

RESOLUTION NO. 14-01

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN CLEMENTE,
CALIFORNIA, CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT AND
APPROVING THE FINAL HEARING DRAFT CENTENNIAL GENERAL PLAN,
PLANNING APPLICATIONS GPA 13-043 AND DHP 13-045**

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

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

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

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

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

WHEREAS, the Planning Commission considered GPAC's comments and recommendations on the draft General Plan, public testimony, and staff and consultant recommendations. Based on this information and the Commission's own findings and deliberations during 40 public meetings held from February, 2011 through August, 2013, the Commission prepared a "City Council Hearing Draft Centennial General Plan" or "Draft"; and

WHEREAS, the City Council has reviewed and considered the Planning Commission's recommendation, the consultant and staff recommendations, correspondence and public testimony regarding the Draft General Plan, Draft Environmental Impact Reports, Draft Bicycle and Pedestrian Master Plan and Draft Climate Action Plan and related documents; and

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

WHEREAS, the City Council considered a Final Environmental Impact Report (FEIR), and revisions to the FEIR, which included a list of persons, organizations and public agencies comments on the DEIR, responses to comments received on the DEIR, and revisions to the DEIR in response to written comments, pursuant to the requirements of the California Environmental Quality Act (CEQA); and

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

WHEREAS, in approving the Centennial General plan, the City complied with the procedural requirements of the Planning and Zoning Act including, but not limited to Government code section 65352, 65353.2, 65352.3, 65355, and 65356 ; and

WHEREAS, the City Council has determined that adoption of the Final Draft Centennial General Plan will promote public health, safety and welfare by: 1) maintaining and strengthening the City's long-term fiscal health, 2) helping to ensure that adequate resources and services needed for new development will be available to serve new development, 3) protecting the natural environment and environmental quality to the maximum extent possible, and 4) maintaining and where possible, enhancing the relatively high level of services enjoyed by City residents.

NOW, THEREFORE, the City Council of the City of San Clemente hereby resolves as follows:

Section 1. EIR Findings. Having received, reviewed, and considered the DEIR and the FEIR for the Centennial General Plan (the "Project"), SCH No. 2013041021 (collectively, the EIR), as well as all other information in the record of proceedings on this matter, the City Council makes the following Findings. These Findings set forth the environmental basis for the discretionary actions to be undertaken by the City for the development of the Project. These actions include the approval and/or certification of the following: A) Environmental Impact Report No. (SCH#2013041021), B) Final Centennial General Plan, dated February 2014, C) 2013 Bicycle and Pedestrian Master Plan, and D) Climate Action Plan, dated January 2014.

A. The Final EIR, Exhibit A, with the revisions shown in Exhibit A-1, includes those written comments on the DEIR dated July 2013, received during the 45-day public review period and written responses to those comments, and clarifications/changes to the EIR.

X B. In conformance with CEQA and the State CEQA Guidelines, the City conducted an extensive environmental review of the Project. A brief history of the review process, the findings and facts in support of findings, and a statement of overriding

considerations are attached hereto as Exhibit "B" and incorporated herein by this reference; and

C. The Final EIR identifies significant, unavoidable adverse environmental impacts, namely, Air Quality, Greenhouse Gas Emissions, Noise, and Transportation and Traffic. The City Council hereby finds that the benefits of the project outweigh the project's unavoidable adverse impacts for the reasons identified in the Statement of Overriding Considerations, Exhibit "C."

Section 2. Certification of EIR. The City Council hereby certifies the Project's Environmental Impact Report based on the following considerations:

- A. The EIR has been completed in compliance with CEQA requirements;
- B. The Final EIR was presented to the San Clemente City Council and the City Council reviewed and considered the information contained in the Final EIR prior to approving the Centennial General Plan, Bicycle and Pedestrian Master Plan, and Climate Action Plan; and
- C. The EIR reflects the City Council's independent judgment and analysis.

Section 3. Mitigation Monitoring Program Approved. The City Council hereby approves the Project's Mitigation Monitoring Program, attached as Exhibit "D" and incorporated herein by this reference.

Section 4. General Plan Findings. Based upon its deliberations, the Council makes the following findings:

A. The Centennial General Plan, dated February 2014, with the revisions summarized in Exhibit B, will promote the public health, safety and welfare by updating general plan goals, policies and implementation measures to reflect community values, needs and conditions.

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

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

D. The Final Draft has taken into account the General Plan Advisory and Planning Commission recommendations, public input, consultant and staff recommendations and reflects the Council's review, direction and independent judgment regarding land use, circulation and transportation, economic development, environmental protection, recreation, public safety and services, coastal issues, historic

preservation, natural resources, urban design, and governance and growth management policies.

Section 5. General Plan Adopted. The City Council hereby adopts the Final Draft Centennial General Plan, consisting of goals, policies, explanatory text and maps, attached hereto as Exhibit F and incorporated herein.

Section 6. Repeal of Previous General Plan. The 1993 San Clemente General Plan, as amended, is hereby repealed on the effective date of the new Centennial General Plan.

Section 7. Publication and Availability. The Community Development Director shall cause the newly adopted Centennial General Plan to be published electronically and made publicly available on the City's website as soon as practicable, with a target date of March 31, 2014.


Section 8. Effective Date. The newly adopted Centennial General Plan shall be effective on the thirtieth day after passage of this resolution.

Section 9. Zoning and Specific Plans Consistency. The City Council intends, within a reasonable time after adopting the Centennial General Plan, to update the Zoning Ordinance and official Zone Map, and affected specific plans to ensure consistency with the new General Plan.

Section 10. City Clerk Certification. The City Clerk shall certify to the passage and adoption of this resolution and enter it into the book of original resolutions.

PASSED AND ADOPTED this 4th day of February, 2014.

ATTEST:



City Clerk of the City of
San Clemente, California



Mayor of the City of San
Clemente, California

STATE OF CALIFORNIA)
COUNTY OF ORANGE) §
CITY OF SAN CLEMENTE)

I, JOANNE BAADE, City Clerk of the City of San Clemente, California, do hereby certify that Resolution No. 14-01 was adopted at a regular meeting of the City Council of the City of San Clemente held on the 4th day of February, 2014, by the following vote:

AYES: BAKER, DONCHAK, EVERT, HAMM, MAYOR BROWN

NOES: NONE

ABSENT: NONE

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of San Clemente, California, this 4TH day of MARCH, 2014.


CITY CLERK of the City of
San Clemente, California

Approved as to form:

/s/ Jeff Goldfarb
City Attorney

EXHIBIT A

ENVIRONMENTAL

IMPACT REPORT

CENTENNIAL GENERAL

PLAN

SCH NO. 2013041021

prepared for:

**CITY OF SAN
CLEMENTE**

9100 Calle Negocio
Suite 100
San Clemente, CA 92673
949.361.6184

Contact:
Jeff Hook, AICP
Principal Planner

prepared by:

**THE PLANNING
CENTER/DC&E**

3 MacArthur Place, Suite 1100
Santa Ana, CA 92707
Tel: 714.966.9220 • Fax: 714.966.9221
E-mail: information@planningcenter.com
Website: www.planningcenter.com

Contact:
Nicole Morse, Esq.
Senior Associate

CSL-03.0L

OCTOBER 2013

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APPENDICES(Provided on the attached CD)

- A. NOP Comment Letters
- B. Alternative Land Use Plan Traffic Model Data
- C. Revised Figures

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1. Introduction

1.1 INTRODUCTION

This Final Environmental Impact Report (FEIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code Sections 21000 et seq.) and CEQA Guidelines (California Administrative Code Section 15000 et seq.).

According to CEQA Guidelines, Section 15132, the FEIR shall consist of:

- (a) The Draft Environmental Impact Report (DEIR) or a revision of the Draft;
- (b) Comments and recommendations received on the DEIR either verbatim or in summary;
- (c) A list of persons, organizations, and public agencies comments on the DEIR;
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and
- (e) Any other information added by the Lead Agency.

This document contains responses to comments received on the DEIR for the San Clemente Centennial General Plan during the public review period, which began July 16, 2013, and closed August 29, 2013. This document represents the independent judgment of the Lead Agency. This document and the circulated DEIR comprise the FEIR, in accordance with CEQA Guidelines, Section 15132.

1.2 FORMAT OF THE FINAL ENVIRONMENTAL IMPACT REPORT

This document is organized as follows:

Section 1, Introduction. *This section describes CEQA requirements and content of this FEIR.*

Section 2, Response to Comments. This section provides a list of agencies and interested persons commenting on the DEIR; copies of comment letters received during the public review period, and individual responses to written comments. To facilitate review of the responses, each comment letter has been reproduced and assigned a number (A1 through A8 for letters received from agencies). Each comment and corresponding response is numbered with reference to the comment letter. (A1- 1, A1-2, etc.).

Section 3. Revisions to the Draft EIR. This section contains revisions to the DEIR text and figures as a result of the comments received by agencies and interested persons listed in Section 2, and/or errors and omissions discovered subsequent to release of the DEIR for public review.

1. Introduction

The responses to comments contain information and revisions that will be added to the text of the FEIR. City of San Clemente staff and EIR consultant have determined that the revisions and additional information do not constitute the type of significant new information that requires recirculation of the DEIR for further public comment under CEQA Guidelines Section 15088.5. The new information will not result in a significant new environmental impact not previously disclosed in the DEIR. Additionally, none of this information indicates there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that any of the other circumstances requiring recirculation described in Section 15088.5 would occur.

1.3 CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES

CEQA Guidelines Section 15204 (a) outlines parameters for submitting comments, and reminds persons and public agencies that the focus of review and comment of DEIRs should be “on the sufficiency of the document in identifying and analyzing possible impacts on the environment and ways in which significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible. According to the CEQA Guidelines, “CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.”

CEQA Guidelines Section 15204 (c) further advises, “Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.” Section 15204 (d) also states, “Each responsible agency and trustee agency shall focus its comments on environmental information germane to that agency’s statutory responsibility.” Section 15204 (e) states, “This section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section.”

In accordance with CEQA, Public Resources Code Section 21092.5, copies of the written responses to public agencies will be forwarded to those agencies at least 10 days prior to certifying the environmental impact report. The responses will be forwarded with copies of this FEIR, as permitted by CEQA, and will conform to the legal standards established for response to comments on DEIRs.

2. Response to Comments

Section 15088 of the CEQA Guidelines requires the Lead Agency (City of San Clemente) to evaluate comments on environmental issues received from public agencies and interested parties who reviewed the DEIR and to prepare written responses to those comments.

This section provides all written responses received on the DEIR and the Lead Agency's responses to each comment.

Comment letters and specific comments are given letters and numbers for reference purposes. Where sections of the DEIR are excerpted in this document, the sections are shown indented. Changes to the DEIR text are shown in underlined text for additions and ~~strikeout text~~ for deletions.

Table 2-1 shows a list of agencies and interested parties that submitted comments on the DEIR during the public review period. Note that comments received during the Notice of Preparation (NOP) of the DEIR were addressed in Section 1.7, Areas of Controversy of the DEIR. Table 1-4 of the DEIR lists the correspondence in response to the NOP, a summary of comments, and the location of where the comment was addressed in the DEIR. This table is updated herein, in Section 3.2, DEIR Revisions in Response to Written Comments.

Table 2-1 List of Commenters

Number Reference	Commenting Person/Agency	Date of Comment	Page No.
Agencies & Organizations			
A1	United States Marine Corps	August 12, 2013	2-3
A2	The Gas Company	July 11, 2013	2-9
A3	OC Public Works	August 28, 2013	2-13
A4	State of California State Clearinghouse	August 29, 2013	2-17
A5	State of California Department of Transportation	August 26, 2013 May 7, 2013	2-21
A6	State of California Native American Heritage Commission	July 29, 2013	2-31
A7	State of California Public Utilities Commission	August 1, 2013	2-37
A8	Transportation Corridor Agency	August 28, 2013	2-41

2. Response to Comments

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2. Response to Comments

LETTER A1 – United States Marine Corps – Camp Pendleton (2 pages)



UNITED STATES MARINE CORPS
MARINE CORPS INSTALLATIONS WEST-MARINE CORPS BASE
BOX 555010
CAMP PENDLETON, CALIFORNIA 92055-5010

5700
CPLO
12 AUG 13

Mr. Jeff Hook
Principal Planner
City of San Clemente Planning Department
910 Calle Negocio, Suite 100
San Clemente, CA 92673

Dear Mr. Hook:

This letter is submitted in response to your Notice of Availability of a Draft Environmental Impact Report (Draft EIR) for the City of San Clemente Centennial General Plan announced on July 12, 2013. This correspondence provides comments on the subject Draft EIR from Marine Corps Base (MCB) Camp Pendleton.

As you may recall, MCB Camp Pendleton previously submitted comments on the San Clemente General Plan Update in May of this year in response to the City's Notice of Preparation (NOP) and Scoping Meeting announcement of April 4, 2013. This letter provides additional comments from MCB Camp Pendleton that primarily address the Draft EIR.

A1-1

A summary of Camp Pendleton's comments is contained in enclosure (1). Should you have any questions with respect to these comments, the primary point of contact for this matter is the undersigned at (760) 725-6513. Thank you for the opportunity to review and comment on this Draft EIR.

Sincerely,

L. D. RANNALS
Community Plans & Liaison Officer
MCI-West & MCB Camp Pendleton
By direction of the Commanding General

Enclosure

Copy to:
Chief of Staff
AC/S G-7

RECEIVED
AUG 15 2013

2. Response to Comments

Page 1

Comment #	Page, Section, Para.	Comments	
1	APPENDIX B	A copy of MCB Camp Pendleton's comment letter submitted to the San Clemente Planning Department on May 6, 2013 regarding the NOP was not included in Appendix B nor listed in section B1 "NOP Comments from Agencies" of the Draft EIS. Recommend Camp Pendleton's previous May 6 th correspondence and NOP comments be added to Appendix B.	A1-2
2	Executive Summary; Table 1-4; page 1-14	The same comment as addressed above in item #1 applies here as well. MCB Camp Pendleton's comments on the NOP and Scoping Meeting were not listed in Table 1-4 as other agency comments were. Recommend this oversight be corrected in the next iteration of the EIS.	A1-3
3	Section 5-10 NOISE; page 5.10-14	Under the paragraph entitled: Marine Corps Base Camp Pendleton (MCBCP), revise the 3rd sentence to read as follows: "Noise from Camp Pendleton is due to aircraft flight operations and the use of military weapon systems during training operations within the Base's Ranges and Live Fire Maneuver Areas." Delete the final sentence of this paragraph and replace it to read as follows: "This is because noise modeling for the RCUZ is based on noise exposure occurring over a 24-hour period, rather than on the impact of a single noise event. Thus, the projected noise due to aircraft flight operations and heavy weapons use within the Base does not encroach upon the City of San Clemente."	A1-4
4	Section 5-10 NOISE; page 5.10-29	Under the Impact 5.10-5 paragraph on this page, revise the 3 rd sentence to read as follows: "The projected noise due to aircraft flight operations and heavy weapons use within the Base does not encroach upon the City of San Clemente; thus, the City is outside Noise Zone 2 contours."	A1-5
5	General	As was pointed out in our previous May 6 th comments on the NOP, there are numerous places throughout this document (most frequently noted in the Land Use sections) that refer to the San Onofre State Beach as the "open space" land area located to the east and southeast of the City boundary. This wording is then usually followed with the statement that "beyond that narrow open space corridor is the largely undeveloped Camp Pendleton Marine Corps Base." Comment: In fact, it is Marine Corps Base Camp Pendleton that borders the City of San Clemente on the City's east and southeast sides. Camp Pendleton is federal property, and all the land that Camp Pendleton occupies is owned by the Department of the Navy. There is no State-owned land on Camp Pendleton, which some readers of this EIR document may draw as a conclusion based on the manner in which the City's southeastern surrounding land uses are described. As the City knows, a portion of Camp Pendleton adjacent to the city boundary has been temporarily leased to the State of California for use as a State Park. The San Onofre State Beach is simply a temporary land use on Camp Pendleton. It's recommended that those sections of the EIR which discuss this matter be revised to reflect the State Park's lease status and make it clear that MCB Camp Pendleton is, in fact, the property located to the east and southeast of the City.	A1-6

ENCLOSURE (A)

2. Response to Comments

A1. Response to Comments from United States Marine Corps, L. D. Rannals, Community Plans & Liaison Officer, dated August 12, 2013.

A1-1 This letter states the comments are provided on the DEIR and were provided on the NOP on May 6, 2013. We apologize that the NOP comment letter was left out of the DEIR. The letter has been incorporated in Table 1-4, Section 3.2 and Appendix A, herein.

A1-2 Per MCB Camp Pendleton’s request, Appendix B of the DEIR has been updated to include the May 6, 2013, NOP Comment Letter and is included in Appendix A, herein.

