

Public Services, Facilities and Utilities

The City provides a full range of high quality public services. These include education, community planning, building and code enforcement, parking, cultural activities, public safety and human services. Emergency services are covered in the Safety Element [link to SE Homepage].

Public facilities that help deliver these services and utilities, such as water, sewer and storm drainage/urban runoff collection, are the backbone of the City's infrastructure system. Appropriately managed and updated public services, facilities, and utilities can reduce health risks for residents, visitors and workers, lower energy costs, protect water resources, and support a socially, economically, and environmentally healthy community. Our public services, facilities and utilities are integral to individual and community well-being and to San Clemente's ability to attract and retain residents and businesses. The City also works with other public agencies, such as the County of Orange and Capistrano Unified School District to meet the full range of community service needs.

PRIMARY GOAL:

Provide a diverse range of effective public services, high quality public facilities, and efficient public utilities that meet local needs.

GOAL AND POLICY SECTIONS:

1. Education
2. Library Services
3. Arts and Culture
4. Human Services
5. Water Quality and Wastewater
6. Storm Drainage
7. Stormwater and Urban Runoff
8. Solid Waste and Recycling
9. Energy

LINKS TO REFERENCE MATERIALS AND BACKGROUND INFORMATION

- City of San Clemente Urban Water Management Plan [<http://san-clemente.org/sc/Org/Dept/Utilities/San%20Clemente%20Final%202010%20UWMP.pdf>]
- City of San Clemente Climate Action Plan [staff to provide link]

Education

A well-educated population is critical to maintaining and enhancing our overall quality of life and economic vitality. Educated citizens are more likely to participate in school youth programs, community-based organizations and civic affairs. In a very real sense, these citizens form the foundation of what it means to be a “community.” Our local schools contribute to the City’s social fabric and are at the forefront of maintaining an educated and informed citizenry.

The City of San Clemente is located within the Capistrano Unified School District (CUSD), which also includes all or part of the cities of Dana Point, San Juan Capistrano, Laguna Niguel, Aliso Viejo, Mission Viejo, Rancho Santa Margarita, and several unincorporated communities of Orange County. The District offers programs for students from Kindergarten through Adult Enrichment and participates in state and federal student performance evaluation programs. Together with CUSD and private and non-profit organizations, the City offers many lifelong learning opportunities that enrich local youth and adults. For example, Saddleback College offers adult classes at the City’s Senior Center and CUSD offers a number of adult courses serving San Clemente residents, including arts and crafts, English as a second language, finance, photography, computer skills, philosophy and music.

GOAL:

Provide and promote the most effective and highest quality educational opportunities to residents of all ages, incomes and abilities through public and private schools, vocational training and City and private educational programs.

POLICIES:

PSFU-1.01. ***Educational Partners.*** We partner with public and private schools, other public agencies, nonprofit organizations, and businesses throughout the region to expand and promote the range and quality of educational offerings available to the community.

PSFU-1.02. ***Joint Use of Facilities.*** We partner with public and private educational institutions to jointly use facilities for both community and educational purposes, such as afterschool recreation, community gatherings and cultural events.

PSFU-1.03. ***Access to Schools.*** We work with local and regional partners to maintain safety in and around schools and to improve access to schools and community services.

PSFU-1.04. ***School Facilities.*** We plan and coordinate with CUSD and private educational institutions for designing and locating school facilities to meet the City's goals, such as for health, walkability and safety, and to maintain neighborhood compatibility.

PSFU-1.05. **CUSD Master Plan.** We work with the CUSD to ensure their Master Plan fosters a strong sense of community in San Clemente neighborhoods (e.g., decisions regarding school facilities enhance neighborhood quality of life) and adheres to the educational facility standards provided in Orange County's Growth Management Plan.

PSFU-1.06. **City Advocacy Role.** We work with CUSD to advocate high academic and facility standards, and we will help identify areas of common interest, such as educational or training opportunities programs, facilities and areas meriting attention or improvement.

ADDITIONAL LINKS

- Capistrano Unified School District (CUSD) [<http://capousd.ca.schoolloop.com/>]

Library Services

Libraries are sources of lifelong learning and enrichment. San Clemente's Public Library, a branch of the Orange County Library System, provides free access to collections of books and media in a wide range of subjects, titles and formats. Libraries provide the community with universal access to resources that are integral for education, leisure, personal growth, health, skill-building, and vocational training. They also foster social interaction, community ties and lifelong learning through educational programs for - residents of all ages.

GOAL:

Achieve a library system that meets community needs for library services, including a wide variety of outstanding educational and training opportunities to foster reading, personal growth, knowledge and technical skills for all residents.

POLICIES:

PSFU-2.01. **Library Services.** We coordinate with the County of Orange to provide adequate library services and facilities that fulfill the needs of San Clemente residents and meet or exceed the County of Orange's minimum library standards.

PSFU-2.02. **Educational Programming.** We encourage the County of Orange to provide reading and literacy programs and other educational programs at the local library branch or via other means for those who cannot visit library facilities.

PSFU-2.03. **Funding.** We support County of Orange efforts to provide adequate funding for improvements to local library facilities and programs through County, State and Federal funding, private and corporate donations or other resources.

PSFU-2.04. **Technology.** We encourage the adoption of technological advances that can provide improved access to library resources.

PSFU-2.05. ***Volunteers.*** We work with non-profit organizations, businesses and other public agencies to explore opportunities for grants and other special project funding for our local library.

PSFU-2.06. ***Focal Point of the Community.*** We coordinate with the County of Orange and Friends of the Library to promote and use the library for community meetings and events.

PSFU-2.07. ***Specialized Libraries.*** We encourage and support, where possible, specialized libraries that provide public benefits and access.

LINKS TO OTHER GENERAL PLAN CONTENT:

- Education Section in this Element [[link to Education page](#)]

ADDITIONAL LINKS:

- Orange County San Clemente Library Branch [<http://ocpl.org/libloc/sc>]
- San Clemente Friends of the Library website [<http://sanclementefol.org/index.asp>]

Arts and Culture*

San Clemente is justifiably proud of its surf, beach and arts cultures. We celebrate and cultivate these cultural assets and support local artists through community events, public art programs, and the preservation of historical and archaeological resources, cultural facilities and traditions. It is our culture, perhaps more than any other quality, which reflects the City's character and shapes its image for residents, business and visitors. To enrich our culture, the City promotes opportunities for community appreciation of and participation in the arts, encourages the aesthetic enhancement of buildings and public places and helps provide opportunities for cultural learning, exchange and inspiration.

GOAL:

Continue to be a City which celebrates and enjoys outstanding artistic and cultural experiences that enrich the lives of San Clemente's residents and visitors.

SECONDARY GOAL:

Understand and appreciate our local heritage through arts and cultural events, public art, public information and interpretive displays and other programs.

POLICIES:

PSFU-3.01. ***Encourage Arts, Heritage and Culture.*** We encourage, support and promote a range of arts, crafts, heritage and cultural experiences, art exhibitions and performances in public places and civic buildings, historic resources and parks.

PSFU-3.02. ***San Clemente's Arts Community.*** We promote awareness of arts produced in San Clemente and foster the local arts community by supporting art festivals, temporary art displays in public buildings and by engaging local artists and art groups to help beautify community parks, streets and buildings.

PSFU-3.03. ***Local Arts, Heritage and Culture Partners.*** We partner with educational institutions, local groups and cultural institutions to promote local arts, crafts and culture.

PSFU-3.04. ***Public Art.*** We shall support and promote public art in buildings, parks, open spaces and other public and private spaces.

PSFU-3.05. ***Private-Public Sector Events.*** We partner with private and nonprofit sectors to promote participation in cultural activities including fairs, festivals and other events geared to neighborhoods, the City as a whole and the region.

PSFU-3.06. ***Surfing and Beach Cultures.*** We recognize and help support the work of artists and organizations that promote, preserve and celebrate San Clemente's rich surfing history, culture and art.

**Note: Historical preservation policies are addressed in the Historical Preservation Element of the General Plan.*

LINKS TO OTHER GENERAL PLAN INFORMATION

- Historical Preservation Element [link to HPE Homepage]
- Urban Design Element [link to UDE Homepage]

ADDITIONAL LINKS

- San Clemente Art Association [<http://www.paintsancllemente.com/art-community/>]
- Street Art Program [<http://san-clemente.org/sc/Standard.aspx?PageID=632>]
- Arts Orange County [<http://artsoc.org/>]
- Orange County Arts Council [<http://www.ocartscouncil.org/webpages/index.aspx>]

Human Services

Human services include a range of supportive programs and facilities to protect the community's most vulnerable citizens, such as children, disabled persons, the elderly and lower-income persons. They express the community's fundamental regard for the value and dignity of all its residents. Through information sharing and referral services, the City of San Clemente works with other public agencies and nonprofit organizations

to help identify gaps in services and deliver services that meet the community's human services needs.

GOAL:

Continue to be a community with a strong network of public, private, and non-profit human service providers that meet the basic health, safety, and welfare needs of all San Clemente residents.

POLICIES:

PSFU-4.01. **Collaboration.** We collaborate with the County of Orange and other public agencies and organizations to help provide child care, social services, physical and mental health services, low cost health and wellness services, senior care, housing programs and family services.

PSFU-4.02. **Outreach.** We continue to promote awareness of local assistance programs provided through other public agencies and organizations by providing outreach materials in a variety of formats and by helping to coordinate stakeholder meetings and community resource forums.

PSFU-4.03. **Funding.** We solicit County, State, Federal, private and corporate donations and other funding resources to support local human service providers and City of San Clemente programs and facilities.

PSFU-4.04. **Monitoring Local Needs.** We monitor local needs and report to local service providers to encourage development of programs and facilities that meet the needs of San Clemente residents.

PSFU-4.05. **Child Care.** We encourage child care facilities within or near employment centers.

PSFU-4.06. **Child Care (Educational Facilities).** We coordinate with CUSD to utilize existing educational facilities for the expansion of child daycare opportunities within the community.

ADDITIONAL LINKS:

- City of San Clemente Community Listings webpage (all to be developed)
- City of San Clemente Family Services
[<http://san-clemente.org/sc/standard.aspx?pageid=300>]
- City of San Clemente Housing Services
[<http://san-clemente.org/sc/standard.aspx?pageid=197>]
- City of San Clemente Senior Services
[<http://san-clemente.org/sc/Standard.aspx?PageID=529>]
- San Clemente Human Affairs Committee
[<http://san-clemente.org/sc/standard.aspx?pageid=198>]
- County of Orange Social Services Agency

[<http://ssa.ocgov.com/about/services/locations/cities>]

- San Clemente Collaborative [<http://sanclementecollaborative.com/>]
- OC Human Relations (Community Planning and Civic Engagement) [www.OChumanrelations.org]

Water and Wastewater

Given our State's limited water supplies, water is a critical commodity that directly influences the health and success of all California communities. The City of San Clemente draws water from several sources, including groundwater from City wells, imported water from the Metropolitan Water District through the City's wholesaler (Municipal Water District of Orange County), and recycled water. The majority of the community's potable water supply is imported through purchases from the City's wholesaler, Municipal Water District of Orange County. Three water districts serve different areas of the city—the City of San Clemente Water Utility serves the majority of the City, the Santa Margarita Water District provides water and wastewater services to the Talega community, and the South Coast Water District provides water and wastewater services to a small portion of north San Clemente. In 2013, desalination treatment facilities and other regional supply sources are being evaluated which could play an important role in meeting San Clemente's future needs.

Wastewater collection and treatment are important components of protecting public and environmental health. The City of San Clemente owns and operates a water treatment plant, located within the City. Reuse of treated wastewater is being evaluated at the State level and may be part of the community's strategy for reducing imported water and using our water resources efficiently.

GOAL:

Maintain and improve a comprehensive system of potable water supply, storage and distribution, and wastewater treatment, reclamation, and reuse to meet daily and emergency needs in San Clemente.

POLICIES:

PSFU-5.01. **Water Resources.** We ensure that existing and new development does not degrade San Clemente's water resources.

