Presidio, San Clemente, CA.

Respectfully submitted,

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Lew Avera, Chair

Attest:



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Jim Pechous, City Planner