A1-3 Per MCB Camp Pendleton’s request, Table 1-4 of the DEIR has been updated to include the May 6, 2013, NOP Comment Letter, as follows:

<u>United States Marine Corps – Camp Pendleton</u>	<u>Project; Surrounding Land Use; Hazards; Noise</u>	<ul style="list-style-type: none"> • <u>Properly characterize adjacent federal land and lease to the San Onofre State Beach.</u> • <u>Properly identify the heliport.</u> 	<u>Section 3, Project Description, Section 4, Environmental Setting, Section 5.9, Land Use, Section 5.10, Noise</u>
----------------------------------------------------	------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------

A1-4 Some of the requested revisions inaccurately change the conclusions of the DEIR. However, we have incorporated revisions that make sense for clarification. Per MCB Camp Pendleton’s request, Section 5-10 at Page 5.10-14 of the DEIR has been revised as follows:

Marine Corps Base Camp Pendleton (MCBCP)

Camp Pendleton is located south and east of the City limits. This Marine Corps installation is a 24/7, live-fire military installation that supports the full spectrum of Marine Corps ground, amphibious, and aviation training activities. Noise from Camp Pendleton is due to aircraft flight operations overflights and the use of military weapon systems during training operations within the Base’s Ranges and Live Fire Maneuver Areas. ~~equipment at the Air Station.~~ The Range Compatible Use Zone (RCUZ) Study defines noise zones for planning purposes to prevent conflicts with noise-sensitive land uses (Pendleton 2007). Noise Zone 1 is the lowest noise zone representing a level of noise that does not pose any hazard. Noise Zone 2 represents the area where noise may at times interfere with speech, sleep, or the ability to hear television and radio shows. Generally, residential development is not recommended within Noise Zone 2. According to the RCUZ study, the City is outside the Noise Zone 2 contours. Noise modeling for the RCUZ is based on noise exposure occurring over a 24-hour period, rather than on the impact of a single noise event. The projected noise due to aircraft and heavy weapons use within do not reach City of San Clemente limits remain below Noise Zone 2 contours, which are levels that interfere with speech, sleep, or the ability to hear television and radio shows.

2. Response to Comments

- A1-5 Some of the requested revisions inaccurately change the conclusions of the DEIR. However, we have incorporated revisions that make sense for clarification. Per MCB Camp Pendleton's request, Section 5-10 at Page 5.10-29 of the DEIR has been revised as follows:

As discussed in the "Existing Conditions" section above, Camp Pendleton is east of City limits. Figure 5.10-5 shows the base's projected noise zones. According to the RCUZ study, the City is outside the Noise Zone 2 contours. The projected noise due to aircraft flight operations and heavy weapons use within City of San Clemente is outside the limits remain below Noise Zone 2 contours, which are levels that interfere with speech, sleep, or the ability to hear television and radio shows.

- A1-6 Per MCB Camp Pendleton's request, the following sections have been revised:

Section 4.2.1, Regional Location at Page 4-1 of the DEIR has been revised as follows:

The City of San Clemente is in the southeastern corner of Orange County. As shown on Figure 3-1, *Regional Vicinity*, San Clemente is surrounded by the Pacific Ocean to the southwest; the cities of Dana Point and San Juan Capistrano to the northwest; unincorporated areas of Orange County to the north; and ~~San Onofre State Beach and Camp Pendleton in unincorporated San Diego County to the southeast.~~ Camp Pendleton is federal property that leases land adjacent to San Clemente to the State for use as a State Park (San Onofre State Beach). The City's incorporated boundaries encompass approximately 18.4 square miles or 11,754 acres. Regional access to the City is provided by Interstate 5 (I-5), which bisects the City, connecting it with other Orange County communities, Los Angeles County to the northwest, and San Diego County to the southeast. A rail line used by Metrolink and Amtrak also traverses the City, parallel and adjacent to the Pacific Ocean.

Section 5.9.1, Environmental Setting at Page 5.9-1 of the DEIR has been revised as follows:

The city of San Clemente is in the southeastern corner of Orange County. As shown in Figure 3-1, *Regional Vicinity Map*, San Clemente is surrounded by the Pacific Ocean to the southwest; the cities of Dana Point and San Juan Capistrano to the northwest; unincorporated areas of Orange County to the north; and ~~San Onofre State Beach and Camp Pendleton in unincorporated San Diego County to the southeast.~~ Camp Pendleton is federal property that leases land adjacent to San Clemente to the State for use as a State Park (San Onofre State Beach). An aerial photograph of the City and surrounding area is shown in Figure 3-2, *Citywide Aerial*.

Section 5.9.1, Environmental Setting at Page 5.9-2 of the DEIR has been revised as follows:

2. Response to Comments

San Clemente is at the southernmost end of Orange County. Adjacent developed urban areas are limited to the northwest, which consists of residential neighborhoods in the cities of Dana Point and San Juan Capistrano. To the north, the City is surrounded by undeveloped hillside areas in San Juan Capistrano and unincorporated Orange County. To the east and southeast is San Diego County, and the City is adjacent to open space and undeveloped land at ~~San Onofre State Beach. Directly beyond that narrow open space corridor, which follows San Mateo Creek, is the largely undeveloped Camp Pendleton Marine Corps Base~~ (see Figure 3-2, *Citywide Aerial*).

2. Response to Comments

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2. Response to Comments

LETTER A2 -- The Gas Company (1 page)



A Serrpra Energy utility™

1919 S. State College Blvd.
Anaheim, CA 92806-6114

July 20, 2013

City of San Clemente
Planning Dept.
910 Calle Negocio, Ste. 100
San Clemente, CA 92673

Attn: Jeff Hook

Subject: Environmental Impact Report for City of San Clemente Centennial General Plan

Thank you for providing the opportunity to respond to this E.I.R. Document. We are pleased to inform you that Southern California Gas Company has facilities in the area where the aforementioned project is proposed. Gas service to the project can be provided from an existing gas main located in various locations. The service will be in accordance with the Company's policies and extension rules on file with the California Public Utilities Commission when the contractual arrangements are made.


This letter is not a contractual commitment to serve the proposed project but is only provided as an informational service. The availability of natural gas service is based upon conditions of gas supply and regulatory agencies. As a Public Utility, Southern California Gas Company is under the jurisdiction of the California Public Utilities Commission. Our ability to serve can also be affected by actions of federal regulatory agencies. Should these agencies take any action, which affect gas supply or the conditions under which service is available, gas service will be provided in accordance with the revised conditions.

A2-1

This letter is also provided without considering any conditions or non-utility laws and regulations (such as environmental regulations), which could affect construction of a main and/or service line extension (i.e., if hazardous wastes were encountered in the process of installing the line). The regulations can only be determined around the time contractual arrangements are made and construction has begun.

Estimates of gas usage for residential and non-residential projects are developed on an individual basis and are obtained from the Commercial-Industrial/Residential Market Services Staff by calling (800) 427-2000 (Commercial/Industrial Customers) (800) 427-2200 (Residential Customers). We have developed several programs, which are available upon request to provide assistance in selecting the most energy efficient appliances or systems for a particular project. If you desire further information on any of our energy conservation programs, please contact this office for assistance.

Sincerely,


Armando Torrez
Technical Services Supervisor
Orange Coast Region - Anaheim

A:\The
EIR.doc

2. Response to Comments

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2. Response to Comments

A2. Response to Comments The Gas Company, Armando Torrez, Technical Services Supervisor, dated July 20, 2013.

A2-1 The Gas Company indicated that existing natural gas infrastructure serves the project area, but acknowledged that natural gas service is affected by regulatory conditions and overall availability of supply. Comment noted; no response is necessary.

2. Response to Comments

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2. Response to Comments

LETTER A3-- OC Public Works (1 pages)



Ignacio G. Ochoa, P.E., Interim Director
300 N. Flower Street
Santa Ana, CA 92703
P.O. Box 4048
Santa Ana, CA 92702-4048
Telephone: (714) 667-8800
Fax: (714) 967-0896

NCL 13-033

August 28, 2013

Mr. Jeff Hook, Principal Planner
City of San Clemente/Planning Department
910 Calle Negocio, Suite 100
San Clemente, California 92673

SUBJECT: Notice of Availability of a Draft Environmental Impact Report in Compliance with Title 14, Section 15082(a) of the California Code of Regulations for the City of San Clemente Centennial General Plan

Dear Mr. Hook:

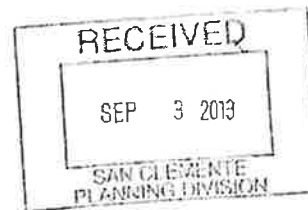
The County of Orange has reviewed the Notice of Availability of a Draft Environmental Impact Report in Compliance with Title 14, Section 15082(a) of the California Code of Regulations for the San Clemente Centennial General Plan located in City of San Clemente and has no comments at this time. We would like to be advised of any further developments, please keep us on the distribution list for future notifications related to this project.

A3-1

Sincerely,

Polin Modanlou, Manager
Strategic Land Planning Division
OC Public Works/OC Planning Services
300 North Flower Street
Santa Ana, California 92702-4048
polin.modanlou@ocpw.ocgov.com

PM/yj



2. Response to Comments

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2. Response to Comments

A3. Response to Comments from OC Public Works, Polin Modanlou, Manager, dated August 28, 2013.


A3-1 OC Public Works indicated that they reviewed the Notice of Availability of a Draft EIR for the Centennial General Plan and have no comments at this time. The City will include OC Public Works on the distribution list for further notices related to the Centennial General Plan EIR. No response is necessary.

2. Response to Comments

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2. Response to Comments

LETTER A4 – State of California State Clearinghouse (2 pages)



EDMUND G. BROWN, JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE OF PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



JESS ALLEN
DIRECTOR

August 29, 2013

Jeff Hook
City of San Clemente
910 Calle Negocio, Suite 100
San Clemente, CA 92673

Subject: San Clemente Centennial General Plan
SCH#: 2013041021

Dear Jeff Hook:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on August 28, 2013, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.


Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. These comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,



Scott Morgan
Director, State Clearinghouse

RECEIVED

Sep 3 2013

STATE CLEARINGHOUSE

Enclosures:
cc: Resource Agency

1400 16th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 322-3073 www.oprn.ca.gov

A4-1

2. Response to Comments

Document Details Report State Clearinghouse Data Base			
SCH#	2013041021		
Project Title	San Clemente Centennial General Plan		
Lead Agency	San Clemente, City of		
<hr/>			
Type	EIR Draft EIR		
Description	The proposed project is a new San Clemente "Centennial" General Plan that meets CA Code requirements for a general plan, a Strategic Implementation Program that implements the goals and policies of the General Plan, a Climate Action Plan, and the San Clemente Bicycle and Pedestrian Master Plan. The proposed General Plan revises the 1993 General Plan land use map, elements required by the State of CA, and optional elements. The exception is the Housing Element, which was adopted separately in July 2011.		
<hr/>			
Lead Agency Contact			
Name	Jeff Hook		
Agency	City of San Clemente		
Phone	949 361 6184	Fax	
email			
Address	910 Calle Negocio, Suite 100		
City	San Clemente	State	CA Zip 92673
<hr/>			
Project Location			
County	Orange		
City	San Clemente		
Region			
Lat / Long	33° 27' 3" N / 117° 36' 26" W		
Cross Streets	Citywide		
Parcel No.		Section	Varies
Township	8/9S	Range	TW Base SB&M
<hr/>			
Proximity to:			
Highways	SR-1, 74		
Airports	No		
Railways	Amtrak/Metrolink		
Waterways	Pacific Ocean, Prima Deshecha Canada, etc.		
Schools	Various		
Land Use	Various		
<hr/>			
Project Issues	Air Quality; Archeologic-Historic; Biological Resources; Coastal Zone; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects; Other Issues; Aesthetic/Visual		
<hr/>			
Reviewing Agencies	Resources Agency; California Coastal Commission; Department of Conservation; Department of Fish and Wildlife, Region 5; Cal Fire; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Management Agency, California; California Highway Patrol; Caltrans, District 12; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 9; Native American Heritage Commission; Public Utilities Commission		
<hr/>			
Date Received	07/15/2013	Start of Review	07/15/2013 End of Review 06/28/2013

2. Response to Comments

A4. Response to Comments from State of California State Clearinghouse, Scott Morgan, Director, State Clearinghouse, dated August 29, 2013.

A4-1 The State Clearinghouse forwarded comments from agencies that mailed comments on the Centennial General Plan DEIR. These comment letters have been addressed individually in this FEIR as follows:


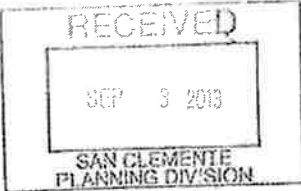
- Native American Heritage Commission is addressed in Response A6.
- State of California Public Utilities Commission is addressed in Response A7.

2. Response to Comments

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2. Response to Comments

LETTER A5 - State of California Department of Transportation (6 pages)

STATE OF CALIFORNIA - CALIFORNIA STATE TRANSPORTATION AGENCY		EDMUND G. BROWN II, Governor
DEPARTMENT OF TRANSPORTATION DISTRICT 12 3347 MICHELSON DRIVE, SUITE 100 IRVINE, CA 92612-8894 PHONE (949) 724-2000 FAX (949) 724-2019 TTY 711 www.dot.ca.gov		 <i>Flex your power! Be energy efficient!</i>
		
August 26, 2013	FAX & MAIL	
Mr. Jeff Hook City of San Clemente 910 Calle De Negocio San Clemente, California 92673	File: IGR/CEQA SCH#: 2013041021 IGR Log # 3170-A I-5	
Dear Mr. Hook:		
<p>Thank you for the opportunity to review and comment on the Draft Environmental Impact Report (EIR) for the City of San Clemente's "Centennial" General Plan. The proposed project meets the California code requirements for a general plan, a Strategic Implementation Program that implements the goals and policies of the General Plan, a Climate Action Plan, and the San Clemente Bicycle and Pedestrian Master Plan. The proposed General Plan revises the 1993 General Plan land use map, elements required by the State of California, and optional elements. The exception is the Housing Element, which was adopted separately in July 2011.</p>		
<p>The Department of Transportation (Department) is a responsible agency on this project and has the following comments:</p>		
<ol style="list-style-type: none"> Our comments in our previous NOP comment letter dated May 7, 2013 (copy attached) regarding the use of Highway Capacity Manual (HCM) methodology for all State transportation facilities are still standing. "The use of HCM is preferred by the Department because it is an operational analysis as opposed to the Intersection Capacity Utilization (ICU) method, which is a planning analysis. All HCM input sheets, assumptions and volumes on State Facilities should be submitted to the Department for review and approval. The EIR should include appropriate mitigation measures to offset any potential impacts." The Department's Guide for the Preparation of Traffic Impact Studies which is available at: http://www.dot.ca.gov/hq/traffops/developserv/operational/systems/reports/tisguide.pdf can provide further discussion on analyzing traffic impacts to the State transportation system. 	A5-1	
<i>"Caltrans improves mobility across California"</i>		

2. Response to Comments

Mr. Jeff Hook
August 26, 2013
Page 2

2. All impact evaluation under CEQA should analyze the State Highway Facilities that have reasonable nexus, in addition to the ramps and intersections analyzed under this DEIR, for potential direct and cumulative impacts and adequate mitigation measures: A5-2

- Freeway Segments (Basic, Weaving, Merge and Diverge)
- Multi-Lane Highways

3. The Department is concerned with the additional traffic onto freeway off/on ramps and the queuing effects onto the mainline and the adverse operational and safety impacts. Therefore a queuing analysis should be submitted for review and comments on all ramps within the study area to ensure that traffic would not back up from the off ramp to I-5 mainline and that on ramps would have sufficient vehicular storage. A5-3

4. The analysis should include a discussion on bike traffic as it crosses I-5, considering that the City plans to improve various city streets. A5-4

5. The traffic study should include a discussion on coordinating with the Department's existing and planned projects. A5-5

6. Please submit the additional requested analysis and information including all input sheets, assumptions and volumes on State facilities to the Department for review and comments prior to finalizing and certifying the EIR. A5-6

Please continue to keep us informed of this project and any future developments that could potentially impact State transportation facilities. If you have any questions or need to contact us, please do not hesitate to call Maryam Molavi at (949) 724-2267.

Sincerely,



MAUREEN EL HARAKE
Branch Chief, Regional-Community-Transit Planning
District 12

C: Scott Morgan, Office of Planning and Research

"Caltrans improves mobility across California"

2. Response to Comments

STATE OF CALIFORNIA - BUSINESS, TRANSPORTATION AND HOUSING AGENCY

FUGUEIRA, JIMENEZ & GONZALEZ

DEPARTMENT OF TRANSPORTATION

Division 12
1349 Michelle Drive, Suite 100
Irvine, CA 92612-8894
Tel: (949) 724-2241
Fax: (949) 724-2592



*"Tax your power"
be energy efficient"*

May 7, 2013

Jeff Hook
City of San Clemente
910 Calle De Negocio
San Clemente, California 92673

File: IGR/CEQA
SCH#: None
I-5
IGR log # 3170

Subject: City of San Clemente Centennial General Plan

Dear Mr. Hook,

Thank you for the opportunity to review and comment on the Notice of Preparation for a Draft Environmental Impact Report (EIR) for the City's General Plan. The City of San Clemente is preparing a new General Plan. The proposed project is a new San Clemente "Centennial" General Plan that meets the California code requirements for a general plan, a Strategic Implementation Program that implements the goals and policies of the General Plan, a Climate Action Plan, and the San Clemente Bicycle and Pedestrian Master Plan. The proposed General Plan revises the 1993 General Plan land use map, elements required by the State of California, and optional elements. The exception is the Housing Element, which was adopted separately in July 2011.