PSFU-5.02. **Conservation Policies and Ordinances.** We review City policies, codes, development fees and service charges to ensure best management practices are followed to conserve water and ensure adequate funding for the operation, maintenance and development of water and wastewater facilities and services.

PSFU-5.03. **Hazardous Materials.** We require that new and existing business, public agencies or non-profits using or creating toxic substances and hazardous materials control their operations and adequately dispose of these materials in a manner that prevents degradation of San Clemente's water resources.

- PSFU-5.04. **Septic Systems.** We prohibit the use of septic systems in San Clemente.
- PSFU-5.05. **Water Supplies.** We provide and maintain adequate water supplies and distribution facilities capable of meeting existing and future daily and peak demands, including fire flow requirements [link to Safety Element, Fire section].
- PSFU-5.06. **Urban Water Management Plan.** We strategically plan for an adequate water supply and distribution system by maintaining and updating the Urban Water Management Plan.
- PSFU-5.07. **Public Education.** We use public education to promote rebate programs, water conservation and household strategies to minimize impacts to water quality (e.g., disposal methods for fats, grease and oils).
- PSFU-5.08. **Recycled Water.** We encourage, and in some cases require, the use of recycled water when available through a Mandatory Use Ordinance. The City encourages the use of domestic greywater for non-potable, non-contact uses, including landscape irrigation if there is no negative impact on urban runoff water quality, and encourages the extension of recycled water facilities to serve all areas.
- PSFU-5.09. **Wastewater System.** We provide and maintain a system of wastewater collection and treatment facilities to adequately convey and treat wastewater generated in the City of San Clemente service area.
- PSFU-5.10. **Wastewater Monitoring.** We monitor wastewater treatment usage and capacity and plan for wastewater infrastructure improvements or new facilities.
- PSFU-5.11. **Xeriscape Planting to Conserve Water.** To conserve water, we require new development to plan drought-tolerant landscaping, consisting of at least 60 percent (by landscaped area) California Native plants, and encourage such plantings in existing development.

ADDITIONAL LINKS:

- San Clemente Community Profile
[http://san-clemente.org/sc/Services/Planning/Centennial/SCProfile_FINAL.pdf]
- Climate Action Plan [staff to provide link]
- Sustainability Action Plan
[<http://san-clemente.org/sc/Inf/Forms/WaterQuality/Download/Revised%20Draft%20Sustainability%20Action%20Plan%2013Jan10.pdf>]
- City of San Clemente Water Conservation website
[<http://san-clemente.org/sc/standard.aspx?pageid=279>]
- City of San Clemente Urban Runoff Water Management Plan
[<http://ci.san-clemente.ca.us/sc/Org/Dept/Engineering/WaterQ/wq.htm>]
- City of San Clemente Utilities Division Annual Water Quality Report
[[http://san-clemente.org/sc/Org/Dept/Utilities/San Clemente Final 2010 UWMP.pdf](http://san-clemente.org/sc/Org/Dept/Utilities/San%20Clemente%20Final%202010%20UWMP.pdf)]

- City of San Clemente Residential Water Waste Restrictions brochure [http://ci.san-clemente.ca.us/sc/Services/WaterBilling/Conservation/Landscape Water Restrictions.pdf]
- Municipal Water District of Orange County website [http://www.mwdoc.com/]
- California Regional Water Quality Control Board, San Diego Region 9 website [http://www.swrcb.ca.gov/rwqcb9/board_info/agendas/2010/dec/Dec10.shtml]

Storm Drainage

Like other cities, San Clemente owns and operates a storm drain system consisting of a network of channels and pipes that collect stormwater and urban runoff and convey them to the ocean to prevent flooding. Storm drains throughout the city are managed by the city, private property owners, or homeowners' associations.

GOAL:

Establish and maintain adequate planning, construction, maintenance, and funding for storm drain and flood control facilities to support permitted land uses and preserve the public safety; upgrade existing deficient systems and expand them, where necessary, to accommodate new permitted development and to protect existing development in the City. Pursue public funding sources (e.g. grants) to reduce fiscal impacts of implementation to the City.

POLICIES:

- PSFU-6.01. **Construction, Inspection and Maintenance.** Provide for ongoing inspection and maintenance of existing public storm drains and flood control facilities and for the construction of upgraded and expanded storm drain and flood control facilities, where necessary, to protect existing and accommodate new permitted development.
- PSFU-6.02. **Drainage Master Plan.** Provide for the review and, if necessary, update of the existing City Drainage Master Plan study in order to identify any deficiencies and needed improvements in the drainage system.
- PSFU-6.03. **Requirement for New Facilities.** Require that adequate storm drain and flood control facilities be constructed coincident with new development.
- PSFU-6.04. **New Development Limitation.** Limit new development, when necessary, until adequate flood control facilities are constructed to protect existing development and accommodate the new development runoff, or until mitigation is provided in accordance with the Growth Management Element.
- PSFU-6.05. **Development Review.** Review development proposals for projects within the City's Sphere of Influence and encourage the County to disapprove any project which cannot be accommodated with an adequate drainage system.

PSFU-6.06. **Location of Facilities.** Consider, through the planning and design process, designs that provide for public utilities within the street right-of-way or some other easily accessed location.

PSFU-6.07. **Funding Requirement.** Require improvements to existing storm drain and flood control facilities necessitated by a new development proposal be borne by the project proponent; either through the payment of fees, or by the actual construction of the improvements in accordance with State Nexus Legislation.

PSFU-6.08. **Special Districts.** Consider allowing the formation of benefit assessment districts and community facilities districts, where appropriate, in which those who benefit from specific local storm drain and flood control improvements pay a pro rata share of the costs.

PSFU-6.09. **Funding.** Collect fees and charges to fund the operation/maintenance of existing facilities and to construct new facilities.

PSFU-6.10. **Low Impact Design Strategies.** We require the use of low-impact site development designs and strategies to slow urban runoff, improve filtration, and reduce the volume of discharges through best management practices.

ADDITIONAL LINKS:

- San Clemente Community Profile
[http://san-clemente.org/sc/Services/Planning/Centennial/SCProfile_FINAL.pdf]
- City of San Clemente Drainage Master Plan
[City staff to provide link]

Stormwater and Urban Runoff

The protection of water, beach and ocean resources in San Clemente is critical to our overall quality of life and economic prosperity. In urban environments such as ours, these critical resources are at risk from stormwater [link to Glossary] and urban runoff [link to Glossary] that enter our natural and built drainage systems. Common pollutants from automotive leaks, pesticides, herbicides, fertilizers, household cleaners, paint, paint removers, soil erosion, construction and landscape debris, animal waste and other pollutants can end up in our drainage systems and pollute our water resources and marine environment.

The City of San Clemente, in coordination with other cities and regional water control boards, is responsible for managing local planning activities; enforcing local regulations, complying with regional, state and federal regulations; inspecting construction sites, businesses and City facilities, and educating the public and development community about best management practices to ensure that our water resources are protected from stormwater and urban runoff pollution.

The City manages stormwater and urban runoff and fulfills various regulatory requirements through implementation of the City's Clean Ocean Program [<http://san-clemente.org/sc/twocolumn.aspx?pageid=568>], which is guided by the City's Stormwater Local Implementation Plan (LIP) [<http://ci.san-clemente.ca.us/sc/Org/Dept/Engineering/WaterQ/wq.htm>].

GOAL:

To protect and preserve the quality of local surface waters, community public health and the environment through implementation of activities to reduce stormwater and also to reduce or eliminate urban runoff pollution from industrial, commercial, new development and construction, and residential areas that may enter the storm drainage system and discharge to local creeks or coastal waters.

POLICIES:

PSFU-7.01. **Stormwater and Urban Runoff Management.** We maintain a comprehensive stormwater/urban runoff management plan, and provide adequate funding to implement the plan, to minimize impacts on our watershed, canyons, coastal bluffs, beaches and marine resources.

PSFU-7.02. **Monitoring.** We regularly inventory and inspect stormwater and drainage facilities and programs to ensure their protection of water quality and effectiveness.

PSFU-7.03. **Enforcement.** We maintain adequate legal authority to implement and enforce local plans and ordinances to comply with applicable regional, state and federal requirements for stormwater runoff management and mitigation to protect our water quality.

1

PSFU-7.04. **Development Review.** We proactively work with developers to ensure the application and use of structural and non-structural best management practices in development and remodeling projects to mitigate increased pollutants and runoff.

2

PSFU-7.05. **Impervious Surfaces.** We minimize the amount of impervious surfaces and directly connected impervious surfaces in areas of new development and remodeling projects and, where feasible, slow runoff and maximize on-site infiltration.

PSFU-7.06. **Urban Run-off Quantity.** We encourage the use of low impact development strategies to intercept run-off, slow runoff discharge rates, increase infiltration and ultimately reduce discharge volumes to meet design capacities of City storm drain systems.

PSFU-7.07. **Erosion and Sediment Loss.** We avoid development in areas that are particularly susceptible to erosion and sediment loss, or establish development guidance that identifies these areas and required measures to protect them from erosion and sediment loss.

PSFU-7.08. **Creation and Restoration of Areas with Water Quality Benefits.** We preserve, and where possible, create or restore areas that provide important water quality benefits, such as riparian corridors, coastal canyons, vernal pools, wetlands, and buffer zones and encourage land acquisition of such areas.

PSFU-7.09. **Vehicles and Traffic.** We coordinate local traffic management efforts with the Orange County Transportation Authority's Congestion Management Plan [<http://www.octa.net/pdf/2011-CMP.pdf>] in an effort to reduce pollutants associated with vehicles and increased traffic due to development.

3

PSFU-7.10. **Coordination.** We coordinate with Stormwater Local Implementation Plan (LIP) [<http://ci.san-clemente.ca.us/sc/Org/Dept/Engineering/WaterQ/wq.htm>] permittees on program development through the Drainage Area Master Plan (DAMP) [staff to provide link], common program implementation (such as monitoring, public education and watershed programs), fiscal resources for shared budgets and overall program direction.

PSFU-7.12. **Public Education.** We provide training and educational information regarding stormwater and urban runoff management to the public and City staff.

4

LINKS TO OTHER GENERAL PLAN CONTENT

- Public Services, Facilities & Utilities Element, Water and Water Quality Section [[link to this section](#)]

ADDITIONAL LINKS:

- City of San Clemente Stormwater Local Implementation Plan [www.sccleanocean.org]
- County of Orange Drainage Area Master Plan [<http://ocwatersheds.com/documents/damp>]
- California Regional Water Quality Control Board, San Diego Region 9 [<http://www.waterboards.ca.gov/sandiego/>]
- NPDES Waste Discharge Requirements [http://www.waterboards.ca.gov/sandiego/water_issues/programs/stormwater/index.shtml]

Solid Waste and Recycling

As the community continues to change and grow, new strategies are needed to reduce solid waste generation, encourage recycling and reuse, and meet future waste collection

and landfill needs. Although the City contracts for solid waste and recycling collection services with a private company, the City's contracts, practices and codes affect solid waste and recycling throughout the community. The City can influence the community to help reduce the creation of solid waste and divert more solid waste away from landfills. Proper management of solid waste and recycling has environmental and economic benefits. Reducing solid waste benefits the environment by decreasing pressure on the landfills serving the region and by decreasing costs associated with the transport, disposal and recycling of solid waste.

GOAL:

Continue to implement a cost-effective solid waste management program (consisting of source reduction, collection, recycling and disposal that meets or exceeds State and Federal waste diversion and recycling standards.

POLICIES:

PSFU-8.01. **Coordination.** We coordinate with contractors and other public agencies to identify and implement cost-effective solid waste and recycling strategies.

PSFU-8.02. **AB 939 Monitoring.** We monitor our solid waste generation and disposal/recycling facilities to ensure we meet or exceed AB 939 [http://www.co.imperial.ca.us/publicwork/PDFdocuments/factsheet_recycling.pdf] requirements for the diversion of solid waste, including construction and demolition waste.