A5-7

The Department of Transportation (Department) is a responsible agency on this project and we have the following comments:

1. The General Plan should include language requiring the City to develop policies stressing coordination between the City and the Department early in the land use and transportation planning process.
2. The Department supports General Plans that foster efficient land-use patterns that (a) support improved mobility and reduced dependency on single-occupant vehicle trips, (b) accommodate an adequate supply of housing for all incomes, (c) reduce impacts on valuable habitat, productive farmland, and air quality, (d) increase resource use efficiency, and (e) result in safe and vibrant neighborhoods. The Department recognizes that non-motorized travel is a vital element of the transportation system and therefore encourages communities to make pedestrian and bicycle activity possible, thus expanding transportation options, and creating a streetscape that better serves a range of users: pedestrians, bicyclists, transit riders, and automobiles.
3. The Department's Traffic Operations Branch requests all traffic analysis be based on the method outlined in the latest version of the Highway Capacity Manual (HCM) when analyzing traffic impacts on State Transportation Facilities including but not limited to freeway segments, highway segments, intersections, on or off ramps (weaving, queuing, merging and diverging). The use of HCM is preferred by the Department because it is an

A5-8

A5-9

U.S. GOVERNMENT PRINTING OFFICE: 2005 O 471502

2. Response to Comments

operational analysis as opposed to the Intersection Capacity Utilization (ICU) method, which is a planning analysis. In the case of projects that have direct impacts on State Facilities, the Department recommends that the traffic impact analysis be based on HCM method. Should the project require an encroachment permit, Traffic Operations may find the Traffic Impact Study based on ICU methodology inadequate resulting in possible delay or denial of a permit by the Department. All input sheets, assumptions and volumes on State Facilities including ramps and intersection analysis should be submitted to the Department for review and approval. All environmental documents should include appropriate mitigation measures to offset any potential impacts. The traffic impact on the state transportation system should be evaluated based on the Department's Guide for the Preparation of Traffic Impact Studies which is available at:

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

A5-9
cont'd

4. The General Plan should acknowledge the Department's standard of maintaining a target Level of Service (LOS) at the transition between LOS C and LOS D on State highway facilities. Any degradation of the LOS past this threshold should be mitigated to bring the facility back to the baseline-existing condition. For future projects that may impact State facilities, we recommend that early coordination be done between the Department and the City to fully address level of significance thresholds (transition between LOS C and D) and appropriate methods for analyzing impacts (LOS vs. Hours of Delay).

A5-10

5. This project has the potential to significantly impact the freeways mainline and interchanges, ramps and intersections. Impacts of development causing operating conditions to deteriorate to deficient levels of service, or impacts adding to an existing deficient level of service condition require mitigation.

A5-11

6. The Department has interest in working cooperatively to establish a Traffic Impact Fee (TIF) program to mitigate such impacts on a "fair share" basis. Local development project applicants would pay their "fair share" to an established fund for future transportation improvements on the state highway system. If there is an existing TIF program, it can be amended to include mitigation for the state highway system or a new TIF program may be considered. The Department requests the opportunity to participate in the TIF for state highway improvements development process.

A5-12

7. The Department has an established methodology standard used to properly calculate equitable project share contribution. This can be found in Appendix B of the Department's Guide for the Preparation of Traffic Impact Studies which is available at:

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

A5-13

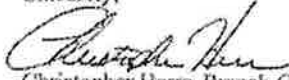
8. For CEQA purposes, the Department does not consider the Congestion Management Plan (CMP) significance threshold of an increase in v/c more than 1% ramps or 3% for mainline appropriate. For analysis of intersections connecting to State facilities, ramps and freeway mainline, we recommend early coordination occur to discuss level of significance thresholds related to traffic and circulation.

A5-14

2. Response to Comments

Please continue to keep us informed of any future developments that could potentially impact State transportation facilities. If you have any questions or need to contact us, please do not hesitate to call Maryam Molavi at (949) 724-2267. AS-15

Sincerely,



Christopher Herre, Branch Chief
Local Development/Intergovernmental Review

C: Susu Morgan, Office of Planning and Research

Cultural resources: mobility across California

2. Response to Comments

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2. Response to Comments

A5. Response to Comments from State of California, Department of Transportation, Maureen El Harake, Branch Chief, dated August 26, 2013.

A5-1 The DEIR used the adopted thresholds of significance of the City of San Clemente, which as lead agency has authority to determine its preferred analysis methodologies and thresholds of significance. Based on the analysis of state facilities conducted in accordance with adopted City of San Clemente methodologies and criteria of significance, one impact to state facilities would occur at Avenida Vista Hermosa and I-5 Northbound on/off-ramp under three of the buildout scenarios (the No Foothill Transportation Corridor (FTC), the FTC with Tesoro Extension (Tesoro Extension), and Tesoro Extension with Road Diet Alternative. As shown on Table 5.14-15, Page 5.14-55 of the DEIR, the City has incorporated mitigation for this impact to restripe the eastbound right turn lane on Avenida Vista Hermosa to an eastbound shared through-right lane at the ramp and an eastbound through lane at the intersection. This mitigation may require realignment and restriping of Avenida Vista Hermosa in the eastbound direction to provide shared through-right striping at the ramp and a third through lane at the intersection. Note also that the City Council will be considering the Alternative Land Use Plan Alternative as recommended by the Planning Commission. Adoption of this alternative would eliminate impacts to Avenida Vista Hermosa and the I-5 (see Appendix B herein).

Although HCM methodology is preferred by Caltrans, under CEQA, the lead agency has authority to determine its preferred analysis methodologies and thresholds of significance for determining impacts. CEQA does not give Caltrans authority to require that the City use a particular threshold of significance standard, and conversely, the City does not have the right to require that Caltrans use a particular threshold. (See CEQA Guidelines Section 15050, which provides that the lead agency's determination of whether to prepare an EIR "shall be final and conclusive for all persons including responsible agencies...") Under CEQA, the City as lead agency is required to consult with Caltrans, which was done through the NOP process in accordance with City of San Clemente guidelines and CEQA requirements.

A5-2 Based on a thorough review of congestion at nearby state facilities and policies and objectives stated for the proposed Centennial General Plan, a main-line and weaving analysis was not conducted. Tables 10-2 and 10-3 and Figures 10-11 and 10-12 of the California Department of Transportation Mobility Performance Report 2010 show the top 10 bottlenecks and congested segments during the AM and PM peak periods in Orange County. None of these locations are adjacent to the City of San Clemente. The Centennial General Plan would allow for a limited amount of growth and is intended to provide additional employment opportunities within the City to create a more robust jobs/housing balance reducing vehicle miles traveled. Therefore, further analysis of the freeways is not necessary.

2. Response to Comments

Further, an analysis of regional freeway congestion would be more appropriate at either a regional level such as the Regional Transportation Plan (Countywide) or a project level analysis where specific impacts can be attributed to specific projects.

A5-3 Refer to Response to Comment A5-1. The DEIR for the Centennial General Plan is a Program DEIR that evaluates impacts associated with changes to land uses within the City and the maximum intensity that would be allowed. Under CEQA, a Program EIR is prepared for a series of related actions that are characterized as one large project or program (CEQA Guidelines Section 15168). This is less detailed than a Project EIR, which evaluates impacts of a specific development. An EIR on a project such as the adoption of the General Plan should focus on the secondary effects that can be expected to follow from the adoption, but need not be as detailed as an EIR on specific facilities, including queuing on all freeway off/on ramps (CEQA Guidelines Section 15146). All future development projects will be subject to CEQA and require more specific traffic analysis, which would include an analysis of freeway queuing.

A5-4 The Bicycle and Pedestrian Master Plan (BPMP) is part of the project and was evaluated in the DEIR. The BPMP establishes goals and policies for San Clemente's system of bike pedestrian facilities and identifies the need to integrate with the existing system of regional bikeways in the southern Orange County area. The BPMP also identifies areas needed for improvement to provide greater connectivity. The City allows for safe crossing of the I-5 by bicycles and pedestrians at several locations with pedestrian-accommodating bridges and undercrossings away from interchanges, including at Avenida Vaquero, Avenida Palizada, a bridge connecting Avenida Del Presidente and El Camino Real, and at Avenida San Luis Rey, as well as a pedestrian bridge at Concordia Elementary School. The BPMP recommends measures to enhance freeway crossing safety by painting bicycle lanes, increasing driver awareness of the presences of cyclists and walkers, and improving visibility. Future street improvements will be required to comply with the goals and policies of the Centennial General Plan and BPMP. Additional safety measures can be considered once the specific design of future facilities are known. The Centennial General Plan also includes the following policy:

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.

A5-5 The City regularly coordinates with Caltrans on roadway and development projects and plans to continue to do so in the future.

A5-6 Refer to Response to Comment A5-1. The Mobility Report for the Centennial General Plan was provided to Caltrans along with the DEIR.

A5-7 Refer to Response to Comment A5-5.

2. Response to Comments

- A5-8 Refer to Response to Comment A5-4.
- A5-9 Refer to Response to Comment A5-1.
- A5-10 Refer to Response to Comment A5-1.
- A5-11 Refer to Response to Comment A5-1.
- A5-12 The City requires the payment of development fees which include the Regional Circulation Financing and Phasing Program (RCFPP). Comment is hereby noted and will be forwarded to the appropriate City of San Clemente decision makers for their review and consideration.
- A5-13 Comment noted. No further response is necessary.
- A5-14 Comment noted. No further response is necessary.
- A5-15 The City will include Caltrans on any notices on the project.

2. Response to Comments

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2. Response to Comments

LETTER A6 -- State of California Native American Heritage Commission (3 pages)

STATE OF CALIFORNIA
NATIVE AMERICAN HERITAGE COMMISSION
 1550 Harbor Boulevard
 West Sacramento, CA 95691
 (916) 373-3715
 (916) 373-5471 – FAX
 e-mail: ds_nahc@pacbell.net

Edmund G. Brown, Jr., Governor
 JUL 31 2013

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**SAN CLEMENTE
 PLANNING DIVISION**

July 29, 2013

Mr. Jeff Hook, Project Planner
City of San Clemente
 910 Calle Negocio, Suite 100
 San Clemente, CA 92673

RE: SCH#20130441021. CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the "San Clemente Centennial General Plan Project;" in the City of San Clemente; Orange County, California

Dear Mr. Hook:

The Native American Heritage Commission (NAHC) has reviewed the CEQA Notice regarding the above referenced project. In the 1985 Appellate Court decision (170 Cal App 3rd 604), the court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources impacted by proposed projects, including archaeological places of religious significance to Native Americans, and to Native American burial sites. This project is also subject to California Government Code sections 65352.3, *et seq.*

The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064.5(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

Contact the appropriate Information Center for a record search to determine :If a part or all of the area of project effect (APE) has been previously surveyed for cultural places(s), The NAHC recommends that known traditional cultural resources recorded on or adjacent to the APE be listed in the draft Environmental Impact Report (DEIR).

If an additional archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. We suggest that this be coordinated with the NAHC, if possible. The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native

A6-1

A6-2

2. Response to Comments

American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure pursuant to California Government Code Section 6254.10.

A6-2
cont'd

A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine if the proposed active might impinge on any cultural resources. Lack of surface evidence of archeological resources does not preclude their subsurface existence.

A6-3

Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, pursuant to California Health & Safety Code Section 7050.5 and California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.

A6-4

Also, California Public Resources Code Section 21083.2 require documentation and analysis of archaeological items that meet the standard in Section 15064.5 (a)(b)(f). Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,



Dave Singleton
Program Analyst
(916) 653-6251

CC: State Clearinghouse

Attachment: Native American Contacts list

2. Response to Comments

**Native American Contacts
Orange County
July 29, 2013**

Juaneno Band of Mission Indians Acjachemen Nation
David Belardes, Chairperson
32161 Avenida Los Amigos Juaneno
San Juan Capistrano CA 92675 m
chiefdavidbelardes@yahoo.
(949) 493-4933 - home
(949) 293-8522

Juaneno Band of Mission Indians
Adolph 'Bud' Sepulveda, Vice Chairperson
P.O. Box 25828 Juaneno
Santa Ana , CA 92799
bssepul@yahoo.net
714-838-3270
714-914-1812 - CELL
bsepul@yahoo.net

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Private Address Gabriellino Tongva
tattnlaw@gmail.com
310-570-6567

Juaneno Band of Mission Indians
Sonia Johnston, Tribal Chairperson
P.O. Box 25628 Juaneno
Santa Ana , CA 92799
sonia.johnston@sbcglobal.
714-323-8312
714-998-0721

Juaneno Band of Mission Indians Acjachemen Nation
Teresa Romero, Chairwoman
31411-A La Matanza Street Juaneno
San Juan Capistrano CA 92675-2674
(949) 488-3484
(949) 488-3294 - FAX
(530) 354-5876 - cell

Juaneno Band of Mission Indians
Anita Espinoza
639 Holten Road Juaneno
Talent , Or 97540
neta777@sbcglobal.net
(505) 310-5850 - cell

Juaneno Band of Mission Indians
Alfred Cruz, Cultural Resources Coordinator
P.O. Box 25628 Juaneno
Santa Ana , CA 92799
alfredcruz@sbcglobal.net
714-998-0721
714-998-0721 - FAX
714-321-1944 - cell

United Coalition to Protect Panhe (UCPP)
Rebecca Robles
119 Avenida San Fernando Juaneno
San Clemente CA 92672
rebrobles1@gmail.com
(949) 573-3138

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SC#2013041021; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the San Clemente Centennial General Plan; located in the City of San Clemente; Orange County, California.

2. Response to Comments

**Native American Contacts
Orange County
July 29, 2013**

Juaneno Band of Mission Indians Acjachemen Nation
Joyce Perry, Representing Tribal Chairperson
4955 Paseo Segovia Juaneno
Irvine , CA 92612
kaamalam@gmail.com
949-293-8522

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2013041021; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the San Clemente Centennial General Plan; located in the City of San Clemente, Orange County, California.

2. Response to Comments

A6. Response to Comments from Native American Heritage Commission, Dave Singleton, Program Analyst, dated July 29, 2013.

A6-1 This comment describes the NAHC's role as a trustee agency and the various state codes protecting Native American resources. A cultural records search was completed at the South Central Coastal Information Center (SCCIC) at California State University Fullerton on April 10, 2013. Please refer to Section 5.4.1 of the DEIR for a detailed description of the cultural resources environmental setting.

A6-2 Refer to Mitigation Measure 4-1 on Page 5.4-18, which requires preparation of a detailed mitigation plan where resources are discovered. In addition, future projects will be required to comply with California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 in the event of an accidental discovery of human remains.

A6-3 The DEIR concludes that the City is considered sensitive for archaeological resources and ground disturbance has a high potential for uncovering archaeological resources. In the event of an unanticipated discovery of archaeological resources during grading and excavation of the site, a qualified archaeologist would assess the find and develop a course of action to preserve the find, as indicated in Mitigation Measure 4-1. In addition, the Centennial General Plan includes policies that require notification to California Native American organizations of projects that have the potential to adversely impact archaeological or cultural resources (see Policy 3.02).

In accordance with SB 18, the City of San Clemente sent a written request to NAHC on April 3, 2013, requesting a list of tribes to consult that could be affected by implementation of the Centennial General Plan. NAHC responded on August 7, 2013 with a Native American Tribal Consultation list of two tribes (four different representatives) with traditional lands or cultural places associated with the project area that should be consulted during the project review process. The City sent invitation letters to representatives of these tribes on August 8, 2013, formally inviting them to consult with the City during the project review process. The intent of the consultation was to provide an opportunity for interested tribes to work together with the City during the project planning process to identify and protect tribal cultural resources. On August 12, 2013, a follow-up phone call and e-mail were made to each of the tribes. To date, none of the tribes have submitted formal requests for consultation. The Planning Center|DC&E spoke to Joyce Perry, Juaneño Band of Mission Indians, Acjachemen Nation, on August 12, 2013. She stated that she received the request to consult and has no objections. However, she would like to be kept informed of future development within the City since there are many burial areas within its jurisdiction.

A6-4 Refer to Response to Comment A7-2. Refer to Page 5.4-15 of the DEIR. Development under the Centennial General Plan would be required to comply with California Health

2. Response to Comments


and Safety Code Section 7050.5. If human remains are discovered within the project area, any disturbance of a development site shall halt and remain halted until the coroner has conducted an investigation and made recommendations to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Additionally, Public Resources Code Section 5097.98 mandates the process to be followed in the event of a discovery of any human remains and would mitigate all potential impacts.

2. Response to Comments

LETTER A7 – State of California Public Utilities Commission (1 page)

STATE OF CALIFORNIA
PUBLIC UTILITIES COMMISSION
320 WEST 10TH STREET, SUITE 160
LOS ANGELES, CA 90015
(213) 777-7462

EDMUND G. BROWN JR., Governor



August 1, 2013

Jeff Hook
City of San Clemente
910 Calle Negocio, Suite 100
San Clemente, CA 92673

Dear Mr. Hook:


Re: SCH 2013041021 San Clemente Centennial General Plan Project DEIR

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings in California. The Commission Rail Crossings Engineering Section (RCES) is in receipt of the *Draft Environmental Impact Report (DEIR)* for the proposed City of San Clemente (City) Centennial General Plan Project.

The project area includes active railroad tracks. RCES recommends that the City add language to the Centennial General Plan so that any future development adjacent to or near the railroad/light rail right-of-way (ROW) is planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade crossings. This includes considering pedestrian circulation patterns or destinations with respect to railroad ROW and compliance with the Americans with Disabilities Act. Mitigation measures to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade crossings due to increase in traffic volumes and continuous vandal resistant fencing or other appropriate barriers to limit the access of trespassers onto the railroad ROW.

If you have any questions in this matter, please contact me at (213) 576-7076, ykc@cpuc.ca.gov.

Sincerely,



Ken Chiang, P.E.
Utilities Engineer
Rail Crossings Engineering Section
Safety and Enforcement Division

C: State Clearinghouse

A7-1

2. Response to Comments

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2. Response to Comments

A7. Response to Comments from State of California Public Utilities Commission, Ken Chiang, PE, Utilities Engineer dated August 1, 2013.

A7-1 Comment noted. The consultant will recommend added policy language to City Council for consideration with adopted Centennial General Plan related to railroad safety. Please refer to Page 5.14-42 of the DEIR for an analysis of impacts related to the rail corridor. The Centennial General Plan contains a number of policies relating to railroad safety and connectivity, including supporting the expansion of Metrolink and Amtrak (Policy 2.06); encouraging pedestrian and bicycling connectivity, including designated railroad crossings for pedestrians (Policy BPR 3.04); supporting the relocation of the railroad right-of-way away from the beach to the vicinity of the I-5 freeway; and allowing the use of gates and barriers to limit public access associated with safe access along and across the railroad (Policy C 1.06).

As part of the Implementation Program, the City has and will continue to implement the Quiet Zone/Railroad Safety Program throughout the entire City. This program will provide safety improvements of the City's railroad crossings in lieu of trains sounding their horns. The crossing in the City's North Beach has been designated a quiet zone. To implement quiet zones citywide, the City's efforts have entailed a multipronged strategy that includes administrative approaches with the Federal Railroad Administration (FRA) and California Public Utilities Commission (CPUC); legislative approaches with the federal and state governments; and evaluating infrastructure improvements. The City is currently pursuing an Audible Warning System (AWS) as a feasible solution to reducing train horn noise. The CPUC is currently reviewing the Preliminary Decision (PD) issued by an Administrative Law Judge last summer. Once the internal review is completed, the PD will be considered by the full CPUC, which is anticipated to occur in October 2013. Assuming the City receives a favorable decision from the CPUC, the AWS will have all necessary approvals. The City has already received California Coastal Commission approval for the AWS system. In the meantime the OCTA is working with Southern California Regional Rail Authority (SCRRA) to install the AWS and other safety improvements. This involves the coordination of track closures. The OCTA expects to complete this work by the end of 2013.

2. Response to Comments

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2. Response to Comments

LETTER A8 –Transportation Corridor Agencies (1 page)

San Joaquin Hills
Transportation
Corridor Agency



Foothill/Eastern
Transportation
Corridor Agency

Chairman:
Rush Hill
Newport Beach

Transportation Corridor Agencies

Chairwoman:
Lisa A. Bartlett
Dana Point

August 28, 2013

Mr. Jeff Hook, Principal Planner
City of San Clemente Planning Department
910 Calle Negocio, Suite 100
San Clemente, CA 92673

Subject: Notice of Availability of a Draft Environmental Impact Report (EIR) for the
Centennial General Plan SCH No. 2013041021

Dear Mr. Hook:

This Transportation Corridor Agencies (TCA) has reviewed the on the above-subject Draft
Environmental Impact Report (DEIR). We would like to provide the following comments for
your consideration:

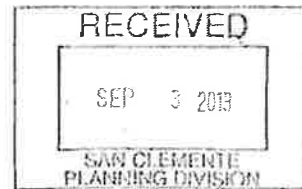
- 1. TCA commends the efforts of the City to conduct its analysis with both the full extension of the full completion of SR 241 and the SR 241 Tesoro Extension. A8-1
- 2. There is a proposed land use change from Open Space to Neighborhood Commercial under the proposed land use plan at the 37.8-acre property located at the eastern terminus of Avenida Pico at the City's boundary. There is surprisingly little discussion about this land use change and it is not included in any "Focus Areas" of the EIR analyses. The subject parcel is partially owned by TCA. We disagree with the Neighborhood Commercial designation and would prefer that the parcel remain designated as Open Space – Publicly Owned, as shown in dark green on the legend. A8-2

Again, thank you for the opportunity to review and comment on the DEIR. We look forward to reviewing the final EIR when it becomes available. Should you have any questions regarding this letter, please do not hesitate to contact me at (949) 754-3475 or via email at vmcfall@thetollroads.com.

Sincerely,

Valerie McFall
Director, Environmental Services

cc: David Lowe, TCA
Mike Kraman, TCA
Terry Swindle, TCA



Neil Peterson, Chief Executive Officer

125 Pacifica, Suite 100, Irvine, CA 92618-3304 • (949) 754-3400 Fax (949) 754-3467
TheTollRoads.com

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2. Response to Comments

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2. Response to Comments

A8. Response to Comments from Transportation Corridor Agencies, Valarie McFall, Director, Environmental Services, dated August 28, 2013.

A8-1 No response is necessary.

A8-2 This comment is incorrect in that no change from Open Space to Neighborhood Commercial is proposed for the 37.8-acre property at the eastern terminus of Avenida Pico. This property is designated Neighborhood Commercial in the City's adopted 1993 General Plan and no change is proposed to this property in the Centennial General Plan. For this reason, the property was not included within a "Focus Area." These are areas of the City where a limited number of land use changes are concentrated.

This area is currently undeveloped. Therefore, buildout of the Centennial General Plan could result in development of this site to a commercial use, unless its land use designation is changed to Open Space. Analysis of this parcel was considered throughout the DEIR as part of the overall General Plan buildout. In addition, the conversion of undeveloped open space to development was addressed on Page 5.3-30 of the DEIR.

2. Response to Comments

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3. Revisions to the Draft EIR

3.1 INTRODUCTION

This section contains revisions to the DEIR based upon (1) additional or revised information required to respond to a specific comment; (2) applicable updated information that was not available at the time of DEIR publication; and/or (3) typographical errors and omissions. The revisions do not alter any impact significance conclusions as disclosed in the DEIR and there is no substantial evidence that this new information or revisions will result in a new significant environmental impact not previously disclosed in the DEIR. Additionally, there is no substantial evidence that, as a result of this new information or revisions, there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation described in Section 15088.5 of CEQA Guidelines. Changes made to the DEIR are identified here in ~~strikeout text~~ to indicate deletions and in underlined text to signify additions.

3.2 DEIR REVISIONS IN RESPONSE TO WRITTEN COMMENTS

The following text has been revised in response to comments received on the DEIR.

Page vii, Table of Contents. The following minor technical revision has been made to clarify the location of the appendices.

APPENDICES (Provided on attached CD)

- A Notice of Preparation (NOP)/Initial Study
- B NOP Responses/Scoping Meeting Minutes
- C Air Quality/GHG Modeling Data
- D Cultural Records Search
- E Infrastructure Technical Report for Hydrology, Sewer, Water, and Water Quality
- F Noise Measurements and Calculations Outputs
- G Mobility Report
- H Centennial General Plan Policies
- I Regulatory Framework
- J Public Services Correspondence

3. Revisions to the Draft EIR

Page 1-7, Section 1.4, Project Summary. The following minor technical revision has been made to clarify the timing of the Strategic Implementation Program process.

3.2.1 Strategic Implementation Program

The Strategic Implementation Plan implements the Centennial General Plan by providing a framework to connect day-to-day and short-term actions to long-term goals. Strategic Implementation Plan policies require the City Council to prioritize actions for implementing the Centennial General Plan, require ongoing monitoring of development to ensure consistency with City master plans, and require that the City monitor and report progress in achieving the goals of the Centennial General Plan. The City must prepare an annual report on the status of the General Plan. This approach ensures that the Centennial General Plan evolves over time and responds to changing conditions. It provides an institutional framework to annually revisit the General Plan, gauge its continuing relevance, and recommit activities and investments to the community's long-term vision. The Strategic Implementation Program will be developed and maintained following General Plan adoption.

Page 1-14, Table 1-4, 1.7, Areas of Controversy. The following minor technical revision has been made to correct the omission of two letters that were received during the NOP process and in response to comments made by MCB Camp Pendleton (Letter A1).

Table 1-4 Summary of NOP and Scoping Meeting Comments

Commenting Agency/Person	Comment Type	Comment Summary	Issue Addressed In:
California Department of Transportation, District 12 (Caltrans)	Traffic/Transportation	<ul style="list-style-type: none"> General Plan should encourage coordination between land use and transportation planning (comment on content of General Plan) Utilize Highway Capacity Manual when analyzing traffic impacts Utilize established Caltrans methodologies for developing mitigation 	Section 5.14, <i>Transportation and Traffic</i>
California Department of Fish and Wildlife (CDFW) ¹	Biological Resources	<ul style="list-style-type: none"> CDFW considers adverse impacts to protected species as "significant without mitigation" Identify potential impacts to sensitive flora and fauna, associated natural habitats, and wildlife corridors Identify potential impacts to jurisdictional waters 	Section 5.3, <i>Biological Resources</i>
Native American Heritage Commission	Cultural Resources	<ul style="list-style-type: none"> Identify potential impacts to paleontological and cultural resources Consult with Native American tribes 	Section 5.4, <i>Cultural Resources</i>
Orange County Public Works (OCPW)	Recreation	<ul style="list-style-type: none"> Discuss regional recreational facilities in General Plan (comment regarding content of General Plan) 	Not applicable

3. Revisions to the Draft EIR

Table 1-4 Summary of NOP and Scoping Meeting Comments

Commenting Agency/Person	Comment Type	Comment Summary	Issue Addressed In:
PEDal	Transportation	<ul style="list-style-type: none"> Use a multimodal approach to transportation; integrate Bike and Pedestrian Master Plan with General Plan Concerns regarding relationship/consistency between various planning documents in regards to multimodal transportation Consider bicycle and pedestrian modes when analyzing traffic volumes 	Section 5.14, <i>Transportation and Traffic</i>
Rancho Mission Viejo (RMV)	Notification	<ul style="list-style-type: none"> RMV owns property adjacent to San Clemente that has been entitled for development Contact RMV if information is needed regarding RMV land holdings 	Not applicable
Southern California Association of Governments (SCAG)	Land Use; Population and Housing; Transportation	<ul style="list-style-type: none"> Utilize goals and recommended mitigation measures from SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in environmental analysis Utilize adopted SCAG growth forecasts 	Section 5.9, <i>Land Use and Planning</i> , Section 5.11, <i>Population and Housing</i>
South Coast Air Quality Management District (SCAQMD)	Air Quality	<ul style="list-style-type: none"> Identify potential air quality impacts of Centennial General Plan Utilize SCAQMD CEQA Air Quality Handbook for air quality analysis and mitigation 	Section 5.2, <i>Air Quality</i>
The Gas Company	Utilities	<ul style="list-style-type: none"> Natural gas infrastructure is available to service the planning area 	Section 5.15, <i>Utilities and Service Systems</i>
Mike Cotter	Notification; Aesthetics	<ul style="list-style-type: none"> Scoping Meeting notification was inadequate Identify meaningful project objectives Concerns about three-story buildings 	Section 3, <i>Project Description</i>
John Hazelline	Aesthetics; Biological Resources	<ul style="list-style-type: none"> Concerns about Tree Preservation Ordinance (comments regarding content of General Plan) 	Not applicable
Georgette Korsen	Aesthetics; Air Quality; Biological Resources; Greenhouse Gases	<ul style="list-style-type: none"> Concerns about tree removal and Tree Preservation Ordinance (comments regarding content of General Plan) Concerns about changes to community character 	Section 5.1, <i>Aesthetics</i>
Scoping Meeting Comments	Notification; Project Description; Aesthetics; Traffic	<ul style="list-style-type: none"> Provide future notices on the City's website Concerns with buildout numbers and increases in intensity Concerns about traffic impacts, including impacts to Pico Use a multimodal approach to transportation; integrate Bike and Pedestrian Master Plan with General Plan Issues regarding number of stories/building height in T-Zone (comments on content of General Plan) 	Section 3, <i>Project Description</i> , Section 5.1, <i>Aesthetics</i> ; Section 5.9, <i>Land Use</i> , Section 5.14, <i>Transportation and Traffic</i>

3. Revisions to the Draft EIR

Table 1-4 Summary of NOP and Scoping Meeting Comments

Commenting Agency/Person	Comment Type	Comment Summary	Issue Addressed In:
Orange County Transportation Authority (OCTA)	Transportation	<ul style="list-style-type: none"> Coordinate with OCTA on MPAH amendments Provide CMP analysis 	Section 5.14, <i>Transportation and Traffic</i>
United States Marine Corps – Camp Pendleton	Project; Surrounding Land Use; Hazards; Noise	<ul style="list-style-type: none"> Properly characterize adjacent federal land and lease to the San Onofre State Beach. Properly identify the heliport. 	Section 3, <i>Project Description</i> ; Section 4, <i>Environmental Setting</i> ; Section 5.9, <i>Land Use</i> ; Section 5.10, <i>Noise</i>

¹ Formerly the California Department of Fish and Game.

Page 1-19, Table 1-5 and Page 5.2-34, Section 5.2, Air Quality. The following minor technical revision has been made to provide further clarification to implement the mitigation measure.

2-3 The City of San Clemente shall evaluate new development proposals ~~with~~for sensitive land uses (e.g., residential, schools, day care centers) within the City for potential incompatibilities with regard to the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective* (April 2005). Applicants for sensitive land uses that are within ~~California Air Resources Board's~~the recommended buffer distances shall submit a health risk assessment (HRA) to the City of San Clemente prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment (OEHHA) and the South Coast Air Quality Management District. The latest OEHHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children age 0 to 6 years. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06) or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and noncancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to:

- Air intakes away from high-volume roadways and/or truck loading zones.
- Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters.

Mitigation measures identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the proposed project. The air intake design and MERV filter requirements shall be noted and/or reflected on all building plans submitted to the City and shall be verified by the City's Planning Department.

3. Revisions to the Draft EIR

Pages 1-20 through 1-23, Table 1-5 and Page 5.3-37 through 5.3-39, Section 5.3, Biological Resources. The following minor technical revisions have been made to provide further clarification to implement the mitigation measures and correct typographical errors. Mitigation Measure 3-3 was deleted because it was a duplicate of Mitigation Measure 3-2; the numbering for the remaining mitigation was adjusted accordingly.

- 3-1 The City of San Clemente shall require applicants for public and private~~of future~~ development projects that disturb vacant~~undeveloped~~ land to prepare a biological resources survey. The biological resources survey shall be conducted by a qualified biologist and submitted to the City's Planning Department. The biological resources survey shall include, but not be limited to: Analysis of available literature and biological databases, such as the California Natural Diversity Database, to determine sensitive biological resources that have been reported historically from the proposed development project vicinity; review of current land use and land ownership within the proposed development project vicinity; Assessment and mapping of vegetation communities present within the proposed development project vicinity; and general assessment of potential jurisdictional areas, including wetlands and riparian habitats.
- a) If the proposed development project site supports vegetation communities or mature trees that may provide habitat for special status plant or wildlife species, a focused habitat assessment shall be conducted by a qualified biologist to determine the potential for special status plant and/or animal species to occur within or adjacent to the proposed development project area.
 - b) If one or more special status species has the potential to occur within the proposed development project area, focused species surveys shall be conducted to determine the presence/absence of these species to adequately evaluate potential direct and/or indirect impacts to these species.
 - c) If construction activities are not initiated immediately after focused surveys have been completed, additional preconstruction special status species surveys may be required, in accordance with the California Endangered Species Act and Federal Endangered Species Act, to ensure~~assure~~ impacts are avoided or minimized to the extent feasible. If preconstruction activities are required, a qualified biologist would perform these surveys as required for each special status species that is known to occur or has a potential to occur within or adjacent to the proposed development project area.
 - d) If sensitive biological resources, including mature trees or wildlife corridors are identified within or adjacent to the proposed development project area, as outlined in the biological resources report, the construction limits shall be clearly flagged to ensure~~assure~~ impacts to sensitive biological resources and the wildlife corridor are avoided or minimized, to the extent feasible. Prior to implementing construction activities, the City of San Clemente shall require applicants to contract with a qualified

3. Revisions to the Draft EIR

biologist to verify that the flagging clearly delineates the construction limits and sensitive resources to be avoided.

- e) If sensitive biological resources are known to occur within or adjacent to the proposed development project area, as outlined in the biological resources report, the City of San Clemente shall require applicants to contract with a qualified biologist to develop and implement a project-specific contractor training program to educate project contractors on the sensitive biological resources within and adjacent to the proposed development project area and measures being implemented to avoid and/or minimize impacts to these species.
- f) If sensitive biological resources are present within or adjacent to the proposed development project area and impacts may result from construction activities, as outlined in the biological resources report, the City may require that a developer retain a qualified biological monitor ~~to~~ may be present required during all or a portion of ~~all of~~ the construction activities to ensure ~~assure~~ impacts to the sensitive biological resources are avoided or minimized to the extent feasible. The specific biological monitoring requirements shall be determined on a project-by-project basis. The qualified biological monitor shall be approved by the City on a project-by-project basis based on applicable experience with the sensitive biological resources that may be impacted by the proposed development project activities.