PSFU-8.03. **Education.** We provide educational materials on waste reduction and recycling to local residents, businesses, and schools, and support school recycling programs.

PSFU-8.04. **Styrofoam.** We prohibit the use of food service items comprised of expandable polystyrene (Styrofoam) by food vendors within the City and in City Facilities, City-managed concessions, City-sponsored or co-sponsored events, City permitted events and all franchisees, contractors and vendors doing business with the City, and we discourage the sale and use of expanded polystyrene products citywide.

PSFU-8.05. **Recycled Products and Source Reduction (City Facilities/Events).** In municipal operations, we purchase recycled-content products for City-owned facilities and City-sponsored events, when such products are cost effective. We strive to minimize paper use.

PSFU-8.06. **Recycling (City Facilities/Events).** We recycle solid waste materials at all City facilities and events.

PSFU-8.07. **Building Materials.** We use recycled materials for building and facility construction, when financially feasible and safe to do so.

| | |
|---|--|
| 5 | |
| 6 | |
| 7 | |

LINKS TO OTHER GENERAL PLAN CONTENT

- Safety Element [link to SE Homepage]

ADDITIONAL LINKS

- City of San Clemente Trash & Recycling website [<http://san-clemente.org/sc/standard.aspx?pageid=452>]
- City of San Clemente Residential Recycling Guide [<http://san-clemente.org/sc/Inf/Forms/Recycling/download/SCResidentialRecyclingInformation.pdf>]
- CR&R Waste Services website [<http://www.crrwasteservices.com/>]
- California Integrated Waste Management Act (AB 939) [[http://www.co.imperial.ca.us/publicwork/PDFdocuments/fact sheet recycling.pdf](http://www.co.imperial.ca.us/publicwork/PDFdocuments/fact%20sheet%20recycling.pdf)]
- City of San Clemente Sustainability Action Plan [<http://san-clemente.org/sc/Inf/Forms/WaterQuality/Download/Revised%20Draft%20Sustainability%20Action%20Plan%2013Jan10.pdf>]

Energy

Whether it is fuel to operate automobiles or electricity to light, heat, and cool buildings, energy is constantly being used to meet our daily needs. Generating the energy to meet California’s increasing demand calls for sustainable energy resources. In addition, with the passage of state legislation to decrease reliance on fossil fuels and mitigate the impacts of global climate change, cities are facing complex mandates to address energy management issues.

San Diego Gas and Electric (SDG&E) provides electricity and maintains a distribution network for San Clemente. The electrical grid in the City is a mix of above ground and underground power lines. The Southern California Gas Company (The Gas Company) provides natural gas for San Clemente. To reduce costs the City will periodically evaluate and is currently purchasing third party deregulated electricity.

GOAL:

Maintain a reliable, safe, and economically sustainable energy system that incorporates conservation and alternative energy resources to help decrease reliance on fossil fuels and reduce the impacts of global climate change.

POLICIES:

PSFU-9.01. **Coordination.** We coordinate with local electricity, natural gas, and other energy and utility providers to ensure adequate facilities are available to meet the demands of existing and future development and that such facilities are safely sited and operated.

PSFU-9.02. **Facility Siting.** We collaborate with various utility agencies to ensure local facilities are sited and designed to be safe and compatible with adjacent land uses.

PSFU-9.03. **City Facilities.** We use energy efficient designs that consider life-cycle costs in the planning, construction, and operation of all major City facilities and seek outside funding sources to help support these efforts.

PSFU-9.04. **Energy Audits.** We perform energy efficiency and demand response program audits at City facilities to understand our civic energy demands and plan improvements accordingly.

PSFU-9.05. **Demonstration Projects.** We participate in demonstration projects for energy conservation and savings when feasible.

PSFU-9.06. **Education.** We cooperate with local utilities to provide energy conservation information to the public.

PSFU-9.07. **Renewable Energy Resources.** We work with other agencies and utility providers to develop safe, economical, and renewable energy resources in San Clemente.

PSFU-9.08. **Solar Energy/Heating.** We incentivize the use of solar energy or solar water heating on private development by waiving related fees, when financially feasible for the City to do so.

PSFU-9.09. **Funding.** We seek grants and other outside funding for energy efficiency improvements to public or private facilities and structures in San Clemente.

PSFU-9.10. **Land Use Planning.** We encourage the development of employment centers and other land uses to improve our jobs to housing balance and minimize vehicle trips in San Clemente.

LINKS TO OTHER GENERAL PLAN CONTENT

- Urban Design Element [[link to UDE Homepage](#)]
- Land Use Element [[link to LUE Homepage](#)]

ADDITIONAL LINKS:

- City of San Clemente Sustainability Action Plan [<http://san-clemente.org/sc/Inf/Forms/WaterQuality/Download/Revised%20Draft%20Sustainability%20Action%20Plan%2013Jan10.pdf>]
- City of San Clemente Climate Action Plan [staff to provide link]

Public Services, Facilities, and Utilities Element Implementation Measures

Education

1. Publicize and promote the successes of the schools on an ongoing basis. While this is a typical responsibility of the local school district, we recognize that an educated workforce and quality educational opportunities are important considerations for investment by residents, businesses and property owners, and as such, we seek to recognize local educational excellence.
2. Continue communication and cooperation efforts between City officials and CUSD, especially in the areas of population projections, safety and security, development of schools and funding sources, and monitoring of development activities to prevent overcrowding of schools and help meet future educational needs.
3. Solicit CUSD input to help assess the educational impact of new development through the Development Management Team review process.
4. Promote the idea of attracting a higher educational facility or other educational/vocational training institution in the Los Molinos Focus Area.

Library Services

5. Work closely with the County of Orange Library System and Friends of the San Clemente Library to understand their local services and facilities needs.
6. Work with the County of Orange to evaluate the need and feasibility of expanding San Clemente's library resources/facilities.
7. Explore opportunities to expand library services through creative public/private/non-profit partnerships.

Arts and Culture

8. Study the potential of local arts community to contribute to future economic development through tourism, branding and retail spinoffs, and community events or activities.
9. Focus City support and encouragement of the Arts on cultural groups and organizations that already exist in San Clemente so that they may grow and contribute to the community's cultural richness and diversity.

10. Promote the City's rich cultural history by partnering with private and non-profit organizations to promote and support local arts, history and culture. Examples could include the establishment of a Surfing Heritage Foundation Museum and/or San Clemente Historical Society Museum and archival facility.
11. Establish an Art in Public Places Ordinance and include a funding mechanism.
12. Establish cultural or historic themes for different areas of the City that provides cohesion City-wide, without compromising their distinctiveness.
13. Study the potential for incentives to encourage private development to provide public art. These may include, but are not limited to a waiver or partial waiver of fees or flexibility in development standards.
14. Incorporate unique public art in public improvements such as street lighting, sidewalks, walls, bridges and public buildings.
15. Foster collaboration between City, art associations, non-profits, businesses, educational institutions and the private sector to provide more opportunities and venues for cultural arts programs, including the establishment of a performing arts venue in San Clemente.
16. Establish a dedicated source of funding for preservation, enhancement and promotion of arts and cultural and historical resources and programs.
17. Recreational and cultural activities should be promoted in the Pier Bowl and North Beach since these are tourist and recreational hubs. Promote the City's historic resources in visitor- and tourist-oriented media and publications.
18. Help support public and private efforts leading to the rehabilitation and adaptive reuse of the historic Miramar Theatre.

Human Services

19. Create an official line of communication between the City and several human services related agencies at the County of Orange.
20. Identify a staff member to seek grants and funding opportunities, in collaboration with non-profits and community organizations.
21. Amend the Zoning Ordinance to encourage child care facilities to be established, especially where such facilities are appropriate to serve working parents.

Water Quality and Wastewater

22. Study feasibility and effectiveness of new technologies to reduce the use of chemicals at the water treatment plant.
23. Continue implementation of a tiered water rate structure to incentivize water conservation.
24. Expand local water recycling capabilities.

25. Explore the feasibility of desalinization and other regional projects as an alternative resource to reduce the City's dependency on imported water.
26. Maintain and update the City's Urban Water Management Plan, as needed, and implement and enforce the water conservation ordinance.
27. Review City landscaping and irrigation requirements for public and private development to ensure regulations promote drought-tolerant landscaping and systems best practices.
28. Complete water efficiency use surveys of all City facilities.
29. Continue providing education and community outreach on water conservation options and methods.

Storm Drainage

30. Review and if necessary, update the existing City Drainage Master Plan in order to identify deficiencies and needed improvements in the drainage system.
31. Continue to prepare 5-year Capital Improvement Programs for the City's storm drainage system.
32. Review and amend as necessary and appropriate, drainage impact fees collected from new development for the construction of new drainage facilities necessitated by the new development.
33. Review structures intended for human occupancy located in the 100-year flood plain for conformance with local, State and Federal (FEMA) requirements.

Stormwater and Urban Runoff

34. Continue to implement the Clean Ocean Program and Stormwater Local Implementation Plan to protect local surface water quality and meet or exceed applicable regional, state and federal requirements.
35. Include specific measure to address the need for sidewalk cleaning while protecting water quality and preventing runoff.

Solid Waste

36. Expand mandatory recycling for commercial customers consistent with State requirements.
37. Establish a strategic plan and public outreach campaign to exceed solid waste diversion requirements of AB 939, including waste created by construction and demolition activities.
38. Continue using rubberized asphalt and recycled aggregate for City street projects, as appropriate.
39. Increase the minimum construction and demolition waste diversion requirement to 75 percent.

Energy

40. Establish a schedule for energy efficiency and demand response program audits of City facilities.
41. Improve energy efficiency at City facilities by replacing incandescent lighting with energy-efficient lighting where feasible, upgrading appliances to EnergyStar, updating HVAC systems and establishing shut-off times, replacing water heaters with energy efficient models, and installing occupancy-sensored lighting.
42. Install variable speed drive motors at water and sewer pumps, where feasible.
43. Transition to light emitting diode traffic signal light bulbs and pedestrian crossing signals.
44. Where appropriate and feasible, install solar-powered street radar signs.
45. Consider adopting a wind power ordinance to define how small wind turbines can be used in the City.
46. Upgrade City facilities with EnergyStar or equivalent appliances, energy-efficient lighting, energy-efficient HVAC systems, energy-efficient water heaters, occupancy sensing lighting controls, programmable thermostats, and variable speed drive motors in many water and sewer pumping stations.
47. Explore the feasibility of establishing a City grant program to provide funding support for local energy retrofitting projects.
48. Consider requiring future City facilities to meet LEED Certification standards or equivalent standards.
49. Determine an energy efficiency baseline for City facilities and monitor use and progress.
50. Pursue grant funding and other financial resources to offset the public cost of energy retrofits to existing City facilities.
51. Update our codes to encourage the private development of alternative energy infrastructure where appropriate.
52. Implement the Climate Action Plan and Sustainability Action Plan.
53. Develop a citywide plan for the undergrounding of overhead utility lines, including implementation plan and funding strategies.
54. Consider point-of-sale energy efficiency retrofit requirements.
55. Educate the community on and promote the benefits of energy efficiency and solar power generation and related utility-sponsored programs.

Mobility and Complete Streets

The Mobility and Complete Streets Element focuses on moving people by multiple transportation modes, including both human-powered and motorized means, thereby providing safe, efficient, and convenient mobility choices.

Multimodal transportation has been recognized under California law for decades. It's widely acclaimed as an effective strategy to help communities to meet the transportation needs of all citizens, maintain and enhance environmental quality and comply with applicable laws. Moreover, the State of California's regulations promote multimodal transportation to accommodate new residents while helping to improve the efficiency of traffic, expand the State's economy and enhance everyone's quality of life. It is widely acknowledged that by utilizing all available transportation modes — motor vehicles, public transit, rail, walking and bicycling — and through strategies such as transportation demand management and telecommuting -- California's communities can use resources more efficiently and help achieve a sustainable future.