3-2 The City of San Clemente shall require applicants of public and private development projects that have the potential to affect listed species to obtain written authorization from the U.S. Fish and Wildlife Service that the grading or construction activity is in compliance with regulations on the "take" of the listed species that would directly or indirectly be impacted. Any mitigation requirements set forth by such agencies shall be incorporated into the project's final design plans.

~~3-3 The City of San Clemente shall require applicants of development projects that have the potential to affect listed species to obtain written authorization from the U.S. Fish and Wildlife Service that the grading or construction activity is in compliance with regulations on the "take" of the listed species that would directly or indirectly be impacted. Any mitigation requirements set forth by such agencies shall be incorporated into the project's final design plans.~~

3-34 The City of San Clemente shall require applicants of development projects that have the potential to affect jurisdictional waters of the US pursuant to the Clean Water Act resources to contract with a qualified biologist to conduct a jurisdictional delineation following the methods outlined in the 1987 US Army Corps of Engineers Wetland Delineation Manual and the Regional Supplement to the USACE Wetland Delineation Manual: Arid West Region (2008) to map the extent of wetlands and nonwetland waters, determine jurisdiction, and assess potential impacts. The results of the delineation shall be presented in a wetland delineation letter report and shall be incorporated into the CEQA document(s) required for approval and permitting of the proposed development project.

3. Revisions to the Draft EIR

3-45 The City of San Clemente shall require applicants to obtain permits for development projects that have the potential to impact jurisdictional waters, wetlands, and riparian habitat ~~under the jurisdiction of features to obtain permits and authorizations from~~ the US Army Corps of Engineers, California Department of Fish and Wildlife, and/or San Diego Santa Ana Regional Water Quality Control Board. The agency authorization would include impact avoidance and minimization measures as well as mitigation measures for unavoidable impacts. Specific avoidance, minimization, and mitigation measures for impacts to jurisdictional resources shall be determined through discussions with the regulatory agencies during the proposed development project permitting process and may include monetary contributions to a mitigation bank or habitat creation, restoration, or enhancement.

Impact 5.3-4

3-56 The City of San Clemente shall require applicants of future development projects that are within designated open space or identified as a major linkage/corridor (see Figure 5.3-6) to prepare a habitat connectivity evaluation. The results of the evaluation will be incorporated into the project's biological report required under Mitigation Measure 3-1. The habitat connectivity evaluation shall assess the potential for the project to adversely affect the intended functions of the wildlife corridor. The evaluation shall also identify project design features that would reduce potential impacts and maintain functionality of ~~as~~ habitat and connectivity for wildlife movement. To this end, the City shall incorporate the following measures, to the extent practicable, into projects that would propose development within these areas:

- Avoid known sensitive biological resources
- Any lighting associated with the project in this area, including street lights and residential lights, shall be of the minimum output required and shall be down-shielded to prevent excessive light bleed into adjacent areas
- Encourage development plans that maximize wildlife movement
- Provide buffers between development and sensitive habitat areas
- Any road crossings, bridges, culverts, etc., shall be constructed with soft bottoms with an openness ratio of at least 0.9 (openness ratio=height x width/length), and sized to accommodate the largest species that could use the facility, or as recommended by CDFW
- Use native, drought-resistant plant species in landscape design.

3. Revisions to the Draft EIR

Pages 1-24 through 1-25, Table 1-5 and Page 5.4-18 through 5.4-19, Section 5.4, Cultural Resources. The following minor technical revision has been made to allow for archiving at a local facility.

- 4-1 City staff shall require applicants for development permits to provide studies by qualified archaeologists assessing the cultural and historical significance of any known archaeological resources on or next to each respective development site; and assessing the sensitivity of sites for buried archaeological resources. On properties where resources are identified, or that are determined to be moderately to highly sensitive for buried archaeological resources, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements:
- a. An archaeologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.
 - b. Should any cultural/scientific resources be discovered, no further grading shall occur in the area of the discovery until the Community Development Director concurs in writing that adequate provisions are in place to protect these resources.
 - c. Unanticipated discoveries shall be evaluated for significance by an Orange County Certified Professional Archaeologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit materials to the California State University Fullerton or local archival facility, where available; and provide a comprehensive final report including appropriate records for the California Department of Parks and Recreation (Building, Structure, and Object Record; Archaeological Site Record; or District Record, as applicable).
- 4-2 City staff shall require applicants for development permits to provide studies by qualified paleontologists assessing the sensitivity of sites for buried paleontological resources. On properties determined to be moderately to highly sensitive for paleontological resources, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified paleontologist. The mitigation plan shall include the following requirements:
- a. A paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.
 - b. Should any potentially significant fossil resources be discovered, no further grading shall occur in the area of the discovery until the Community Development Director concurs in writing that adequate provisions are in place to protect these resources.
 - c. Unanticipated discoveries shall be evaluated for significance by an Orange County Certified Professional Paleontologist. If significance criteria are met, then the project

3. Revisions to the Draft EIR

shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit materials to the California State University Fullerton or local archival facility, where available; and provide a comprehensive final report, including catalog with museum numbers.

Pages 1-26, Table 1-5 and Page 5.6-48, Section 5.6, Greenhouse Gas Emissions. The following minor technical revision has been made to clarify that the CAP is part of the project not the General Plan.

6-1 The City of San Clemente’s Climate Action Plan is included as part of the proposed ~~project~~ General Plan. The CAP sets GHG reduction targets for the City to achieve. Additionally, the CAP includes measures for the City to implement in support of achieving the reduction targets. As shown in Table 5.6-8, the policies in the proposed General Plan are consistent with the CAP. No other additional measures to reduce GHG emissions are available.

Pages 1-28 and 1-29, Table 1-5 and Page 5.10-37 and 5.10-38, Section 5.10, Noise. The following minor technical revisions have been made.

10-1 Prior to the issuance of building permits for ~~any~~ projects that involves a noise-sensitive use within the 65 dBA CNEL contour (i.e., areas in or above 65 dBA CNEL) along major roadways, freeways, and railroads, the project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features (e.g., setbacks, berms, or sound walls), and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling) to ensure compliance with the City’s Noise Compatibility Criteria and the California State Building Code and California Noise Insulation Standards (Title 24 and 21 of the California Code of Regulations).

10-5 ~~Heavy~~ Industrial projects in the Los Molinos area would be required to provide evidence that vibration due to the operation of machinery would not adversely affect nearby vibration sensitive uses such as commercial, hotel, institutional, and residential uses. If vibration related to the operation of mechanical equipment is determined to be perceptible at vibration-sensitive uses (i.e., exceed the Federal Transit Administrations vibration annoyance criterion of 78 VdB).

Page 1-30, Table 1-5. The following minor technical revision has been made to correct a typographical error.

5.14 TRANSPORTATION/TRAFFIC

5.14-1 Project-related trip generation would impact levels of service for the existing area roadway system.	Potentially Significant	Mitigation Measures for Intersections See Table 1-6, Page 1-32+5 Mitigation Measures for Roadway Segments See Table 1-7, Page 1-35+6	Significant and Unavoidable
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3. Revisions to the Draft EIR

Page 4-1, Section 4, Environmental Setting. The following section has been revised in response to comments from MCP Camp Pendleton (Comment A1-6).

3.2.2 Regional Location

The City of San Clemente is in the southeastern corner of Orange County. As shown on Figure 3-1, *Regional Vicinity*, San Clemente is surrounded by the Pacific Ocean to the southwest; the cities of Dana Point and San Juan Capistrano to the northwest; unincorporated areas of Orange County to the north; and ~~San Onofre State Beach and~~ Camp Pendleton in unincorporated San Diego County to the southeast. Camp Pendleton is federal property that leases land adjacent to San Clemente to the State for use as a State Park (San Onofre State Beach). The City's incorporated boundaries encompass approximately 18.4 square miles or 11,754 acres. Regional access to the City is provided by Interstate 5 (I-5), which bisects the City, connecting it with other Orange County communities, Los Angeles County to the northwest, and San Diego County to the southeast. A rail line used by Metrolink and Amtrak also traverses the City, parallel and adjacent to the Pacific Ocean.

Page 5.1-2, Section 5.1, Aesthetics. The following minor technical revision has been made to update ownership information for the conservation area described below.

The City's natural land resources are part of the San Clemente Coastal Streams Watershed, an 18-square-mile area that nearly follows the City's jurisdictional boundaries and also covers small portions of the cities of San Juan Capistrano and Dana Point. Within the watershed, San Clemente's steep coastal canyons create three basins—Prima Deshecha, Segunda Deshecha, and the Southern Coastal Canyons—that ultimately drain into the Pacific Ocean. These coastal canyons provide natural buffers between neighborhoods and create habitat corridors extending from inland hills to the coast. Natural land resources also include portions of a 1,200-acre wilderness reserve that covers much of South Orange County and falls under the stewardship of the nonprofit ~~Donna O'Neill Land Conservancy~~ Rancho Mission Viejo Land Trust. Approximately 175 acres of the Donna O'Neill Land Conservancy property are within the City and SOI.

Page 5.1-26, Section 5.1, Aesthetics. The following minor technical revision has been made to add the proposed implementation measure from the Centennial General plan to the Aesthetics section since it is a relevant policy that would reduce lighting impacts. Dark Skies Implementation Measure 20 was provided in Appendix H of the DEIR and is not new information.

Centennial General Plan Implementation Measures

Dark Skies

20) Use the International Dark-Sky Association's (IDA's) Model Lighting Ordinance to aid in developing outdoor lighting standards for residential and non-residential uses.

3. Revisions to the Draft EIR

Page 5.3-30, Section 5.3, Biological Resources. The following minor technical revision has been made to update ownership information for the conservation area described below.

Sphere of Influence. The SOI covers approximately 1,035 acres of natural habitat northeast of the City boundary in unincorporated Orange County. This land is part of a preserve under the management of the Rancho Mission Viejo Land Trust (previously the Donna O'Neill Land Conservancy), which was created as mitigation for impacts of the Talega residential development in San Clemente. The ~~O'Neill~~ preserve is managed for ecological, educational, charitable, conservation, open space, scientific, and recreational uses and is within a nature reserve identified under the Orange County Southern Subregion HCP. The proposed Centennial General Plan land use plan does not include the SOI. This area could be annexed by the City in the future, at which time a land use designation would be proposed. Inclusion of the lands in an SOI of the City would have no impact on sensitive species that occur there.

Page 5.3-33, Section 5.3, Biological Resources. The following minor technical revision has been made to update ownership information for the conservation area described below.

Impact Analysis: The major wildlife movement corridors identified by the Orange County Southern Subregion HCP (Dudek 2006) are along the northern and northeastern boundaries of the City and in the SOI. The SOI is a preserve managed by the Rancho Mission Viejo Land Trust (previously the Donna O'Neill Land Conservancy) and is identified as a nature preserve in the HCP. The Centennial General Plan does not propose any development in the SOI, and its status as a preserve indicates that it would not be developed in the future.

Page 5.3-34, Section 5.3, Biological Resources. The following minor technical revision has been made to update ownership information for the conservation area described below.

Impact Analysis: The City and SOI are within the Plan Area of the Orange County Southern Subregion Habitat Conservation Plan, which serves as an HCP for the "take" of selected federally threatened species, including the California gnatcatcher. The City of San Clemente is one of the signatories of the HCP. The land within the SOI (approximately 1,035 acres) and approximately 190 acres that adjoin the SOI in the northeastern corner of the City are part of a current preserve managed by the Rancho Mission Viejo Land Trust (previously the Donna O'Neill Land Conservancy). The ~~O'Neill~~ preserve, while still privately owned, is a designated part of the Habitat Reserve under the HCP. The Centennial General Plan does not propose any development in the SOI, and therefore would not impact the protected status of the ~~O'Neill~~ preserve.

3. Revisions to the Draft EIR

Page 5.5-13, Section 5.5, Geology and Soils. The following minor technical revision has been made to correct the elevation of the tsunami inundation area shown on Figure 5.5-6.

Tsunami Flood Hazards

A tsunami is a series of ocean waves caused by a sudden displacement of the ocean floor, most often due to earthquakes. The tsunami inundation line is about 17 feet above mean sea level (see Figure 5.5-6, Tsunami Inundation Map). Areas of San Clemente that would be flooded by a ~~30-foot~~ tsunami are limited to the beach and adjoining low-lying areas (CGS 2009) due to the presence of cliffs near the beach along the San Clemente coastline (see Figure 5.5-6, *Tsunami Inundation Map*). The City Emergency Planning Program has designated tsunami hazard zones and tsunami evacuation routes. Tsunami flood hazards are discussed further in Section 5.8, *Hydrology and Water Quality*, of this DEIR.

Page 5.6-10, Section 5.6, Greenhouse Gas Emissions. The following minor technical revision has been made to clarify the data used for the emissions inventory.

Existing Setting

2012 Greenhouse Gas Emissions Inventory

An existing emissions inventory of the City of San Clemente was conducted based on the existing land uses, employment, population, and traffic data, and is shown in Table 5.6-4. The existing GHG emissions were calculated using OFFROAD2007, EMFAC2011, and emission factors identified in CalEEMod.

Page 5.6-37, Table 5.6-8, Section 5.6 Greenhouse Gas Emissions. The following minor technical revision has been made to correct incorrect information.

Continue existing, and explore expansion of, highway pricing strategies.

Not applicable. Inconsistent: The proposed General Plan does not contain any policies that would support this strategy.

Page 5.9-1, Section 5.9, Land Use and Planning. The following section has been revised in response to Comment A1-6.

5.9.1 Environmental Setting

The city of San Clemente is in the southeastern corner of Orange County. As shown in Figure 3-1, *Regional Vicinity Map*, San Clemente is surrounded by the Pacific Ocean to the southwest; the cities of Dana Point and San Juan Capistrano to the northwest; unincorporated areas of Orange County to the north; and ~~San Onofre State Beach~~ and Camp Pendleton in unincorporated San Diego County to the southeast. Camp Pendleton is

3. Revisions to the Draft EIR

federal property that leases land adjacent to San Clemente to the State for use as a State Park (San Onofre State Beach). An aerial photograph of the City and surrounding area is shown in Figure 3-2, *Citywide Aerial*.

Page 5.9-2, Section 5.9, Land Use and Planning. The following section has been revised in response to Comment A1-6.

Existing Surrounding Land Uses

San Clemente is at the southernmost end of Orange County. Adjacent developed urban areas are limited to the northwest, which consists of residential neighborhoods in the cities of Dana Point and San Juan Capistrano. To the north, the City is surrounded by undeveloped hillside areas in San Juan Capistrano and unincorporated Orange County. To the east and southeast is San Diego County, and the City is adjacent to open space and undeveloped land at ~~San Onofre State Beach. Directly beyond that narrow open space corridor, which follows San Mateo Creek, is the largely undeveloped~~ Camp Pendleton Marine Corps Base (see Figure 3-2, *Citywide Aerial*).

Page 5.10-14, Section 5.10 Noise. This section has been revised per Response to Comment A1-4.

Marine Corps Base Camp Pendleton (MCBCP)

Camp Pendleton is located south and east of the City limits. This Marine Corps installation is a 24/7, live-fire military installation that supports the full spectrum of Marine Corps ground, amphibious, and aviation training activities. Noise from Camp Pendleton is due to aircraft ~~flight operations~~overflights and the use of military weapon systems during training operations within the Base's Ranges and Live Fire Maneuver Areas equipment at the Air Station. The Range Compatible Use Zone (RCUZ) Study defines noise zones for planning purposes to prevent conflicts with noise-sensitive land uses (Pendleton 2007). Noise Zone 1 is the lowest noise zone representing a level of noise that does not pose any hazard. Noise Zone 2 represents the area where noise may at times interfere with speech, sleep, or the ability to hear television and radio shows. Generally, residential development is not recommended within Noise Zone 2. According to the RCUZ study, the City is outside the Noise Zone 2 contours. Noise modeling for the RCUZ is based on noise exposure occurring over a 24-hour period, rather than on the impact of a single noise event. The projected noise due to aircraft and heavy weapons use within do not reach City of San Clemente limits remain below Noise Zone 2 contours, which are levels that interfere with speech, sleep, or the ability to hear television and radio shows.

Page 5.10-29, Section 5.10 Noise. The analysis under Impact 5.10-5 has been revised per Response to Comment A1-5.

As discussed in the "Existing Conditions" section above, Camp Pendleton is east of City limits. Figure 5.10-5 shows the base's projected noise zones. According to the RCUZ study, the City is outside the Noise Zone 2 contours. The projected noise due to aircraft flight operations and heavy weapons use within City of San

3. Revisions to the Draft EIR

~~Clemente is outside the limits remain below Noise Zone 2 contours, which are levels that interfere with speech, sleep, or the ability to hear television and radio shows.~~

Page 5.12-3, Section 5.12 Public Services. Figure 5.12-1, Public Facilities. The following minor technical revision has been made to update the location of critical facilities. The revised figure is included in Appendix C of this FEIR

Figure 5.12-1 Public Facilities

Page 5.13-7, Section 5.13 Recreation. The following minor technical revision has been made to update ownership information for the conservation area described below.

The Richard and Donna O'Neill Land Conservancy (managed by the Rancho Mission Viejo Land Trust) is a nonprofit organization representing the County of Orange, the City of San Clemente, and Rancho Mission Viejo that oversees stewardship of a 1,200-acre wilderness reserve in South Orange County. Approximately 175 acres of the Donna O'Neill Land Conservancy property is within the City.

Page 5.14-1, Section 5.14, Transportation and Traffic. The following minor technical revision has been made to provide additional information on the traffic methodology used for the project. This does not present new information requiring recirculation of the DEIR.

This section presents the existing transportation conditions in the City including the roadway network, bicycle and pedestrian network, public transit network, parking conditions, aviation facilities, and current intersection and roadway segment operations. This section also discusses the methodology used to evaluate impacts. Traffic counts were not conducted during the summer months, so that the traffic analysis could determine impacts using normal, average traffic volumes throughout the City, which is the approach typically taken for transportation planning and traffic engineering studies. Because San Clemente is a beach city and many residents from surrounding cities and counties visit the beach, there are intermittent periods during the summer and other holidays with greater than average peak demand period. The City's transportation policies and guidelines ensure that the roadway system is designed for average traffic volumes instead of summer or peak demand periods. This ensures that the City's roadway capacity is not overdesigned to accommodate excessive traffic.

Page 5.14-16, Section 5.14 Transportation and Traffic, Figure 5.14-4, Future Roadway Map. The following minor technical revision has been made to show the location of the future alignment of the Foothill Transportation Corridor and Tesoro Extension. The revised figure is included in Appendix C of this FEIR

Figure 5.14-4 Future Roadway Map

3. Revisions to the Draft EIR

Page 5.14-19, 3rd Bullet, Section 5.14, Transportation and Traffic. The following minor technical revision has been made to correct a typographical error.

- **With FTC and Road Diet Alternative 1.** This scenario assumes buildout of the General Plan with the implementation of the FTC extension to the I-5 and implementation of a road diet. Road Diet Alternative 1 consists of a 2-lane road diet on Coast Highway (North El Camino Real) between Camino ~~Capistrano~~ San Clemente and Avenida Estacion, and a 2-lane road diet on Camino Mira Costa between Camino De Estrella and Camino Capistrano.

Page 5.14-38, Section 5.14 Transportation and Traffic. The following minor technical revision has been made to Table 5.14-12 to be consistent with the roadway segment impacts stated on Page 5.14-28 and mitigation provided for those segments on Table 5.15-16.

Table 5.14-12 Summary of Roadway Segment Impacts

Roadway Segment	Scenario						
	No FTC	With FTC	With FTC and RD Alt ¹	With FTC and RD Alt ²	With FTC and RD Alt ³	With FTC TE	With FTC TE with RD Alt ²
Avenida Vista Hermosa, between Calle Frontera and Via Turqueza	X	X	X	X		X	X
Avenida Vista Hermosa, between Via Turqueza and Camino Vera Cruz	X					X	X
Avenida Vista Hermosa, between Camino Vera Cruz and Avenida La Pata	X					X	X
Camino De Estrella, between I-5 NB on/off ramp and Camino El Molino	X	X	X	X	X	X	X
Avenida Pico, between I-5 NB on/off ramp and Avenida Presidio	X	X	X	X	X	X	X
Avenida Pico, between Avenida Presidio and Calle del Cerro	X	X	X	X	X	X	X
Avenida Pico, between Calle del Cerro and Calle Amanecer	X					X	X
Avenida Pico, between Calle Amanecer and Camino Vera Cruz	X					X	X
Avenida La Pata, between Calle Saluda and Avenida Vista Hermosa	X					X	X
Coast Highway, between Camino Capistrano and Camino San Clemente	X	X		X		X	
El Camino Real, between Camino San Clemente and Avenida Estacion	X	X	X	X	X	X	X
El Camino Real, between Avenida Estacion and Avenida Pico	X	X		X		X	X
El Camino Real, between Avenida Pico and Los Molinos	X	X	X	X	X	X	X

3. Revisions to the Draft EIR

Table 5.14-12 Summary of Roadway Segment Impacts

Roadway Segment	Scenario						
	No FTC	With FTC	With FTC and RD Alt ¹	With FTC and RD Alt ²	With FTC and RD Alt ³	With FTC TE	With FTC TE with RD Alt ²
<u>El Camino Real, between Los Molinos and Calle Las Bolas</u>	X	X	X	X	X	X	X
<u>El Camino Real, between Calle Las Bolas and Avenida De La Grulla</u>	X	X	X	X	X	X	X
<u>El Camino Real, between Avenida De La Grulla and Avenida Aragon</u>		X		X	X	X	X
<u>El Camino Real, between Avenida Aragon and El Portal</u>	X	X		X	X	X	X
<u>El Camino Real, between El Portal and Canada</u>				X	X		X
<u>El Camino Real, between Canada and Escalones</u>				X	X		X
<u>El Camino Real, between Escalones and Mariposa</u>				X	X		X

Source: Fehr and Peers, 2013.

Note: Only roadway segments which experience an impact under the analyzed scenarios are listed.

X = significant impact, FTC = Foothill Transit Corridor, RD = road diet, TE = Tesoro extension, ALT=alternative

Page 5.14-61, Section 5.14, Transportation and Traffic. The following minor technical revision has been made to clarify the impact finding resulting from removal of the City's roadway segment LOS. This is not new information because it was addressed in the DEIR and provides additional clarification; hence, it does not require recirculation of the EIR.

Special Consideration – Modification of City LOS Policies

The Centennial General Plan removes the City's policy which requires the evaluation of roadway segment LOS. Therefore, adoption of the Centennial General Plan will eliminate the requirement to evaluate roadway segment LOS from future traffic studies. Additionally, impacts to roadway segments would be considered less than significant and Mitigation Measure 14-5 with corresponding Table 5.14-16 would be eliminated. The City may consider a less restrictive LOS policy and allow LOS E operations at several interchanges with I-5 and also eliminate roadway segment LOS as an evaluation tool. Alternatively, the City could choose to keep its LOS policy as currently written and continue the evaluation of roadway segment LOS. The consequences of whether to eliminate roadway segment LOS is each choice are described below.

Page 7-5, Section 7.3, Alternatives Selected for Further Analysis. Table 7-1 Buildout Statistical Summary has been revised to reflect the correct population buildout number for the No Project/1993 Adopted General Plan Alternative and to add in the baseline numbers. This revision does not affect the environmental analysis.

3. Revisions to the Draft EIR

Clemente, buildout of this alternative would require more out-commuting, resulting in a lower reduction of per-capita vehicle miles traveled (VMT) for the region. Therefore, its adoption would achieve consistency with AB 32 and SB 375 (Objective 9), although to a lesser degree than the proposed project. However, the alternative's reduction of traffic impacts along Avenida Pico would ensure that roadway design in the City could accommodate traffic generated from land uses (Objective 11) to a greater degree than the proposed project.

Page 7-18, Section 7.6, Reduced Intensity Alternative. The following minor technical revision has been made to provide additional information on the merits of the alternative.

7.6-16 Conclusion

Avoid or Substantially Lessen the Significant Impacts of the Project

The Reduced Intensity Alternative would result in substantial reductions of impacts related to air quality, GHG emissions, noise, and traffic. However, these impacts would not be eliminated and would remain significant and unavoidable. Impacts related to hazards and hazardous materials, public services, recreation, and utilities and service systems would be reduced. The Reduced Intensity Alternative would result in similar impacts as the proposed project to aesthetics, biological resources, cultural resources, geology and soils, hydrology and water quality, and land use and planning.

Attainment of Project Objectives

Although the Reduced Intensity Alternative meets some of the objectives established for the project, the reduction in nonresidential square footage may reduce the City's ability to reduce per-capita VMT for the region (Objective 9) compared to the proposed project, which is one of the goals of SCAG's Compass Blueprint for High Quality Transit Areas. By providing additional commercial square footage in the City, commuters would not need to travel outside the City to other areas of Orange County or San Diego County for employment. Because this alternative would result in lower buildout development intensity than allowed under the 1993 General Plan, it would not provide as many new opportunities for infill growth (Objective 5) or mixed use development (Objective 6). For these reasons, it would also, to a lesser degree than the proposed project, promote economic vitality and job growth (Objective 5). Due to the significant reduction in nonresidential square footage, the Reduced Intensity Alternative would alter land uses but would not provide the same degree of flexibility in locating future businesses. Since there would be less opportunity to locate new nonresidential uses or increase intensity within Focus Areas of the city, this alternative would not promote sustainable economic vitality to the same degree as the proposed project (Objective 4).

3. Revisions to the Draft EIR

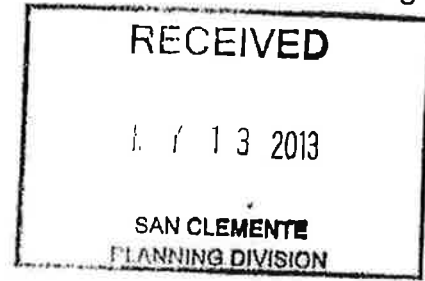
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Appendix

Appendix A. NOP Comment Letters

Appendix

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May 9, 2013

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Mr. Jeff Hook
Principal Planner
Planning Department
910 Calle Negocio, Suite 100
San Clemente, CA 92673

Subject: City of San Clemente Centennial General Plan

Dear Mr. Hook:

The Orange County Transportation Authority (OCTA) has reviewed the above referenced document. The following comment is provided for your consideration:

- In regards to MPAH and CMP, 3.16 – *Transportation/Traffic*:
 - If the City of San Clemente envisions modifications to any Master Plan of Arterial Highway facilities, please coordinate with OCTA as soon as possible, in order to initiate MPAH amendment processes.
 - Please provide a CMP analysis in the Environmental Impact Report to determine if the proposed project would cause significant impacts to any of the CMP intersections.

If you have any questions or comments, please contact me by phone at (714) 560-5907 or by email at dphu@octa.net.

Sincerely,

Dan Phu
Section Manager, Environmental Programs

EXECUTIVE OFFICE

Darrell Johnson
Chief Executive Officer

**SAN CLEMENTE CENTENNIAL GENERAL PLAN DRAFT EIR
School Questionnaire – Capistrano Unified School District**

1. Please confirm that the Capistrano Unified School District's service boundary includes the entirety of the City of San Clemente and SOI as shown in attached Figure 1, Citywide Aerial.

Yes, CUSD's service boundary includes the entirety of the City of San Clemente and SOI as show in Figure 1, Citywide Aerial.

2. Please provide any information available on total District-wide capacities and current enrollments at the elementary, middle school, and high school levels.

<i>School Level District-Wide</i>	<i>Capacity Permanent Buildings</i>	<i>Capacity Portable Buildings</i>	<i>Total Capacity</i>	<i>Current Enrollment</i>
Elementary Schools			22,624	21,799
Middle Schools			6,410	11,717
High Schools			10,808	15,895

3. Please confirm that the schools outlined below serve students in the City of San Clemente. Please provide any information available on the capacities and current enrollment of each of the schools.

<i>School & Location</i>	<i>Site Capacity (Acres)</i>	<i>Core Facilities Admin, MPR, Library(sf)</i>	<i>Capacity Permanent Buildings (students)</i>	<i>Capacity Portable Buildings</i>	<i>Total Capacity</i>	<i>Current Enrollment</i>
Clarence Lobo Elementary 200 Avenida Vista Montana	+3.0	Lib: -210	26 – (910)	1 – (35)	945	436
Concordia Elementary 3120 Avenida del Presidente	-2.1	MPR: -825 Lib: -336	22 – (770)	7 – (245)	1,015	660
Las Palmas Elementary 1101 Calle Puente	-1.7	Admin: -373 MPR: -1,294 Lib: -700	8 – (280)	23 – (805)	1,085	769
Marblehead Elementary 2410 Via Turqueza	-2.2	Lib: -97	24 – (840)	0 – (0)	840	539
Truman Benedict Elementary 1251 Calle Sarmientoso	-4.1	MPR: -1,203 Lib: -799	22 – (770)	8 – (280)	1,050	720
Bernice Ayer Middle 1271 Calle Sarmientoso	+2.1	Gym: -9,675	26 – (910)	8 – (280)	1,190	894
Vista del Mar Elem./Middle 1130 Avenida Talega	-11.5	Ok	59 – (2,065)	8 – (280)	2,345	1714
Shorecliffs..Middle 240 Via Socorro	±5.0	Lib: -1,547 Gym: -16,000	30 – (1,050)	18 – (630)	1,680	1079
San Clemente High 700 Avenida Pico	-12.78	Admin: -6,710 MPR: 6,691 Lib: -10,505 Gym: -28,317	84 – (2,940)	20 – (700)	3,640	2936



UNITED STATES MARINE CORPS
MARINE CORPS INSTALLATIONS WEST-MARINE CORPS BASE
BOX 555010
CAMP PENDLETON, CALIFORNIA 92055-5010



5700
G-7/CPLO
6 MAY 13

Mr. Jeff Hook
Principal Planner
City of San Clemente Planning Department
910 Calle Negocio, Suite 100
San Clemente, CA 92673

Dear Mr. Hook:

This letter is submitted in response to your Notice of Preparation (NOP) and Scoping Meeting announcement of April 4, 2013 regarding the City of San Clemente's preparation of a new General Plan and the City's intent to prepare an Environmental Impact Report (EIR) in support of this new General Plan, to be known as the Centennial General Plan.

Marine Corps Base (MCB) Camp Pendleton has completed a review of the Initial Study, which the City has prepared in conjunction with the General Plan EIR process; and we have several comments to offer with respect to information presented in the Initial Study.

All comments from MCB Camp Pendleton are contained in enclosure (1); and in support of those comments, enclosure (2) is also provided. Should you have any questions with respect to either enclosure, the primary point of contact for this matter at MCB Camp Pendleton is the undersigned at (760) 725-6513.

Thank you for the opportunity to review and comment on this matter.

Sincerely,

L. D. RANNALS
Community Plans & Liaison Officer
MCI-West & MCB Camp Pendleton
By direction of the Commanding General

Enclosures (2)

Copy to:
Chief of Staff
AC/S G-7

Comment #	Page, Section, Para.	Comments
1	Pg 1; 1.1; Project Location	<p>Recommend that one portion of the 2nd sentence in this paragraph - specifically that portion that speaks to San Clemente's neighboring community on the southeast - be revised to read as follows: "...and Department of the Navy (DoN) owned Marine Corps Base, Camp Pendleton is located in unincorporated San Diego County to the southeast. The San Onofre State Beach, which occupies land on Camp Pendleton leased from the DoN, lies adjacent to San Clemente at the northwestern end of Camp Pendleton."</p> <p>Comment: It's desired that this sentence be revised to read as suggested above to ensure readers understand that the Department of the Navy is, in fact, the adjacent land owner (and Camp Pendleton is, in fact, the primary occupant of all land to the southeast of the city's border in San Diego County). The San Onofre State Beach is only a temporary user of this Camp Pendleton property under a lease agreement which expires in 2021. As the NOP now reads, it can easily be mis-perceived by a reader that the San Onofre State Beach is not on Camp Pendleton.</p>
2	Pg 2; 1.2.2; Surrounding Land use	<p>Recommend the 3rd and 4th sentences of this paragraph be revised to read as follows: "Marine Corps Base, Camp Pendleton occupies the land located adjacent to San Clemente to the east and southeast in San Diego County. The portion of Camp Pendleton closest to San Clemente, known as San Onofre State Beach, has been temporarily leased to the State of California and is presently used for public recreational purposes."</p> <p>Comment: Again, as in comment 1 above, the 3rd and 4th sentences of this NOP paragraph, as currently written, are somewhat mis-leading to the uninformed reader.</p>
3	Figure 2	<p>Recommend the annotation in Figure 2 be revised for the San Diego County area to depict Camp Pendleton Marine Corps Base as the primary land activity in San Diego County to the southeast of San Clemente. Would also suggest that a color-coded dotted-line or some form of shading be used to depict the actual boundaries of the San Onofre State Beach lease area on Camp Pendleton. Lastly, a "Legend note" should be added to this Figure (as is done for the City Boundary and Sphere of Influence notes), stating that the San Onofre State Beach area is leased from the Department of the Navy. Attached FYI is a graphic that provides a more accurate depiction of the State Parks lease area on Camp Pendleton.</p> <p>Comment: As currently presented, this Figure gives the impression that the State Parks lease area on Camp Pendleton as much larger than it actually is. A more accurate depiction of the State Parks lease area on Camp Pendleton should be presented in this Figure, along with a Legend note stating this area is leased from DoN.</p>
4	Pg 44; 3.8.f; Less Than Significant Impact	<p>This paragraph references the "SCE SONGS Mesa Heliport" and states it's owned by Southern California Edison. There may be a Heliport located on the Mesa side of the SONGS' lease property on Camp Pendleton; and the heliport may be controlled and managed by Southern California Edison. However, it's an inaccurate representation to imply the heliport is "owned" by SCE. It would be more accurate to state the heliport is "controlled and managed" by SCE and that it "serves to accommodate SCE or SONGS-related helo operations into or out of the SONGS facility."</p>