The "Complete Streets" perspective considers active transportation fundamental to the success of California's cities. California's 2008 Complete Streets Act states that to "make the most efficient use of urban land and transportation infrastructure and to improve public health by encouraging physical activity, transportation planners must find innovative ways to reduce vehicle miles traveled and to shift from short trips in the automobile to biking, walking, and use of public transit."

San Clemente residents already have embraced that strategy. In January, 2012, San Clemente's City Council unanimously resolved "to comply with the letter and spirit of California's Complete Streets Act, thereby creating a balanced multimodal transportation system for all." And in 2009, the City conducted a Vision San Clemente telephone survey that showed that 90 percent of residents surveyed supported a pedestrian-friendly town that encouraged walking and biking, 80 percent wanted traffic flow to improve and 78 percent desired improved access to alternative transportation.

The Mobility and Complete Streets Element complements the findings of California's State Legislature with the vision of San Clemente's leaders and residents. In so doing, we intend to achieve a sustainable future for generations to come.

PRIMARY GOAL:

Create a comprehensive, multimodal transportation system that provides all users with safe connections to homes, commercial centers, job centers, schools, community centers, open spaces, recreation areas and visitor destinations.

SECONDARY GOALS:

1. Maintain accessibility and protect San Clemente's environment and natural beauty;
2. Reduce dependence on single-occupant use of motor vehicles;
3. Achieve and maintain State and Federal health standards for air and water quality.

4. Promote alternative transportation modes such as walking, riding buses and bicycles, and using carpools for all users, including those with special needs.
5. Widen and extend streets only when there is a demonstrated need and strive to mitigate adverse impacts to levels of non-significance, pursuant to the California Environmental Quality Act.
6. Make commercial districts and recreational areas more functional and enjoyable for pedestrians.
7. Coordinate transportation planning with property owners, businesses and other affected agencies, such as the County of Orange, Orange County Transportation Authority, California Department of Transportation and the State of California Parks and Recreation Agency.
8. Reduce the need for automobile commuting through land use strategies, expanded and improved bicycle and pedestrian facilities, and by promoting telecommuting and flexible work schedules.
9. Protect wildlife habitat and corridors through environmentally-sensitive design of transportation- and drainage-related facilities.

GOAL AND POLICY SECTIONS:

1. Roadway System
2. Non-Automotive System
3. Transportation Safety
4. Parking
5. Freight Movement

LINKS TO REFERENCE MATERIALS AND BACKGROUND INFORMATION

- Existing Conditions Traffic Analysis [staff to provide link to F&P report]
- Regulatory and Policy Overview [staff to provide link to F&P report]
- Model Design Manual of Living Streets (MDML) (with exceptions) [<http://www.modelstreetdesignmanual.com/>]
- City of San Clemente Bicycle and Pedestrian Master Plan [staff to provide link]
- City of San Clemente Climate Action Plan [staff to provide link]
- City of San Clemente Traffic Calming Policy [staff to provide link]
- Master Plan of Arterial Highways [staff to provide link]
- Future Conditions Traffic Analysis [staff to provide link to F&P report]
- California Office of Planning & Research General Plan Guidelines, Complete Streets [http://opr.ca.gov/docs/Update_GP_Guidelines_Complete_Streets.pdf]
- Federal Safe and Complete Streets Act of 2011 [<http://www.govtrack.us/congress/bills/112/hr1780/text>]

Roadway System

San Clemente's roadway system [[link to Figure M-1](#)] shall meet multiple goals. It must be safe, convenient, efficient, balanced to address all roadway users' needs and compatible with its surroundings. The roadway system must provide the necessary capacity to meet existing needs and future transportation needs resulting from growth and development as allowed in the City's General Plan Land Use Plan [[link to Figure LU-1](#)]. At the same time,

the roadway system must meet or exceed adopted performance standards. When feasible and where appropriate, the public rights-of-way must accommodate motor vehicles, pedestrians, bicyclists, landscaping, street furniture, utilities and traffic control devices in safe and aesthetically pleasing ways.

GOAL:

Create a balanced transportation network that provides mobility and access for all modes of travel, including motor vehicles, transit, bicyclists, pedestrians, and rail traffic.

POLICIES:

M-1.01. **Roadway system.** We require the City's roadways to:

- a. Accommodate public transit, motor vehicles, bicyclists, skateboarders and pedestrians within the public right-of-way wherever feasible.
- b. Consider Federal, State, Orange County and City standards and guidelines for roadway design, maintenance and operation.
- c. Comply with Orange County Transportation Authority (OCTA) requirements for arterial highways as determined through the Master Plan of Arterial Highways (MPAH) and Measure M. Maintain at least a Level of Service (LOS) D or better at all intersections, except where flexibility is warranted based on a multi-modal LOS evaluation, or where LOS E is deemed appropriate to accommodate complete streets facilities.
- d. Provide future capacity as called for by this Element and as shown in the Future Roadway System map.
- e. Ensure that new roadways, ramps, traffic control devices, bridges or similar facilities, and significant changes to such facilities, are designed to accommodate multi-modal facilities, and where feasible, retrofit existing facilities to improve the balance for the users of the roadway.

M-1.02. **Transportation Infrastructure.** Traffic control devices and transportation infrastructure operate to serve the needs of all roadway users, including motorists, public transit, pedestrians and cyclists.

M-1.03. **Level of Service.** When the City determines there is a suitable tool available, we will measure and evaluate roadway performance from a multi-modal, Complete Streets perspective.

M-1.04. **Development project impacts.** We require development projects to analyze potential off-site traffic impacts and related environmental impacts through the CEQA process and to mitigate adverse impacts to less-than-significant levels.

M-1.05. **Intersection Improvements.** We evaluate impacts of intersection improvements on all modes of travel, including bicyclists, pedestrians, and transit.

- M-1.06. **Driveway Access Points.** We require the number of driveway access points onto arterial roadways to be minimized and located to ensure the smooth and safe flow of vehicles and bicycles.
- M-1.07. **Transportation Monitoring.** We regularly monitor the transportation system and the travel needs and behavior of residents and visitors to help guide transportation decisions.
- M-1.08. **Transportation Mode Choice.** We actively work to reduce automobile use and improve the efficiency of the roadways based on locally collected data and on goals set through a collaborative process involving City staff, residents and other stakeholders.
- M-1.09. **Regional Coordination.** We participate in the planning of regional transportation improvements, such as interchange improvements along I-5, the extension of the SR-241, and other major freeway and arterial improvements.
- M-1.10. **Innovative Design.** We support the design principles in the City's Design Manual of Living Streets. We will consider use of innovative transportation design features, such as, but not limited to Intelligent Transportation System improvements, modern day roundabouts, midblock and corner bulbouts and road diets where such changes can improve the balance of the roadway and its compatibility with surrounding land uses.
- M-1.11. **Transportation Infrastructure Design.** In designing transportation facilities such as bridges, retaining and sound walls and related transportation facilities, the City applies the Design Guidelines to maintain high quality design, compatible with community aesthetics. Side slopes and earthen berms adjacent to roadways should attempt to be natural in appearance to minimize visual impacts along designated scenic corridors.
- M-1.12. **Design Integration.** City supports development that is designed and/or retrofitted to incorporate, and be efficiently served by, public transit, pedestrian and bicycle facilities.
- M-1.13. **Neighborhood-Serving Uses.** Consistent with the Land Use Element [[link to LUE Homepage](#)], we encourage roadway designs that are compatible with neighborhood-serving commercial uses, schools, churches, parks and recreational areas near residential neighborhoods, for convenience.
- M-1.14. **Residential Quality.** Protect the quality of residential areas by managing traffic volumes and speeds on residential neighborhood streets.
- M-1.15. **Transportation Technological Advancement.** We solicit ideas from private industry and public agencies for the development and implementation of innovative transportation technologies.
- M-1.16. **Alternative Paving Treatments.** We support the use of alternate paving materials for public streets, highways, rail beds and other transportation corridors where they can help achieve other General Plan goals, such as noise reduction, beautification, and improved fuel efficiency.

- 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, 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, cellular facilities and related structures.
 - g. When possible, consolidate signs in the public right-of-way to reduce sign clutter, improve sight distance, maintain or improve safe access and reduce costs.
 - h. Design and locate street lighting with shielding or "cutoffs" to prevent glare, avoid excess lighting and preserve dark night time skies [link to Natural Resources Element, Dark Skies section].
- M-1.18. ***Traffic Calming.*** We design the circulation system serving new developments, and retrofit existing streets, where feasible, to control traffic speeds and maintain safety in all residential neighborhoods, in accordance with the City's Street Design Standards and Traffic Calming Manual.
- M-1.19. ***Street Redesign.*** We seek opportunities to redesign streets so that they are compatible with the surrounding neighborhood context and the Community's vision of the future, and only consider street widening or intersection expansions after considering multi-modal alternative improvements to non-automotive facilities
- M-1.20. ***Regional Transportation Demand Management (TDM).*** We support regional efforts by the South Coast Air Quality Management District (AQMD), OCTA, and other agencies to maintain and expand regional programs designed to reduce commuting by single driver automobiles.

- M-1.21. **TDM Financial Incentives.** We encourage businesses to offer financial incentives to their employees, including subsidized transit, carpool/vanpool programs, bike-to-work programs, parking cash-out programs, or a combination of incentives.
- M-1.22. **Telecommuting.** We support the use of private “tele-work” centers, satellite offices, or other forms of virtual work environments.
- M-1.23. **TDM in Development Review.** We encourage on-site features in all new non-residential developments that support Transportation Demand Management (TDM). Potential features may include preferred rideshare parking, car sharing vehicles, on-site food service and exercise facilities.
- M-1.24. **Regional Access to Arterial Streets.** New development contributing traffic to City Arterials, including development projects outside the City including, but not limited to, Rancho Mission Viejo shall be required to mitigate all traffic impacts to be consistent with adopted LOS standards contained in the City’s Mobility and Complete Streets Element.
- M-1.25. **Major and Minor Scenic Corridors.** We require the following roadways be maintained and preserved as major or minor scenic corridors with key entry points as shown in Figure M-2:
- a. Avenida Vista Hermosa
 - b. Avenida La Pata
 - c. Avenida Pico
 - d. El Camino Real/Pacific Coast Highway
 - e. Ola Vista
 - f. El Camino Real
 - g. Camino De Los Mares
 - h. Camino Vera Cruz
 - i. Camino Del Rio
 - j. Calle del Cerro
 - k. Avenida Vista Montana
 - l. Avenida Talega
 - m. Avenida Del Mar
 - n. Interstate 5, between Camino De Los Mares and South City Limits
- M-1.27. **Scenic Corridor Enhancement and Designation.** Enhance existing scenic corridors and identify opportunities for the designation of new corridors.
- M-1.28. **Urban and Recreation Corridor designations.** We seek to create and distinguish different roadway characteristics for Urban and Recreation corridors throughout the City. Distinctions between urban and recreation corridors will be included in the updated Master Plan for Scenic Corridors, and will establish a scenic hierarchy and an overall visual framework for the City.