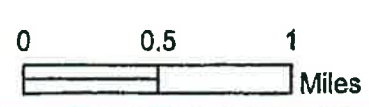
5	Pg 44; 3.8.f; Less Than Significant Impact – part 2	<p>Comment: While SONGS or SCE may control use of this heliport, they would not “own” it, as all the land that SONGS and its associated facilities occupy is actually owned by the Department of the Navy, and has been granted to SCE for operation of the SONGS facility under a DoN lease agreement which expires in 2023.</p> <p>If this Initial Study is going to reference the SCE SONGS Mesa Heliport facility as an airstrip worth noting in this section of the study, then there should also be references made to several other, even more significant (and much greater utilized) military helicopter landing zones located in the northern area of Camp Pendleton that are, in fact, even closer to the City of San Clemente than the SCE SONGS Mesa Heliport would be. These other military airstrips would include the Helicopter Outlying Landing Facility (HOLF), the Heavy-Lift Landing Zone (HLZ) in Camp San Mateo, several Confined Area Landing (CAL) sites, and several administrative Landing Zones (LZs), all being much closer in proximity to the city than the SCE SONGS Mesa Heliport facility.</p> <p>Comment: Should you desire to include or reference these other Camp Pendleton military airstrips in the Initial Study, we can provide you specific names and locations for all of them.</p>
6	Pg 44; 3.8.f; Less Than Significant Impact – part 3	<p>In this paragraph, please revise the words, “Marine Corps Air Station (MCAS)” to read: “Marine Corps Air Station (MCAS) Camp Pendleton.”</p>
7	Pg 50; 3.12.f; Less Than Significant Impact	<p>The same comments as addressed above in comment items 4, 5, and 6 apply here as well. Additionally change the words, “Camp Pendleton” in his paragraph to read: “MCAS Camp Pendleton.” Finally, as we measure it, MCAS Camp Pendleton is approximately 1.5 1/2 statute miles from the city’s southern boundary.</p>
8	GENERAL	<p>It’s requested that the same comments made above, which address how the State Parks leased land on Camp Pendleton is characterized, also be applied to all other sections of the San Clemente General Plan Update document itself, where adjacent land use to the southeast side of San Clemente is addressed or discussed.</p>
		<p>END OF CAMP PENDLETON COMMENTS</p>



Legend

-  Camp Pendleton Boundary
-  San Onofre State Park Leasehold

ENCLOSURE (2)



Appendix

Appendix B. Alternative Land Use Plan Traffic
Model Data

Appendix

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SCTM 2035 ICU SUMMARY - WITH FTC TESORO EXTENSION

Location	Current GP at Los Mares & RSCBP	
	AM	PM
2. Cm De Los Mares & Port Del Norte	.075	.115
3. Cm Del Rio & Cm De Los Mares	.420	.356
4. Cm Vera Cruz & Cm De Los Mares	.363	.357
5. Portico Del Sur & Cm De Los Mares	.490	.388
6. Calle Nuevo & Cm De Los Mares	.485	.491
7. Avd Vaquero & Cm De Los Mares	.440	.428
8. Marbella & Cm De Los Mares	.400	.342
9. Calle Agua & Cm De Los Mares	.515	.506
10. Cm El Molino & Cm De Los Mares	.419	.539
11. I-5 NB Ramps & Cm Estrella	.590	.504
12. I-5 SB Ramps & Cm Estrella	.390	.489
13. Cm Mira Costa & Cm Estrella	.324	.308
14. Sarmentoso & Cm Del Rio	.334	.270
15. Cm Vera Cruz & Sarmentoso	.291	.206
16. Avd Vaquero & Calle Vallarta	.256	.338
17. Avd Vaquero & Guadalajara	.269	.463
18. Cm Capistrano & Avd Vaquero	.319	.454
19. PCH & Cm Capistrano	.591	.653
20. La Pata & Cm Las Ramblas	.588	.597
21. La Pata & Cm Del Rio	.853	.773
23. La Pata & Avd Vista Hermosa	.828	.786
25. Cm Vera Cruz & Avd Vista Hermosa	.829	.898
26. Frontera & Avd Vista Hermosa	.872	.578
27. I-5 NB Ramps & Avd Vista Hermosa	.784	.637
28. I-5 SB Ramps & Avd Vista Hermosa	.588	.489
31. Cl Frontera & Faceta	.257	.206
32. FTC NB Ramps & Avd Pico	.325	.359
33. FTC SB Ramps & Avd Pico	.325	.359
34. Avd Vista Hermosa & Avd Pico	.401	.521
35. La Pata & Avd Pico	.838	.764
36. La Pata & Calle Amanecer	.307	.247
37. La Pata & Del Cerro	.316	.275
38. Calle Amanecer & Avd Pico	.679	.862
39. E. Vista Montana & Del Cerro	.542	.394
40. W. Vista Montana & Del Cerro	.525	.462
41. Calle del Cerro & Avd Pico	.700	.610
42. Avd Presidio & Avd Pico	.864	.790
43. I-5 NB Ramps & Avd Pico	.546	.703
44. I-5 SB Ramps & Avd Pico	.742	.694
45. Cm Los Molinos & Avd Pico	.596	1.018
46. Avd Vista Hermosa & Avd Pico	.293	.623

SCTM 2035 ICU SUMMARY - WITH FTC TESORO EXTENSION

Location	Current GP at Los Mares & RSCBP	
	AM	PM
47. N. El Cm Real & Avd Pico	.638	.857
48. Avd Presidio & Avd Salvador	.082	.156
49. N. El Cm Real & Cm Los Molinos	.512	.588
50. N. El Cm Real & La Grulla	.707	.712
51. N. El Cm Real & El Portal	.512	.538
52. I-5 NB Ramp & Avd Palizada	.675	.594
53. I-5 SB Ramp & Avd Palizada	.509	.540
54. Cm Estrella & Avd Palizada	.544	.615
55. N. El Cm Real & Avd Palizada	.535	.653
56. N. Ola Vista & Avd Palizada	.375	.381
57. N. El Cm Real & Del Mar	.266	.450
58. I-5 NB Ramp & Avd Presidio	.444	.469
59. Cm Estrella & Avd Presidio	.269	.394
61. N. El Cm Real & Avd Presidio	.357	.472
63. I-5 SB Ramps & S. El Cm Real	.415	.616
64. I-5 NB Ramps & S. El Cm Real	.405	.417
65. S. El Cm Real & San Juan	.284	.353
66. Avd Salvador & Avd San Pablo	.306	.294
67. S. El Cm Real & San Gabriel	.309	.438
68. S. El Cm Real & I-5 NB Ramps	.638	.409
69. S. El Cm Real & Mendocino	.497	.569
70. Avd Presidente & I-5 SB/Califia	.362	.687
71. S. El Cm Real & San Luis Rey	.278	.269
72. I-5 NB Ramps & Cristianitos	.245	.357
73. I-5 SB Ramps & Cristianitos	.269	.312
76. Cm Vera Cruz & Avd Pico	.541	.542
85. Avd Pedriza & Avd Pico	.490	.374
86. Avd Vista Hermosa & Avd Pedriza	.232	.381
87. Avd Talega & Avd Vista Hermosa	.825	.477
89. Avd Talega & Calle Saluda	.324	.272
90. Avd Talega & W. Cm Viento Fuerte	.382	.378
91. Avd Talega & E. Cm Viento Fuerte	.109	.121
92. Calle Saluda & A St	.328	.281
93. La Pata & Calle Saluda	.679	.944
94. El Camino Real & Cm San Clemente	.769	.507

2. Cm De Los Mares & Port Del Norte

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0.5		10	{.006}*	20	
NBT	1.5	3200	0	.006	0	.013*
NBR	0		60	.038	140	.088
SBL	0	0	0		0	
SBT	2	3200	0	.000*	0	.000
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	10	.025*	10	.019*
EBR	0	0	30		20	
WBL	0	0	70	{.044}*	50	{.031}*
WBT	1	1600	10	.050	10	.038
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.052*

TOTAL CAPACITY UTILIZATION .075 .115

3. Cm Del Rio & Cm De Los Mares

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	460	.288*	370	.231*
NBT	1	1600	50	.031	110	.069
NBR	1	1600	10	.006	10	.006
SBL	0	0	10		10	
SBT	1	1600	80	.100*	30	.056*
SBR	0	0	70		50	
EBL	0.5		10		50	
EBT	1.5	3200	10	.013*	50	.063*
EBR	0		230	.144	360	.225
WBL	0.5		30	{.019}*	10	{.006}*
WBT	1.5	3200	30	.022	20	.013
WBR	0		10		10	

TOTAL CAPACITY UTILIZATION .420 .356

4. Cm Vera Cruz & Cm De Los Mares

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		540	{.175}*	330	{.106}*
NBT	0.5	3200	20	.175	10	.106
NBR	1	1600	30	.019	20	.013
SBL	0	0	0		10	
SBT	1	1600	20	.019*	10	.025*
SBR	0	0	10		20	
EEL	1	1600	10	.006*	100	.063*
EET	2	3200	220	.069	440	.138
EBR	1	1600	370	.231	440	.275
WBL	1	1600	80	.050	50	.031
WBT	2	3200	510	.163*	390	.125*
WBR	0	0	10		10	
Right Turn Adjustment					EBR	.038*

TOTAL CAPACITY UTILIZATION .363 .357

5. Portico Del Sur & Cm De Los Mares

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	50	.031*	20	.013*
SBT	0	0	0		0	
SBR	1	1600	270	.169	140	.088
EBL	1	1600	80	.050*	170	.106*
EET	2	3200	550	.172	960	.300
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	980	.309*	810	.269*
WBR	0	0	10		50	
Right Turn Adjustment			SBR	.100*		

TOTAL CAPACITY UTILIZATION .490 .388

6. Calle Nuevo & Cm De Los Mares

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	150	.094*	110	.069*
NBT	0	0	0		0	
NBR	1	1600	40	.025	20	.013
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	590	.209	1110	.397*
EBR	0	0	80		160	
WBL	1	1600	10	.006	40	.025*
WBT	2	3200	1250	.391*	920	.288
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .485 .491

7. Avd Vaquero & Cm De Los Mares

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		280	(.109)*	130	.081*
NET	0	3200	0	.109	0	
NBR	0.5		70		150	.094
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	540	.169	870	.272*
EBR	1	1600	130	.081	260	.163
WBL	1	1600	90	.056	120	.075*
WBT	2	3200	1060	.331*	680	.213
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .440 .428

8. Marbella & Cm De Los Mares

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	20	(.012)*	10	(.006)*
NBT	1	1600	0	.013	0	.006
NBR	0	0	0		0	
SBL	0	0	50		40	
SBT	1	1600	0	.044*	10	.044*
SBR	0	0	20		20	
EBL	1	1600	10	.006*	10	.006
EBT	3	4800	680	.146	1340	.292*
EBR	0	0	20		60	
WBL	1	1600	0	.000	0	.000
WBT	3	4800	1590	.338*	950	.206
WBR	0	0	30		40	

TOTAL CAPACITY UTILIZATION .400 .342

9. Calle Agua & Cm De Los Mares

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	150	.094*	190	.119*
NBT	1	1600	10	.013	10	.013
NBR	0	0	10		10	
SBL	0	0	30		20	
SBT	1	1600	10	.106*	10	.050*
SBR	0	0	130		50	
EBL	1	1600	100	.063*	170	.106*
EBT	3	4800	760	.206	1060	.313
EBR	0	0	230		440	
WBL	1	1600	40	.025	20	.013
WBT	3	4800	1190	.252*	1090	.231*
WBR	0	0	20		20	

TOTAL CAPACITY UTILIZATION .515 .506

10. Cm El Molino & Cm De Los Mares

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1600	80	.050*	120	.075*
NBT	1	1600	10	.013	20	.025
NBR	0	0	10		20	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	70	.044*	130	.081
EBT	3	4800	1200	.267	1840	.408*
EBR	0	0	80		120	
WBL	1	1600	70	.044	90	.056*
WBT	3	4800	1490	.323*	1210	.279
WBR	0	0	70		130	
TOTAL CAPACITY UTILIZATION			.419		.539	

11. I-5 NB Ramps & Cm Estrella

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	0.5		130	.081*	220	
NBT	0	3200	0		0	(.191)*
NBR	1.5		280	{.029}	440	
SBL	1	1600	100	.063	60	.038*
SBT	0	0	0		0	
SBR	1	1600	260	.163	140	.088
EBL	0	0	0		0	
EBT	3	4800	670	.140	1120	.233
EBR	1	1600	440	.275	320	.200
WBL	0	0	0		0	
WBT	3	4800	1610	.335*	1320	.275*
WBR	0	0	0		0	
Right Turn Adjustment			Multi		.174*	
TOTAL CAPACITY UTILIZATION			.590		.504	

12. I-5 SB Ramps & Cm Estrella

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	3	4800	580	.121*	1000	.208*
SBT	0	0	0		0	
SBR	1	1600	250	.156	410	.256
EBL	0	0	0		0	
EBT	2	3200	560	.175*	490	.153*
EBR	1	1600	220	.138	190	.119
WBL	2	3200	300	.094*	410	.128*
WBT	2	3200	300	.094	380	.119
WBR	0	0	0		0	
TOTAL CAPACITY UTILIZATION			.390		.489	

13. Cm Mira Costa & Cm Estrella

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1600	40	.025*	50	.031*
NBT	0	0	0		0	
NBR	1	1600	360	.225	320	.200
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	170	.063*	190	.075*
EBR	0	0	30		50	
WBL	1	1600	230	.144*	210	.131*
WBT	2	3200	260	.081	320	.100
WBR	0	0	0		0	
Right Turn Adjustment			NBR		.092*	
TOTAL CAPACITY UTILIZATION			.324		.308	

14. Sarmentoso & Cm Del Rio

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	40	.025*	20	.013*
NBT	0	0	0		0	
NBR	1	1600	210	.131	80	.050
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	290	.181*	260	.163*
EBR	1	1600	60	.038	30	.019
WBL	1	1600	140	.088*	150	.094*
WBT	2	3200	360	.113	450	.141
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.040*		

TOTAL CAPACITY UTILIZATION .334 .270

15. Cm Vera Cruz & Sarmentoso

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	2	3200	260	.122*	260	.100*
NBR	0	0	130		60	
SBL	1	1600	160	.100*	80	.050*
SBT	2	3200	230	.072	290	.091
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	110	.069*	90	.056*
WBT	0	0	0		0	
WBR	1	1600	180	.113	70	.044

TOTAL CAPACITY UTILIZATION .291 .206

16. Avd Vaquero & Calle Vallarta

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	1	1600	210	.131*	340	.219*
NBR	0	0	0		10	
SBL	1	1600	40	.025*	110	.069*
SBT	1	1600	230	.144	430	.269
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	10		10	
WBT	1	1600	10	.100*	0	.050*
WBR	0	0	150		70	

TOTAL CAPACITY UTILIZATION .256 .338

17. Avd Vaquero & Guadalajara

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	1	1600	140	.150*	240	.269*
NBR	0	0	100		190	
SBL	1	1600	100	.063*	170	.106*
SBT	1	1600	140	.088	260	.163
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	90	.056*	140	.088*
WBT	0	0	0		0	
WBR	1	1600	70	.044	110	.069

TOTAL CAPACITY UTILIZATION .269 .463

18. Cm Capistrano & Avd Vaquero

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1600	10	.006*	0	.000
NBT	2	3200	100	.031	230	.072*
NBR	1	1600	280	.175	510	.319
SBL	1	1600	50	.031	100	.063*
SBT	1	1600	140	.088*	170	.106
SBR	1	1600	10	.006	0	.000
EEL	0	0	0		10	
EBT	1	1600	10	.013*	0	.013*
EBR	0	0	10		10	
WBL	0	0	340	(.212)*	380	(.237)*
WBT	1	1600	10	.219	10	.244
WBR	1	1600	30	.019	80	.050
Right Turn Adjustment					NBR	.065*

TOTAL CAPACITY UTILIZATION .319 .454

19. PCH & Cm Capistrano

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	0	0	0		0	
NBT	2	3200	790	.247*	770	.241*
NBR	1	1600	270	.169	400	.250
SBL	1	1600	180	.113*	330	.206*
SBT	2	3200	620	.194	670	.209
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	370	.231*	330	.206*
WBT	0	0	0		0	
WBR	1	1600	210	.131	190	.119

TOTAL CAPACITY UTILIZATION .591 .653

20. La Pata & Cm Las Ramblas

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1600	0	.000	0	.000
NBT	2	3200	1640	.513	1910	.597*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	1880	.588*	1510	.472
SBR	1	1600	0	.000	0	.000
EBL	0.5		0		0	
EBT	0	3200	0		0	
EBR	1.5		0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .588 .597

21. La Pata & Cm Del Rio

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1600	230	.144*	420	.263*
NBT	2	3200	1370	.428	1730	.541
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	1710	.534*	1270	.397*
SBR	1	1600	170	.106	250	.156
EBL	0.5		280	.175*	180	.113*
EBT	0	3200	0		0	
EBR	1.5		320	(.092)	270	(.081)
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .853 .773