- M-1.29. ***New Scenic Corridors or Highways.*** Expand or designate new scenic highways where protection of community resources warrants their preservation and/or protection.
- M-1.30. ***Protection of Scenic Corridors.*** We ensure that development is sited and designed to protect scenic corridors and open space/landscape areas by blending man-made and man-introduced features with the natural environment.
- M-1.31. ***Building Heights and Setbacks.*** We review the heights and setbacks of all structures to ensure the preservation of visual corridors and the maintenance of an open, scenic quality within each corridor.
- M-1.32. ***Compatible Landscaping.*** We require development to provide landscaping themes that are compatible with and reinforce the visual character of adjacent, designated scenic corridors.
- M-1.33. ***Signs.*** We require the review of the size, height, numbers, and type of on-premise signs to minimize their impact to scenic corridors.
- M-1.34. ***Billboards Prohibited.*** We prohibit the construction of billboards within designated scenic corridors.
- M-1.35. ***Design and Maintenance.*** We support the proper design, installation and maintenance of scenic highways and scenic corridor elements, including the responsibilities for the maintenance of landscaping and roadway surfaces to be fulfilled by homeowners' associations, community service districts, private owners and public agencies

GENERAL PLAN FIGURES

- Figure M-1, Roadway System Map
- Figure M-2, Scenic Corridors

ADDITIONAL LINKS

- [Zoning Code, Chapter 17.76, Trip Reduction and Transportation Demand Management](http://library.municode.com/HTML/16606/level2/TIT17ZO_CH17.76TRRETRDEMA.html)
[http://library.municode.com/HTML/16606/level2/TIT17ZO_CH17.76TRRETRDEMA.html]
- Design Manual of Living Streets (DML) (City will complete manual with deleted sections)
- Regulatory and Policy Overview [staff to provide link to F&P report]
- Master Plan of Arterial Highways [staff to provide link to F&P report]
- Orange County Transportation Authority Commuter Services
[<http://www.octa.net/STR2011.aspx>]
- City of San Clemente Traffic Calming Policy [staff to provide link]
- State Deputy Directive 64
[http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets_files/dd_64_r1_signed.pdf]

- City Street Design Standards [staff to provide link]
- California Office of Planning & Research General Plan Guidelines, Complete Streets [http://opr.ca.gov/docs/Update_GP_Guidelines_Complete_Streets.pdf]
- Federal Safe and Complete Streets Act of 2011 [<http://www.govtrack.us/congress/bills/112/hr1780/text>]

Non-Automotive Transportation System

A transportation system that meets all users' needs requires bicycle, pedestrian, rail and public transit facilities. In addition to providing more travel options, these alternative transportation modes have other significant benefits, including reduced fuel usage and emissions, health and recreation opportunities, reduced traffic congestion and an improved quality of life.

Increasing the community's use of alternative travel modes can mean changes to long-standing habits or behaviors. Thus, it requires more effort than merely building new facilities or expanding existing ones. It requires public outreach and education to promote these alternative modes and their safe use.

GOAL:

Create an interconnected network of bicycle, pedestrian, skateboard, rail and transit facilities that encourage non-automotive travel.

POLICIES:

- M-2.01. **Electric Vehicles.** We support the use of neighborhood- and long-range electric vehicles and identify routes and designate special parking for such Neighborhood Electric Vehicles (NEVs) at beaches and commercial locations.
- M-2.02. **Pedestrian Facilities.** Public streets shall provide pedestrian facilities [link to Glossary] in accordance with the adopted City standards.
- M-2.03. **Accessible Pedestrian Facilities.** All new streets shall have provisions for the adequate and safe movement of pedestrians, including improvements for the elderly and disabled.
- M-2.04. **Accessible Transit.** We provide pedestrian and wheelchair access to all transit facilities and maintain pedestrian and wheelchair facilities so that they are safe, attractive and well lit.
- M-2.05. **Rail Facilities and Programs.** We support the retention of passenger rail facilities at North Beach and in the Pier Bowl to help meet inter-city and regional transportation needs.
- M-2.06. **Regional Rail Service.** We support the expansion of Metrolink and Amtrak service by the Southern California Regional Rail Authority, OCTA, and other agencies to enhance San Clemente's regional transit accessibility for residents, employees and visitors.

- M-2.07. ***Coordinated Land Use Planning for Transit.*** We encourage higher density, mixed-use development in areas with existing and planned transit service.
- M-2.08. ***Transit Service.*** We support the maintenance of existing bus service and encourage transit service enhancements by OCTA to ensure all residents have access to adequate and safe transit.
- M-2.09. ***Senior and Disabled Public Transit.*** We support the provision of appropriate and cost-effective transit services for seniors, disabled persons and those who are unable to drive motor vehicles by coordinating with regional transit providers, non-profit service providers, private services, and community-based services.
- M-2.10. ***Transit Priority in Development Review Process.*** Development should encourage transit ridership by including bus turnouts, passenger shelters, transportation kiosks, pedestrian connections to transit, and other measures.
- M-2.11. ***Bicycle and Pedestrian Wayfinding.*** Bicycle and pedestrian network wayfinding and information shall be provided through signs, street markings or other technologies.
- M-2.12. ***Integration of Bicycle Planning.*** We integrate development of the bicycle facilities network into larger land use planning and development projects.

POLICIES (from Bicycle and Pedestrian Master Plan):

- M-2.13. ***Bicycle and Pedestrian Network.*** We plan, develop and maintain a comprehensive bicycle and pedestrian network as specified in the San Clemente Bicycle and Pedestrian Master Plan [staff to provide link].
- M-2.14. ***Bicycle Friendly Streets.*** We consider every public street in San Clemente as a street that cyclists could use.
- M-2.15. ***Bicycle-Friendly Infrastructure.*** We shall employ bicycle-friendly infrastructure design using new technologies and innovative treatments, where necessary to improve bicyclists' safety and convenience.
- M-2.16. ***Roadway Performance Evaluation.*** We shall evaluate roadway level of performance from a multi-modal, Complete Streets perspective.
- M-2.17. ***Traffic Control Devices.*** Traffic control devices and transportation infrastructure will be operated to serve the needs of all users of the roadway and pedestrians.
- M-2.18. ***Design Standards.*** We support the design principles in the City's Design Manual of Living Streets in determining the appropriate standard to apply to a given situation, the City will seek to maximize cyclists' and pedestrians' comfort and convenience, in balance with other roadway users.
- M-2.19. ***Bicycle Facilities.*** In preparing City land use plans and applicable Capital Improvement Programs, we address bicycle needs, including:

- a. Attractive destination facilities, such as secure bicycle lockers, showers, and changing rooms that are conveniently located for bicyclists, i.e. a bike station);
 - b. Facilities for bicycle parking within newly-built and renovated multi-family residential developments, residential condominiums and apartment conversions to condominiums, multi-use and non-residential sites;
 - c. Safe, secure, attractive and convenient bicycle parking; and
 - d. Wayfinding systems and traffic control signage or markings for all bicycle facilities.
- M-2.20. **Regional Bicycle and Pedestrian Coordination.** We coordinate regional trail and bicycle planning, acquisition and development efforts with adjacent jurisdictions.
- M-2.21. **External Linkages.** We link on-road and off-road bicycle and pedestrian facilities within San Clemente to existing and planned facilities in adjacent and regional jurisdictions.
- M-2.22. **Off-Road Trail Linkages.** Where feasible, the City connects off-road trails with the on-road transportation network.
- M-2.23. **Skateboarding.** We encourage and support skateboard use as an efficient and legitimate transportation mode to connect gaps between destination and transit stops and rail stations.
- M-2.24. **Maintenance and Hazard Monitoring.** All bicycle facilities will be maintained according to a management plan to be adopted by the City.
- M-2.25. **Intersections and Crossing Locations.** We utilize Federal, State, and local 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.
- M-2.26. **Bicycle and Pedestrian Facility Design Standards.** 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.
- M-2.27. **Unpaved Trails.** We require unpaved bicycle and pedestrian trails on City-controlled property to be built and maintained using recognized best practices.
- M-2.28. **Intersection Configuration.** We shall require the intersections of local roads with the I-5 freeways and the proposed Toll Road to be designed using a “complete streets” approach.
- M-2.29. **Safety Awareness.** We encourage and support the creation of comprehensive safety awareness programs for pedestrians, skateboarders, cyclists and drivers.

- M-2.30. ***Walking and Biking Trips.*** We encourage city staff, employees, residents and visitors to walk and bicycle as often as possible.
- M-2.31. ***Improvements along Bicycle and Pedestrian Routes.*** We improve and maintain alternative transportation infrastructure and assign a high priority to improvements along primary pedestrian and bicycle routes to schools.
- M-2.32. ***Non-Automotive Transportation Co-Benefits.*** We utilize non-automotive transportation solutions as tools for achieving economic development and environmental sustainability goals.
- M-2.33. ***Grant Funding.*** We pursue Federal, State, County, regional and other funding opportunities to increase bicycle and pedestrian mode share percentages, improve transportation system performance, and to improve air quality through a balanced, multi-modal transportation system.
- M-2.34. ***Deferred Street Improvements.*** 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.
- M-2.35. ***American Disabilities Act.*** All new streets shall have provisions for the adequate and safe movement of pedestrians, in accordance with the American Disabilities Act.
- M-2.36. ***Sidewalks and Pathways.*** Sidewalks or pathways are desirable in most areas, including coastal neighborhoods where, at a minimum, it may only be feasible to install sidewalk on one side of the street.
- M-2.37. ***Active Transportation Linkages to Schools.*** We assign high priority to the improvement and maintenance of active transportation infrastructure within one half mile of San Clemente schools.

LINKS TO OTHER GENERAL PLAN CONTENT:

- Land Use Element, Focus Areas [link to Focus Areas page]
- Urban Design Element [link to LUE Homepage]

ADDITIONAL LINKS:

- San Clemente Bicycle and Pedestrian Master Plan [staff to provide link]
- Design Manual of Living Streets (DML) (City will complete manual with deleted sections)
- Caltrans Chapter 1000 Standards
[<http://www.dot.ca.gov/hq/oppd/hdm/pdf/chp1000.pdf>]
- Orange County Transit Authority [<http://www.octa.net>]
- Metrolink [www.metrolinktrains.com]

- California Office of Planning & Research General Plan Guidelines, Complete Streets [http://opr.ca.gov/docs/Update_GP_Guidelines_Complete_Streets.pdf]

Safety

To encourage multi-modal transportation, San Clemente will use a combination of roadway improvements, urban design strategies, quality bicycle and pedestrian facilities, education/awareness programs and traffic code enforcement.

GOAL:

Create a balanced transportation system that facilitates safe travel by all modes of travel.

POLICIES:

- M-3.01. **Connected Roadway Network.** We require development projects to connect to and where necessary, improve local streets to allow travel by all modes and ensure connectivity with the larger City-wide roadway network.
- M-3.02. **Complete Streets Roadway Standards.** We require that pedestrian, vehicular, and bicycle circulation on public and private property is coordinated and designed to maximize safety, comfort and aesthetics and is consistent with Federal, State, Orange County, and local laws, codes, and standards.
- M-3.03. **Safe Routes to School.** We collaborate with the Capistrano Unified School District and private schools to identify and implement safety measures to improve safe travel to and from schools for students, parents, residents and school employees.
- M-3.04. **Manage Traffic Speeds.** We use a combination of effective design and traffic code enforcement to manage traffic speeds where non-motorized travel is encouraged.
- M-3.05. **Safety Awareness Program.** We encourage and assign high priority to the creation of a comprehensive safety awareness program for pedestrians, skateboarders, cyclists, and motorists which addresses proper riding behavior, wearing helmets, using lights, and other issues as appropriate.
- M-3.06. **Emergency Response.** We manage the transportation system to balance emergency response time and evacuation needs with other community concerns, such as Urban Design and balanced road designs.

ADDITIONAL LINKS:

- Design Manual of Living Streets (City to complete manual with deleted sections. This is the most important link in the Element to address safety)
- San Clemente Bicycle and Pedestrian Master Plan [staff to provide link]
- California Office of Planning & Research General Plan Guidelines, Complete Streets [http://opr.ca.gov/docs/Update_GP_Guidelines_Complete_Streets.pdf]

Parking

Parking facilities are essential for most types of land uses. Their location, design and availability can influence travel choices. For example, reducing the level of available parking has been shown to reduce vehicle travel and increase biking, walking, and transit use. To strike a balance between the provision of adequate parking to meet residential and business needs and the goal of improving non-motorized travel options, San Clemente strives to provide an appropriate level of “right-sized” parking facilities.

For example, shared parking concepts allow parking spaces to be used by more than one type of user at different times of the day. This can provide more efficient utilization of parking spaces over predictable cycles of the day, week or year. Another strategy is to provide comprehensive and routine management of parking in key destination areas of San Clemente, like the Del Mar/T-Zone, North Beach, and the Pier Bowl.

GOAL:

Create a parking system which provides an appropriate level of multi-modal parking supply in public and private parking areas.

POLICIES:

- M-4.01. **Shared Parking.** We encourage mixed-use and multiple use developments to implement shared parking techniques as a preferred approach for complementary land uses.
- M-4.02. **Parking Management.** We manage and evaluate public and private parking resources in key destination areas.
- M-4.03. **Automobile Parking Demand.** We reduce automobile parking demand by improving public transit, bicycle and pedestrian mobility, particularly to and from our key destination areas.
- M-4.04. **Alternative Parking Strategies.** We consider alternative parking strategies that address multi-modal parking needs, improve land use efficiency and enhance environmental quality, such as use of energy-saving/generating features, demand-based parking strategies, stacking, alternative paving, accommodating multiple uses, and parking elevators.
- M-4.05. **Parking Requirements.** We support the evaluation and possible consolidation of parking requirements to facilitate the gradual transition of land uses and to simplify standards.
- M-4.06. **Comprehensive Parking Strategies.** We base parking decisions and related improvements in key commercial areas (e.g., North Beach, Del Mar/T-Zone, Pier Bowl, and Plaza San Clemente) on comprehensive parking strategies, such as the adopted North Beach Parking Master Plan [Add link].
- M-4.07. **Alternative Parking Requirements and Incentives.** We will consider incentives to encourage alternative parking, such as crediting bicycle, neighborhood electric vehicles (NEV), motorcycle and scooter parking spaces toward meeting a portion of the required automobile parking.

LINKS TO OTHER GENERAL PLAN CONTENT:

- Urban Design Element [link to UDE Homepage]
- Land Use Element, Focus Areas [link to Focus Areas page]

ADDITIONAL LINKS:

- Link to local parking maps, applications, other programs [staff to provide separate links]
- Zoning Code, Chapter 17.64, Parking and Access Standards
[http://library.municode.com/HTML/16606/level2/TIT17ZO_CH17.64PAACST.html#TOPTITLE]

Freight Movement

Freight vehicles are an integral aspect of the transportation network and crucial to the economic vitality of any city. A key consideration is to manage freight vehicle traffic to limit negative impacts to City residents and employees. Our transportation infrastructure allows trucks traffic to flow efficiently and minimize the possible exposure of people in sensitive areas, such as residential neighborhoods, hospitals and schools, to accidents involving trucks, high noise levels, and diesel emissions. In addition, directing truck traffic to use designated routes minimizes impacts and maintenance demands on roadways not designed or designated for truck traffic.

GOAL:

Create a transportation system which accommodates the safe and efficient movement of freight vehicles on appropriate routes.

POLICIES:

- M-5.01. ***Truck and Freight Movements.*** We will continue to implement a program which allows efficient freight movement while minimizing negative impacts on local roads and noise-sensitive land uses by identifying and implementing vehicle weight restrictions on designated streets.

ADDITIONAL LINKS

- Designated Truck Routes (Municipal Code, Title 10, Section 36, Vehicles and Traffic)

[http://library.municode.com/HTML/16606/level2/TIT10VETR_CH10.36WELITRRO.html#TIT10VETR_CH10.36WELITRRO_10.36.010TRRO]

Mobility & Complete Streets Implementation Measures

1. Adopt a Street Design Manual based on the Model Design Manual of Living Streets [staff to provide link].
2. Conduct regular surveys of City residents to identify preferences and behavior and report on the survey results to the City Council to benchmark travel behavior

3. Implement the Bicycle and Pedestrian Master Plan. (Consultant to add link to the Plan here for detailed implementation measures).
4. Implement the Candidate Projects in the Bicycle and Pedestrian Master Plan, subject to more detailed engineering studies. [staff to provide link]
5. Implement the following roadway extensions improvements based on the Mobility Element and Complete Streets Roadways Map and subject to design/environmental studies:
 - a. La Pata Extension
 - b. Camino Del Rio Extension
6. If necessary to mitigate potential impacts, the City will implement improvements identified as mitigation measures in the Final Environmental Impact Report for the Centennial General Plan.
7. Update the Municipal Code to require end of trip bicycle facilities, as appropriate to the scale of the project, such as lockers, showers and enclosed bicycle parking, within non-residential sites and bicycle parking within multi-family and non-residential sites.
8. Working with other agencies, the City will seek grants to help develop, operate and maintain a comprehensive trail system through San Clemente's open spaces.
9. Work with OCTA to identify shelter options to ensure adequate safety and comfort for transit users and encourage OCTA to provide bus shelters at all bus stops on El Camino Real, Camino De Los Mares, and Avenida Pico.
10. When and where appropriate, prepare feasibility study for a shuttle service connecting North Beach, Del Mar/T-Zone, Pier Bowl, and other major commercial areas within the City.
11. Validate and incorporate a Multi-Modal Level of Service (LOS) or other metric to evaluate multi-modal facilities performance into future traffic studies.
12. Prepare and/or update parking management plans for key destination areas, including but not limited to North Beach, Del Mar/T-Zone, Pier Bowl. Update the Master Landscape Plan for Scenic Corridors.
13. Consider preparing detailed concept plans to evaluate alternate visions for major MPAH corridors, and address types of multi-modal improvements that can be included within the constrained rights-of-way (unless it is decided to acquire more right-of-way) for various alternatives.
14. Prepare comprehensive parking strategies for key commercial areas, including: North Beach, Pier Bowl, Del Mar/T-Zone and Plaza San Clemente

Note: The above measures are those in addition to the extensive list of implementation measures identified in the Bicycle and Pedestrian Master Plan. In addition, future roadway network improvements will be identified following the completion of the traffic analysis.

The following implementation measures are included in the latest draft of the Bicycle and Pedestrian Master Plan. The number system will remain the same until adoption for ease of maintaining the two documents.

(Note: many of these "implementation measures" from the BPMP appear to be policies and will need to be moved into appropriate policy sections of the Mobility Element. JH)

8-
59

15. Bicycle and pedestrian network wayfinding and information shall be provided through signs, markings or other technologies. (policy?)
16. Consider using the public right-of-way outside that of the roadway limits to install safe and convenient bicycle and pedestrian facilities. (policy?)
17. Explore the formalization of existing informal bicycle and pedestrian paths, where appropriate.
18. We integrate bicycle and pedestrian facility installation and maintenance into the roadway and maintenance planning process. (policy?)
19. Designated Class 2 bike lanes should be added where considered appropriate and there is sufficient curb-to-curb street paveout width. (move to policy section?)
20. When roadway repairs are done by the City or other agencies, such as utility companies, the roadway shall be restored in accordance with City standards, with restriping suitable for bicycle use, as appropriate. (policy?)
21. Where feasible, 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 with driving lanes). (policy?)
22. When intersections with signals are rehabilitated, vehicle actuation shall be installed to detect bicycles (CVC 21450.5). (policy?)
23. When intersections with signals are rehabilitated, City shall install bicycle detector pavement markings at traffic signals using best practices and adopted State or Federal standards. (policy?)
24. 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. (policy?)
25. All new capital improvement projects and private development projects shall undergo review to ensure consistency with the Bicycle and Pedestrian Master Plan and with the Mobility and Complete Streets Element. (policy?)
26. We shall consider implementing bicycle and pedestrian improvement projects as part of other street improvement projects. (policy?)
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. (policy?)

28. Provide access paths to transit centers and commuter rail stations to encourage walking and cycling. (policy?)
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. (policy?)
30. The City regularly maintains and sweeps streets and bikeways in compliance with its Street Sweeping Program. (policy?)
31. The City regularly maintains bicycle and pedestrian signage and pavement markings so they are in good working condition. (policy?)
32. The City shall 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 accidents through infrastructure improvements, community outreach and education, and law enforcement efforts.
33. The City shall develop standards that require bicycle accommodations (such as parking, lockers and showers) in new or significantly rehabilitated nonresidential developments.
34. The City will encourage public pedestrian improvement projects such as public art, fountains, street trees, lighting and directional signs. (policy?)
35. The City will ensure walking routes are integrated into new greenways and open space areas, where appropriate and encourage them in existing greenways and open space areas. (policy?)
36. Include Bicycle and Walking Safety lessons in city recreation programs. (policy?)
37. We 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.
38. Assist employers in implementing a comprehensive bicycle awareness program for their employees.
39. The City shall support and promote education and awareness of pedestrian and bicyclist rights and behaviors, as well as risk avoidance, among the motoring public.
40. Expand the Safe Routes to School program, including International Walk/Bike to School events, and encourage all schools to get involved.
41. The City shall consider designating a law enforcement liaison officer for the bicycle and pedestrian community.
42. The City shall provide training opportunities for engineering and planning staff on ways to integrate bicyclists and pedestrians with the transportation network.

43. The City shall 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.
44. 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.
45. Develop a City-wide navigational tool (e.g. paper maps, digital map, GPS, other emerging technologies).
46. Consider establishing a Bicycling Advisory Committee to assist the City with grant writing and implementation of the Bicycle and Pedestrian Master Plan.
47. Collaborate with local businesses, bicycle shops, non-profits, schools, and government agencies to produce and distribute bicycle and pedestrian safety materials.
48. Encourage City officials and employees, as well as other employers, to participate in "Bike to Work Month" and "Bike to Work Week."
49. Improve appropriate legal access to public lands for cyclists and pedestrians.
50. City shall collaborate with the 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.
51. Establish a bicycle-friendly business program to encourage and facilitate use of alternative modes of transportation by employees and customers.
52. 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.
53. 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.
54. Require the construction of new bicycle facilities and/or bicycle-friendly improvements as a condition of approving new development that impacts area parking or traffic. (policy?)
55. Encourage bicycle and pedestrian-oriented site design in commercial areas. (policy?)
56. Design bicycle and pedestrian network linkages that directly connect to retail and commercial centers. (policy?)
57. 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. (policy?)
58. Track mode shift to quantify greenhouse gas reductions.
59. Establish mode shift/share goals.

8-
59

60. As funding permits, 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. (policy?)
61. The City will identify substandard public sidewalks and paving in public areas and ensure they are repaired or replaced in accordance with Sidewalk Repair Program.
62. The City will prepare and maintain an inventory of sidewalk facilities to determine where pedestrian improvements are most needed to insure a continuous safe route for pedestrians throughout San Clemente.
63. The City will 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.
64. The City will give high priority to providing pedestrian and bicycle access to all public facilities and transit stops and will coordinate with OCTA as necessary. (policy?)
65. The City may provide for the approval of certain commercial uses in public sidewalks in the Pedestrian Overlay District when those uses benefit the overall pedestrian environment. (policy?)

Governance Element

The Governance Element is about good government and outstanding customer service. It establishes policies that help ensure open, fair, and informed decision-making. It guides how City staff 1) communicates internally, with the public, and with business, 2) allocates resources, and 3) follows adopted policies to make decisions. Elected and appointed City leaders, citizens, business people, investors, and City staff will use this Element to understand how residents help shape policies and decisions that affect them. This Element also integrates the City’s Mission Statement, Vision and Strategic Plan, Centennial General Plan, Specific Plans, and Master Plans* into a consistent planning, budgeting, and implementation framework. This procedural framework will be applied to everyday City operations, in addition to actions with long-range implications. This will help foster a predictable and transparent system of governance that delivers responsive and high-quality municipal services to benefit our community, economy, and quality-of-life.

PRIMARY GOAL:

To be a City that achieves its General Plan implementation measures and is guided by a clear system of decision-making policies and procedures.

GOAL AND POLICY SECTIONS:

1. System for Governance and Management
2. Municipal Finance
3. Communication
4. Implementation of the Centennial General Plan

GENERAL PLAN FIGURES

- Figure G-1, Decision-Making System

ADDITIONAL LINKS

- San Clemente’s Mission [<http://san-clemente.org/sc/standard.aspx?pageid=71>]
- San Clemente Vision and Strategic Plan [<http://san-clemente.org/sc/Services/Planning/VisionSanClemente/Final%20Vision%20and%20Strategic%20Plan.pdf>]
- Long Term Financial Plan (LTFP) [<http://san-clemente.org/sc/download.aspx?pageid=368>]
- Budget [<http://san-clemente.org/sc/download.aspx?pageid=364>]
- Capital Improvement Program (CIP) [<http://san-clemente.org/sc/download.aspx?pageid=366>]

**Master Plans refer to a variety of City plans intended to provide more detailed policy and implementation guidance than the Centennial General Plan. Examples include the Beaches,*

Parks and Recreation Master Plan, Bicycle and Pedestrian Master Plan, and the Climate Action Plan.

System for Governance and Management

The City of San Clemente is incorporated as a general law city with a Council-Manager form of government. General law cities follow governmental structures and powers specifically granted by state law. Publicly-elected City Council members and an appointed Mayor make decisions and set policy for implementation by a professional administrator, the City Manager. The City Manager hires staff, advises the Council and Mayor and is responsible for the City's daily operations. The City Manager and administrative staff address key issues affecting the City—as identified by the City Council with input from staff, City commissions and committees and citizens—through the annual Budget. The Budget allocates funds to implement projects and programs. The Budget is, in turn, guided by the Long Term Financial Plan. The Long Term Financial Plan has proven effective in keeping the City fiscally strong and responsive to changing needs and circumstances. The Long Term Financial Plan and the resulting budget are in turn, shaped by policies in the General Plan and Master Plans.

GOAL:

Achieve an easily understood, open and transparent system of governance to guide the City, in a manner consistent with its Mission Statement, the City of San Clemente Vision and Strategic Plan, General Plan and other adopted plans.

POLICIES:

- G-1.01. ***Effective Governance.*** We practice effective governance by adhering to a planning, budgeting, and implementation process which is publicly accessible, understandable, predictable and timely.
- G-1.02. ***Consistency.*** We achieve and maintain consistency between policies in short- and long-term planning documents, the municipal code and implementation projects and programs.
- G-1.03. ***Role of the Mission Statement and Vision.*** City decision-making shall be guided by the City's Mission Statement and Vision.
- G-1.04. ***Role of the Centennial General Plan.*** City decisions shall follow the Centennial General Plan as the foundation of matters related to land use, circulation, environmental quality, and other aspects of the City's excellent quality of life.
- G-1.05. ***Role of Master Plans and Design Guidelines.*** We are guided by Master Plans and Design Guidelines, as these are more detailed policy and implementation documents than the General Plan. Hence, they serve as the foundation for informed decision making regarding development, specific infrastructure, services, and other public investments. Master Plans and Design Guidelines should be consistent with the Vision and Mission Statements, and shall be consistent with the Centennial General Plan and

specific plans. If recommended decisions regarding Master Plans or Design Guidelines are deemed inconsistent with the Centennial General Plan, then a General Plan Amendment must be adopted by City Council to eliminate the inconsistency.

- G-1.06. **Role of Long Term Financial Plan.** In the preparation of an annual budget, we follow the Long Term Financial Plan (LTFP), a document that connects Council, staff and citizen priorities to available resources.
- G-1.07. **Role of Public Comments.** We actively seek public comment to ensure public accountability and to help the City Council, commissions, committees and staff make better, more informed decisions.
- G-1.08. **Consistency in Staff Recommendations.** We require that staff recommendations be consistent with adopted City policies and plans and state and federal law.
- G-1.09. **Budget and Long-Term Financial Plan (LTFP) Process.** We use the Budget and LTFP processes to implement General Plan policies and priorities and communicate this relationship to City leaders, staff and the public.
- G-1.10. **Mayor, City Council and appointed Bodies.** We require the Mayor, City Council and appointed bodies to consider the overall community's long-term best interests.
- G-1.11. **Keeping the General Plan and Specific Plans Current.** From time to time, the City may amend the General Plan to reflect new information, changing conditions, needs and community preferences. This may require updating one or more specific plans and other regulatory documents to maintain consistency.
- G-1.12. **Changes to Our Vision and Mission.** If the City Council changes the City's Vision Plan or Mission Statement, the General Plan and Zoning Ordinance must be updated, accordingly.

GENERAL PLAN FIGURES

Figure G-1, Decision-Making System

Municipal Finance

Decisions concerning municipal finance are the clearest indicators of how community goals, values and priorities guide the City's future. Municipal finance includes:

Annual Budgeting Process. The municipal finance system is shaped by the preparation, adoption, implementation, and evaluation of the annual budget and Long Term Financial Plan (LTFP). The LTFP establishes policies, allocates funds, guides operations, anticipates future financial circumstances and clearly communicates fiscal choices to residents, businesses and investors.

Capital Improvement Program. To address community needs for public facilities and infrastructure, the City annually prepares and adopts a Capital Improvement Program, a six-

year schedule setting priorities and timing of engineering and design, land acquisition and construction for public works projects.

Cash Management. This is a set of Council-approved strategies that guide how the City invests short-term cash flow and longer-term reserves. The City also maintains an Investment Policy to comprehensively guide the responsible management of funds available for investment. These may include, but are not limited to, temporarily idle cash, reserve, trust, agency, and capital funds.

Fund Balance and Reserves. The City seeks to maintain certain levels of funds in reserve, including “emergency” and “sustainability” reserves for unforeseen cash flow disruptions and for specific purposes, such as post-retirement health care expenses. All reserves are established by a set of Council-adopted Fiscal Policies and are updated each year during the Long-Term Financial Plan process.

Revenue and Expenditure Forecasting. The City conservatively forecasts future revenues and expenditure needs and continuously tracks those forecasts. These steps are critical to our fiscal health and to ensure the City’s ability to provide quality services in the future.

Risk Management. The risk management program includes reserves to cover potential losses, risk control programs and activities, and self-insurance pools.

GOAL:

Establish and maintain an easily understood, transparent, and accountable municipal finance system that implements the Mission Statement, Vision and Centennial General Plan, safeguards the City's assets and maintains the public's trust.

POLICIES:

- G-2.01. **Consistent and Transparent Assessment.** We make fiscal decisions and carry out fiscal planning using a consistent and transparent process.
- G-2.02. **Finance and Administrative Services Department Responsibility.** We require the Finance and Administrative Services Department to review City Council agenda reports to identify potential fiscal impacts.
- G-2.03. **Transparency in Information.** We expect our City's budget and annual financial report documents to maintain the highest accounting standards for clarity and content.
- G-2.04. **Critical Factors for Finances.** On an ongoing basis, we identify critical factors which have, or are expected to have, an impact on the City’s financial condition.
- G-2.05. **Financial Forecast.** We update the comprehensive five-year financial forecast for the General Fund, incorporating adopted City fiscal policies, expenditure patterns, revenue trends, General Plan implementation and other known financial impacts.

G-2.06. **Reserve Analysis.** We analyze and recommend appropriate levels of reserves to (a) ensure they are adequate to provide for the needs of each fund program, (b) meet program needs without unnecessarily obligating scarce dollar resources and (c) ensure compliance with City fiscal policies and legal requirements by State, County or Local Ordinances.

G-2.07. **Strategic Implementation Program and Capital Projects Analysis.** We provide an annual summary of the General Plan Strategic Implementation Program and capital projects with funding challenges and obligations for significant projects.

60

G-2.08. **Maintenance and Replacement Costs.** We will annually project our equipment replacement and maintenance needs for the next five years and will update this projection each year. A maintenance and replacement schedule will be developed and followed.

G-2.09. **General Fund Purpose.** We pursue a strategy to allocate general fund resources toward the City's provision of basic municipal services.

G-2.10. **Department Budget Limitation.** We will not commit to spending more than a conservative projection of recurring revenues for the City as a whole.

G-2.11. **Departmental Budgeting Requests.** We require each department's annual budget request to be free from reliance on one-time or unsustainable revenues (except for specific grant funded projects) and from deficit spending.

Communication

In San Clemente, communication emphasizes public accessibility, clarity, predictability, accountability and accuracy. Citizens, businesses and decision-makers will have access to the public information they need to understand what is happening in their City, why it is happening and what it means to them.

GOAL:

Be a local government which, through its values and procedures, is accountable to its citizens and fosters an informed and involved citizenry that takes pride and participates in City government to help achieve General Plan goals.

POLICIES:

G-3.01. **Quality.** We pursue a professional standard of clarity, accuracy, completeness and honesty in public communications.

G-3.02. **Accessibility.** City communications shall be easily accessible to the public, including those with special needs, such as hearing or visually impaired persons, except for communications conducted under closed session, attorney-client privilege or other information that is required to be confidential under State or Federal law.

- G-3.03. **Format.** We will use a variety of methods and media to communicate effectively.
- G-3.04. **Coordination.** Communication among City departments shall be based on close collaboration and information sharing, and shall be internally consistent with information delivered to the end-users.
- G-3.05. **Connection.** City communications shall include contact information or other means that allow public feedback or questions.
- G-3.06. **Outside Data.** We partner with sources outside City government to obtain and share accurate data with residents, businesses and visitors to minimize City costs and promote information delivery through multiple sources.
- G-3.07. **Staying Current.** The City will follow best practices in the use of communication and information technology to inform and engage the community and will conduct City business in a timely manner.
- G-3.08. **Community Involvement.** We provide opportunities for meaningful community involvement in City decisions about matters of public importance.
- G-3.09. **Outreach.** We surpass minimum or legal notification requirements to facilitate broad public participation in public decision-making.

Implementing the Centennial General Plan

The Centennial General Plan and Master Plans* shall be implemented so that public and private development projects, City budgets, City regulations and actions individually advance the Community's values and goals as expressed in the Centennial General Plan, the Mission Statement and Vision Plan.

GOAL:

Achieve continuous progress in implementing the Centennial General Plan by following the Plan's Five-Year "Strategic Implementation Program" and by the City's sustained commitment to its values and visions.

POLICIES

- G-4.01. **City Council Priorities.** In preparing the Long Term Financial Plan and in setting Strategic Priorities, the City Council shall prioritize actions for implementing the Centennial General Plan in a timely manner.
- G-4.02. **Organization.** We shall conduct the public's business using best professional practices and in a manner that respects the integrity and value of public awareness and participation in City government.

G-4.03. **Interagency Cooperation.** The City should collaborate with other public agencies, non-profit organizations, business and civic organizations to help implement the Centennial General Plan, whenever necessary.

G-4.04. **Monitoring Development and City Master Plans.** We will review development proposals and monitor construction and land use to ensure consistency with Master Plans such as the Beaches, Parks and Recreation Master Plan, City Facilities Plan, specific plans, the Climate Action Plan, and with the Centennial General Plan.

G-4.05. **Tracking Our Progress.** The City shall monitor and report progress in achieving the goals of the Centennial General Plan by evaluating the effectiveness of the Strategic Implementation Program and by complying with State requirements to prepare an Annual Report on the status of the General Plan.

**Master Plans refer to a variety of City plans designed to provide more detailed policy and implementation guidance than the Centennial General Plan policy document. Examples include the Parks and Recreation Master Plan, Bicycle and Pedestrian Master Plan, Climate Action Plan, and the City's several specific plans.*

Governance Element Implementation Measures

- 1) Community Development Department staff will annually evaluate progress in achieving the Strategic Implementation Program and other key General Plan milestones. Staff will report its findings to the Planning Commission, City Council, and State agencies as necessary.
- 2) Community Development Department staff will develop annual Centennial General Plan and Housing status reports. Reports will include a system of indicators or other feedback mechanisms to track the General Plan's progress toward achieving its goals and community vision. The reports will be used to inform the Planning Commission, City Council, and the Long Term Financial Plan and annual budget process.
- 3) Community Development Department staff will annually review the General Plan to ensure internal consistency and consistency with other Federal, State and local regulations and policies.
- 4) Community Development Department staff will review each new Capital Improvement Plan and Long Term Financial Plan for consistency with the General Plan and report its findings to the Planning Commission and City Council.
- 5) The City will collect an impact fee as part of development applications or permits to offset costs of maintaining the Centennial General Plan, including updating web-based text and graphics.
- 6) Community Development Department staff will develop a Public Engagement Manual that includes specific strategies and guidelines for enhanced community notice and

participation to promote informed and comprehensive decision-making. Strategies could include, but are not limited to, an interactive website, public opinion surveys, automatic public notifications through various media, etc.

Table 1
Possible Changes to Policy and Implementation Measures

| No. | Revision | Source/Comments |
|----------|---|-------------------------|
| 1 | <p>PSFU-6.04. Development Review. We require that new development and significant redevelopment projects (as defined in the City's Stormwater LIP) implement appropriate proactively work with developers to ensure the application of site design, source control/non-structural and structural and non-structural Best Management Practices (BMPs) to in development and redevelopment projects to reduce or eliminate stormwater and urban runoff flows and pollution to the maximum extent practicable. mitigate projected increases in pollutant loads and flows.</p> | PW/Clarification added. |
| 2 | <p>PSFU-6.01. Impervious Surfaces. We minimize the amount of impervious surfaces and directly connected impervious surfaces in areas of new development and redevelopment and, where feasible, slow runoff and maximize on-site infiltration except where infiltration would exacerbate geologic hazards.</p> | PW/Clarification added. |
| 3 | <p>PSFU-6.10. PSFU-6.05. Coordination. We coordinate with other Orange County cities and the County of Orange Storm water Stormwater Local Implementation Plan (LIP) http://ci-san-elemente-ca.us/sc/Org/Dept/Engineering/WaterQ/wq.htm permittees to update or develop new stormwater/urban runoff management programs and BMPs identified in the countywide on-program development through the Drainage Area Master Plan (DAMP) http://oc.watersheds.com/documents/dampstaff-to-provide-link, common program implementation (such as monitoring, public education, enforcement & inspection, and watershed programs, and), fiscal resources for shared budgets and overall program direction).</p> | PW/Clarification added. |

| | | |
|--|--|---|
| 4 | <p>PSFU-7-13. Pollution Prevention. We implement pollution prevention methods supplemented by pollutant source controls and treatment. We use collection strategies located at, or as close as possible to, the source (e.e., the point where whater initially meets the ground) to minimize the transport of urban runoff and pollutants offsite and into the municipal storm drain system and coastal waters.</p> | PW/Added Policy. |
| 5 | <p>PSFU-8.08. Collection. We provide solid waste collection for commercial, industrial and residential developments in accordance with State law.</p> | PW/Added Policy. |
| 6 | <p>PSFU-8.09. Product Stewardship. We support statewide and national product stewardship policies and programs that encourage manufacturers to design recyclable products and to take back products at the end of their useful life.</p> | PW/Added Policy. |
| 7 | <p>PSFU-8.10. Program Development. We update or develop new programs as needed to further reduce waste generation and increase recycling.</p> | PW/Added Policy. |
| Draft Mobility and Complete Streets Element | | |
| 8 | <p>16. Bicycle and pedestrian network wayfinding and information shall be provided through signs, markings or other technologies.</p> | Delete. Already stated as Policy M-2.11 |
| 9 | <p>17. ConsiderWe shall consider using the right-of-way outside that of the roadway limits to install safe and convenient bicycle and pedestrian facilities.</p> | Move to Non-Automotive Transportation policy section. |
| 10 | <p>18. We shalleExplore the formalization of existing informal bicycle and pedestrian paths where appropriate.</p> | Move to Non-Automotive Transportation policy section. |
| 11 | <p>19. Integrate bicycle and pedestrian facility installation and maintenance into the roadway and maintenance planning process.</p> | Delete. Similar to Policy M-2.24, but slightly different. |
| 12 | <p>20. Identify and designated Class 2 bike lanes should be addedwhere there is enough curb-to-curb pavement width.</p> | Change to implementation format. |
| 13 | <p>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> | Move to Non-Automotive Transportation policy section. |
| 14 | <p>Where feasible, <u>we</u> 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> | Move to Non-Automotive Transportation policy section. |

| | | |
|-----------|--|--|
| 15 | <p>23. Install vehicle actuation to detect bicycles wWhen intersections with signals are rehabilitated, vehicle-actuation shall be installed to detect bicycles (CVC 21450.5).</p> | <p>Change to implementation format.</p> |
| 16 | <p>24. Install bicycle detector pavement markings at traffic signals using best practices and adopted State or Federal standards. When when intersections with signals are rehabilitated, City shall install bicycle detector pavement markings at traffic signals using best practices and adopted State or Federal standards.</p> | <p>Change to implementation format.</p> |
| 17 | <p>25. RetainWe 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> | <p>Move to Non-Automotive Transportation policy section.</p> |
| 18 | <p>26. We reviewAll new capital improvement projects and private development projects shall undergo review to ensure consistency with the Bicycle and Pedestrian Master Plan and with the Mobility and Complete Streets Element.</p> | <p>Move to Non-Automotive Transportation policy section.</p> |
| 19 | <p>27. We shall consider implementing bicycle and pedestrian improvement projects as part of other street improvement projects.</p> | <p>Move to Non-Automotive Transportation policy section</p> |
| 20 | <p>28. 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> | <p>Move to Non-Automotive Transportation policy section.</p> |
| 21 | <p>29. Provide access paths to transit centers and commuter rail stations to encourage walking and cycling.</p> | <p>Delete. Similar to Policy M-2.04 but slightly different.</p> |
| 22 | <p>30. 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> | <p>Delete. Similar to Policy M-2.24 but slightly different.</p> |
| 23 | <p>31. The City regularly maintains and sweeps streets and bikeways in compliance with its Street Sweeping Program.</p> <p>New Implementation Measure:</p> <p>Adopt a Pedestrian and Bicycle Facilities Management Plan.</p> | <p>Written like a Policy and somewhat similar to Policy M 2.24 (Maintenance and Hazard Monitoring), which states, "All bicycle facilities will be maintained according to a management plan to be adopted by the City." For consistent formatting and to cover pedestrian facilities as well</p> |

| | | |
|-----------|---|---|
| | | change Policy 2.24 to read: "We maintain all bicycle and pedestrian facilities according to a management plan to be adopted by the City." The details of this implementation measure (i.e., street sweeping) would be covered within the management plan. |
| 24 | 32. The City regularly maintains bicycle and pedestrian signage and pavement markings so they are in good working condition. | Covered in new Policy above. |
| 25 | 33. The City shall 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 accidents through infrastructure improvements, community outreach and education, and law enforcement efforts. | Change for consistent formatting. |
| 26 | 34. The City shall Develop standards that require bicycle accommodations (such as parking, lockers and showers) in new or significantly rehabilitated nonresidential developments. | Change for consistent formatting. Reference Policy 2.19. |
| 27 | 35. The City will We encourage public pedestrian improvement projects such as public art, fountains, street trees, lighting and directional signs. | Move to Non-Automotive System policies. |
| 28 | 36. The City will Ensure walking routes are integrated into new greenways and open space areas, where appropriate and encourage them in existing greenways and open space areas. | Written like policy. Change to implementation format. |
| 29 | 37. Include Bicycle and Walking Safety lessons in city recreation programs. | Redundant with 38. |
| 30 | 38. We 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. | Change to implementation format. |
| 31 | 39. Assist employers in implementing a comprehensive bicycle awareness program for their employees. | OK as is. |
| 32 | 40. The City shall support and promote education and awareness of pedestrian and bicyclist rights and behaviors, as well as risk avoidance, among the motoring public. | Delete. Similar to Policy M-2.29, but slightly different. |

| | | |
|-----------|---|---|
| 33 | 41. Expand the Safe Routes to School program, including International Walk/Bike to School events, and encourage all schools to get involved. | Ok as is. |
| 34 | 42. The City shall Consider designating a law enforcement liaison officer for the bicycle and pedestrian community. | Change to implementation format. |
| 35 | 43. The City shall Provide training opportunities for engineering and planning staff on ways to integrate bicyclists and pedestrians with the transportation network. | Change to implementation format. |
| 36 | 44. The City shall 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. | Change to implementation format. |
| 37 | 45. 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. | Ok as is. |
| 38 | 46. Develop a City-wide navigational tool (e.g. paper maps, digital map, GPS, other emerging technologies) bicycle map. | This now reflects prior direction from PC. Still belongs in implementation section. |
| 39 | 47. Consider establishing a Bicycling Advisory Committee to assist the City with grant writing and implementation of the Bicycle and Pedestrian Master Plan. | Ok as is. |
| 40 | 48. Collaborate with local businesses, bicycle shops, non-profits, schools, and government agencies to produce and distribute bicycle and pedestrian safety materials. | Ok as is. |
| 41 | 49. Encourage City officials and employees, as well as other employers, to participate in "Bike to Work Month" and "Bike to Work Week." | Ok as is. |
| 42 | 50. We improve appropriate legal access to public lands for cyclists and pedestrians. | Move to Non-Automotive <u>Transportation policy section.</u> |
| 43 | 51. City shall Collaborate with the 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. | Change to implementation format. |
| 44 | 52. Establish a bicycle-friendly business program to encourage and facilitate use of alternative modes of transportation by employees and customers. | Ok as is. |
| 45 | 53. Consider establishing an Active Transportation Coordinator position to work with City departments and advocacy groups to support and coordinate efforts to | Ok as is. |

| | | |
|-----------|---|---|
| | improve alternative transportation modes and to implement the Bicycle and Pedestrian Master Plan. | |
| 46 | 54. 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. | Ok as is. |
| 47 | 55. Require <u>We require</u> the construction or <u>rehabilitation</u> of new bicycle facilities and/or “bicycle-friendly” improvements as a condition of approving new development that impacts area parking or traffic <u>in accordance with Zoning Ordinance Standards.</u> | Edits reflect prior PC direction. Move to Non-Automotive Transportation policy section. |
| 48 | 56. Encourage <u>We encourage</u> bicycle and pedestrian-oriented site design in commercial areas. | Move to Non-Automotive Transportation policy section. |
| 49 | 57. Design <u>We design</u> bicycle and pedestrian network linkages that directly connect to retail and commercial centers. | Move to Non-Automotive Transportation policy section. |
| 50 | 58. 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. | No changes, but move to Non-Automotive Transportation policy section. |
| 51 | 59. Track mode shift to quantify greenhouse gas reductions. | Ok as is. |
| 52 | 60. Establish mode shift/share goals. | Ok as is. |
| 53 | 61. As funding permits, <u>we</u> 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. | Move to Non-Automotive Transportation policy section |
| 54 | 62. The City will identify <u>We ensure that</u> substandard public sidewalks and paving in public areas and ensure they are repaired or replaced in accordance with <u>the Sidewalk Repair Program.</u> | Move to Non-Automotive Transportation policy section. |
| 55 | 63. The City will prepare <u>Prepare</u> and maintain an inventory of sidewalk facilities to determine where pedestrian improvements are most needed to insure a continuous safe route for pedestrians throughout San Clemente. | Change to implementation format. |
| 56 | 64. The City will 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. | Change to implementation format. Implements Policy M-2.35. |

| | | |
|---------------------------------|--|--|
| 57 | 65. The City will work towards closing existing gaps in San Clemente's pedestrian network. | Change to implementation format. Implements Policy M-2.02. |
| 58 | 66. The City will We give high priority to providing pedestrian and bicycle access to all public facilities and transit stops and will coordinate with OCTA as necessary. | Move to Non-Automotive Transportation policy section. |
| 59 | 67. The City may provide for the We may approve approval of certain commercial uses in public sidewalks in the Pedestrian Overlay District when those uses benefit the overall pedestrian environment. | Move to Non-Automotive Transportation policy section |
| Draft Governance Element | | |
| 60 | G-2.08. Maintenance and Replacement Costs. As part of the budget process, we will periodically annually project our equipment replacement and facility maintenance needs for the next five years and will update this projection each year. A maintenance and replacement schedule will be developed and followed. | PW and CDD/Added flexibility (re-reviewed by PW and Admin staff) |