23. La Pata & Avd Vista Hermosa

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3200	220	.069*	550	.172
NBT	3	4800	590	.123	1100	.229*
NBR	1	1600	170	.069	300	.188
SBL	1	1600	160	.100	140	.088*
SBT	3	4800	1040	.217*	580	.121
SBR	1	1600	850	.531	500	.313
EBL	1	1600	600	.375*	530	.331*
EET	2	3200	540	.169	640	.200
EBR	1	1600	220	.138	210	.131
WBL	2	3200	400	.125	290	.091
WBT	2	3200	430	.134*	440	.138*
WBR	1	1600	230	.144	210	.131
Right Turn Adjustment			SBR	.033*		

TOTAL CAPACITY UTILIZATION .828 .786

25. Cm Vera Cruz & Avd Vista Hermosa

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	140	.088*	150	.094
NBT	2	3200	180	.072	320	.116*
NBR	0	0	50		50	
SBL	1	1600	90	.056	260	.163*
SBT	2	3200	300	.188*	210	.125
SBR	0	0	350	.219	190	
EBL	1	1600	210	.131*	260	.163*
EET	2	3200	1620	.506	1150	.359
EBR	1	1600	330	.206	160	.100
WBL	1	1600	30	.019	10	.006
WBT	2	3200	1350	.422*	1460	.456*
WBR	1	1600	170	.106	170	.106

TOTAL CAPACITY UTILIZATION .829 .898

26. Frontera & Avd Vista Hermosa

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3200	350	.109*	250	.078*
NBT	1	1600	100	.094	90	.075
NBR	0	0	50		30	
SBL	1	1600	60	.038	20	.013
SBT	1	1600	140	.088*	50	.031*
SBR	1	1600	250	.156	200	.125
EBL	1	1600	100	.063	280	.175*
EET	2	3200	1780	.556*	1390	.434
EBR	1	1600	270	.169	210	.133
WBL	1	1600	190	.119*	40	.025
WBT	3	4800	1750	.369	1390	.294*
WBR	0	0	20		20	

TOTAL CAPACITY UTILIZATION .872 .578

27. I-5 NB Ramps & Avd Vista Hermosa

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		70	.044*	90	.056*
NBT	0	4800	0		0	
NBR	1.5		810	.253	750	.234
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EET	2	3200	1700	.531*	1290	.403*
EBR	1		240		440	
WBL	0	0	0		0	
WBT	1.5	4800	1230	.510	890	.392
WBR	1.5		1270		1060	
Right Turn Adjustment			NBR	.209*	NBR	.178*

TOTAL CAPACITY UTILIZATION .784 .637

28. I-5 SB Ramps & Avd Vista Hermosa

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP

	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1340	.419 ⁺	810	
SBT	0	4800	0		0	(.292) ⁺
SBR	1.5		220	.138	630	
EBL	1	1600	40	.025 ⁺	50	.031 ⁺
EBT	3	4800	590	.123	940	.196
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	460	.144 ⁺	530	.166 ⁺
WBR	f		840		460	

TOTAL CAPACITY UTILIZATION .588 .489

31. Cl Frontera & Faceta

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP

	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	20	.013 ⁺	40	.025
NBT	1	1600	130	.081	170	.106 ⁺
NBR	1	1600	70	.044	130	.081
SBL	1	1600	20	.013	40	.025 ⁺
SBT	1	1600	160	.100 ⁺	80	.050
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	10	.038	10	.019
EBR	0	0	50		20	
WBL	0	0	130		50	
WBT	1	1600	0	.144 ⁺	10	.075 ⁺
WBR	0	0	100		60	

TOTAL CAPACITY UTILIZATION .257 .206

32. FTC NB Ramps & Avd Pico

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP

	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	0	.000	0	.000
NBT	0	0	0		0	
NBR	1	1600	0	.000	0	.000
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	690	.216	1150	.359 ⁺
EBR	f		0		0	
WBL	0	0	0		0	
WBT	2	3200	1040	.325 ⁺	830	.259
WBR	f		0		0	

TOTAL CAPACITY UTILIZATION .325 .359

33. FTC SB Ramps & Avd Pico

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP

	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	0	.000	0	.000
SBT	0	0	0		0	
SBR	f		0		0	
EBL	0	0	0		0	
EBT	2	3200	690	.216	1150	.359 ⁺
EBR	1	1600	0	.000	0	.000
WBL	1	1600	0	.000	0	.000
WBT	2	3200	1040	.325 ⁺	830	.259
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .325 .359

34. Avd Vista Hermosa & Avd Pico

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3200	60	.019*	250	.078
NBT	2	3200	20	.006	140	.047*
NBR	0	0	0		10	
SBL	2	3200	240	.075	180	.056*
SBT	1	1600	130	.081*	20	.013
SBR	2	3200	340	.106	170	.053
EBL	2	3200	190	.059*	250	.078*
EET	3	4800	1150	.240	780	.163
EBR	1	1600	230	.144	60	.038
WBL	1	1600	10	.006	10	.006
WBT	3	4800	1020	.212*	1380	.287*
WBR	0	0	140		250	

TOTAL CAPACITY UTILIZATION .401 .521

35. La Pata & Avd Pico

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	40	.025	240	.150
NBT	3	4800	260	.054*	540	.113*
NBR	0	1600	60	.038	100	.063
SBL	2	3200	630	.197*	530	.166*
SBT	2	3200	470	.147	170	.053
SBR	1	1600	960	.600	480	.300
EBL	2	3200	240	.075*	770	.241*
EET	3	4800	920	.192	940	.196
EBR	1	1600	200	.125	100	.063
WBL	2	3200	120	.038	100	.031
WBT	3	4800	930	.194*	1110	.231*
WBR	1	1600	400	.250	590	.369
Right Turn Adjustment			SBR	.318*	WBR	.013*

TOTAL CAPACITY UTILIZATION .838 .764

36. La Pata & Calle Amanecer

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	80	.050*	90	.056*
NBT	2	3200	210	.066	430	.138
NBR	0	0	10		10	
SBL	1	1600	60	.038	10	.006
SBT	2	3200	530	.166*	340	.116*
SBR	0	0	70		30	
EBL	1	1600	20	.013	70	.044*
EET	1	1600	30	.019*	10	.006
EBR	0	0	70		70	
WBL	1	1600	10	.006*	10	.006
WBT	1	1600	10	.006*	10	.006
WBR	0	0	10		40	

TOTAL CAPACITY UTILIZATION .307 .247

37. La Pata & Del Cerro

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		10	(.006)*
NBT	2	3200	50	.016	270	.088
NBR	0	0	0		0	
SBL	0	0	20		0	
SBT	2	3200	380	.119*	150	.047*
SBR	0	0	210		270	.169
EBL	1	1600	200	.125*	280	.175*
EET	0	0	0		0	
EBR	1	1600	10	.006	10	.006
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .316 .275

38. Calle Amanecer & Avd Pico

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP

	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		120	.056*	740	.306*
NBT	0	3200	0	.056	0	.306
NBR	0.5		60		240	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	0	.000	0	.000
EBT	3	4800	1380	.423*	1950	.456*
EBR	0	0	650		240	
WBL	1	1600	320	.200*	160	.100*
WBT	3	4800	2030	.423	1790	.373
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .679 .862

39. E. Vista Montana & Del Cerro

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP

	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	130	.081*	80	.050*
NBT	0	0	0		0	
NBR	1	1600	380	.238	150	.094
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	400	.288*	80	.125*
EBR	0	0	60		120	
WBL	1	1600	100	.063*	350	.219*
WBT	1	1600	60	.038	430	.269
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.110*		

TOTAL CAPACITY UTILIZATION .542 .394

40. W. Vista Montana & Del Cerro

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP

	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	360	.225*	280	.175*
NBT	0	0	0		0	
NBR	1	1600	10	.006	10	.006
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	470	.294*	450	.281*
EBR	1	1600	240	.150	330	.206
WBL	1	1600	10	.006*	10	.006*
WBT	2	3200	470	.147	630	.197
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .525 .462

41. Calle del Cerro & Avd Pico

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP

	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3200	800	.250*	450	.141*
NBT	0	0	0		0	
NBR	1	1600	70	.044	60	.038
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	4800	1870	.390	1820	.379
EBR	1	1600	620	.388	830	.519
WBL	1	1600	70	.044	90	.056
WBT	3	4800	2160	.450*	2210	.460*
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.009*

TOTAL CAPACITY UTILIZATION .700 .610

42. Avd Presidio & Avd Pico

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP

	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		300		260	
NBT	0.5	3200	70	.116*	60	.100*
NBR	1	1600	50	.031	100	.063
SBL	1	1600	290	.181*	90	.056*
SBT	1	1600	200	.125	60	.038
SBR	1	1600	20	.013	20	.013
EBL	1	1600	60	.038	110	.069
EBT	3	4800	1760	.367*	2470	.515*
EBR	1	1600	170	.106	170	.106
WBL	1	1600	320	.200*	190	.119*
WBT	4	6400	2330	.389	2260	.369
WBR	0	0	160		100	

TOTAL CAPACITY UTILIZATION .864 .790

43. I-5 NB Ramps & Avd Pico

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP

	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	300	.188*	360	.225*
NBT	0	0	0		0	
NBR	2	3200	650	.203	960	.300
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3200	260	.081*	670	.209*
EBT	3	4800	1640	.342	1870	.390
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	4	6400	1700	.266*	1500	.234*
WBR	0	0	1080		980	
Right Turn Adjustment			NBR	.011*	NBR	.035*

TOTAL CAPACITY UTILIZATION .546 .703

44. I-5 SB Ramps & Avd Pico

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP

	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	1640	.325*	840	.263*
SBT	0	0	0		0	
SBR	1	1600	480	.300	270	.169
EBL	0	0	0		0	
EBT	5	8000	830	.104*	1720	.215*
EBR	1	1600	200	.125	460	.288
WBL	2	3200	1000	.313*	690	.216*
WBT	2	3200	1000	.313	1160	.363
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .742 .694

45. Cm Los Molinos & Avd Pico

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP

	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	50		140	
NBT	1	1600	30	.156*	50	.481*
NBR	0	0	170		580	
SBL	0	0	20 (.012)*		170 (.106)*	
SBT	1	1600	10	.063	50	.238
SBR	0	0	70		160	
EBL	1	1600	60	.038	110	.069
EBT	2	3200	730	.228*	880	.275*
EBR	1	1600	140	.088	320	.200
WBL	1	1600	320	.200*	250	.156*
WBT	2	3200	480	.150	1000	.313
WBR	1	1600	170	.106	180	.113

TOTAL CAPACITY UTILIZATION .596 1.018

46. Avd Vista Hermosa & Avd Pico

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	190	.059*	540	.169*
SBT	0	0	0		0	
SBR	1	1600	250	.156	600	.375
EBL	2	3200	270	.084	500	.156*
EET	2	3200	670	.209*	510	.159
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	360	.113	670	.209*
WBR	f		180		530	
Right Turn Adjustment			SBR	.025*	SBR	.089*

TOTAL CAPACITY UTILIZATION .293 .623

47. N. El Cm Real & Avd Pico

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	20	.013	40	.025
NBT	2	3200	610	.294*	770	.416*
NBR	0	0	330		560	
SBL	2	3200	350	.109*	390	.122*
SBT	2	3200	620	.206	610	.206
SBR	0	0	40		50	
EBL	1	1600	90	.056	60	.038
EET	1	1600	190	.144*	150	.119*
EBR	0	0	40		40	
WBL	2	3200	290	.091*	640	.200*
WBT	1	1600	100	.063	200	.125
WBR	1	1600	380	.238	400	.250

TOTAL CAPACITY UTILIZATION .638 .857

48. Avd Presidio & Avd Salvador

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	1	1600	0	.013*	0	.025*
NBR	0	0	20		40	
SBL	0	0	30 (.019)*		170 (.106)*	
SBT	1	1600	0	.019	0	.106
SBR	0	0	0		0	
EBL	0	0	0		0	
EET	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	40		30	
WBT	1	1600	0	.050*	0	.025*
WBR	0	0	40		10	

TOTAL CAPACITY UTILIZATION .082 .156

49. N. El Cm Real & Cm Los Molinos

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	2	3200	760	.381*	610	.281*
NBR	0	0	460		290	
SBL	1	1600	120	.075*	70	.044*
SBT	2	3200	410	.128	890	.278
SBR	0	0	0		0	
EBL	0	0	0		0	
EET	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	90	.056*	420	.263*
WBT	0	0	0		0	
WBR	1	1600	70	.044	260	.163

TOTAL CAPACITY UTILIZATION .512 .588

50. N. El Cm Real & La Grulla

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP

	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0.5		40		100	(.062)*
NBT	1.5	3200	960	.313*	950	.328
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	470	.191	1160	.531*
SBR	0	0	140		540	
EBL	0	0	510		140	
EBT	1	1600	0	.394*	0	.119*
EBR	0	0	120		50	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .707 .712

51. N. El Cm Real & El Portal

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP

	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	40	.025	50	.031*
NBT	2	3200	710	.225*	730	.234
NBR	0	0	10		20	
SBL	1	1600	50	.031*	140	.088
SBT	2	3200	530	.175	1000	.338*
SBR	0	0	30		80	
EBL	1	1600	130	.081*	70	.044*
EBT	1	1600	50	.056	30	.038
EBR	0	0	40		30	
WBL	0	0	10		30	
WBT	1	1600	120	.175*	50	.125*
WBR	0	0	150		120	

TOTAL CAPACITY UTILIZATION .512 .538

52. I-5 NB Ramp & Avd Palizada

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP

	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	720	.450*	710	.444*
EBT	1	1600	380	.238	310	.194
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	180	.225*	150	.150*
WBR	0	0	180		90	

TOTAL CAPACITY UTILIZATION .675 .594

53. I-5 SB Ramp & Avd Palizada

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP

	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0.5		320		210	
SBT	0	3200	0	(.268)*	0	(.287)*
SBR	1.5		760		960	
EBL	0	0	0		0	
EBT	2	3200	770	.241*	810	.253*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	180	.056	140	.044
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .509 .540

54. Cm Estrella & Avd Palizada

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1600	10	.006	30	.019
NBT	1	1600	130	.094*	190	.181*
NBR	0	0	20		100	
SBL	1	1600	250	.156*	250	.156*
SBT	1	1600	70	.061	170	.131
SBR	0	0	30		40	
EBL	0.5		20		20	(.012)*
EBT	1.5	3200	380	.131*	380	.138
EBR	0		20		40	
WBL	1	1600	260	.163*	200	.125
WBT	2	3200	430	.216	600	.266*
WBR	0	0	260		250	

TOTAL CAPACITY UTILIZATION .544 .615

55. N. El Cm Real & Avd Palizada

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1600	10	.006	30	.019*
NBT	2	3200	510	.184*	640	.241
NBR	0	0	80		130	
SBL	1	1600	120	.075*	90	.056
SBT	2	3200	410	.147	810	.284*
SBR	0	0	60		100	
EBL	1	1600	150	.094	130	.081
EBT	1	1600	250	.163*	230	.156*
EBR	0	0	10		20	
WBL	1	1600	180	.113*	310	.194*
WBT	1	1600	160	.100	370	.231
WBR	1	1600	170	.106	100	.063

TOTAL CAPACITY UTILIZATION .535 .653

56. N. Ola Vista & Avd Palizada

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	0	0	20		60	
NBT	1	1600	0	.175'	0	.106'
NBR	0	0	260		110	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	190	.163*	110	.094
EBR	0	0	70		40	
WBL	0	0	60	(.037)*	180	
WBT	1	1600	110	.106	260	.275*
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .375 .381

57. N. El Cm Real & Del Mar

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	0.5		40	(.025)*	80	(.050)*
NBT	1.5	3200	480	.163	580	.206
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	440	.166*	780	.300*
SBR	0	0	90		180	
EBL	1	1600	120	.075*	160	.100*
EBT	0	0	0		0	
EBR	1	1600	50	.031	90	.056
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .266 .450

58. I-5 NB Ramp & Avd Presidio

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	170	.106*	200	.125*
NBT	0	0	0		0	
NBR	1	1600	160	.100	40	.025
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	360	.225*	380	.238*
EBT	2	3200	110	.034	170	.053
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	180	.113*	170	.106*
WBR	1	1600	180	.113	110	.069

TOTAL CAPACITY UTILIZATION .444 .469

59. Cm Estrella & Avd Presidio

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		50	.100
SBT	1	1600	120	.106*	100	.125*
SBR	1	1600	170	.106	90	.056
EBL	0.5		60		20	
EBT	1.5	3200	310	.138*	580	.206*
EBR	0		75		60	
WBL	1	1600	40	.025*	100	.063*
WBT	1	1600	140	.088	170	.106
WBR	1	1600	140	.088	120	.075

TOTAL CAPACITY UTILIZATION .269 .394

61. N. El Cm Real & Avd Presidio

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	2	3200	320	.100*	490	.153*
NBR	1	1600	220	.138	260	.163
SBL	1	1600	310	.194*	340	.213*
SBT	2	3200	290	.091	590	.184
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	100	.063*	170	.106*
WBT	0	0	0		0	
WBR	1	1600	100	.063	170	.106

TOTAL CAPACITY UTILIZATION .357 .472

63. I-5 SB Ramps & S. El Cm Real

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	110	.069	140	.088*
NBT	0	0	0		0	
NBR	1	1600	310	.194	320	.200
SBL	1	1600	200	.125*	340	.213
SBT	1	1600	80	.050	230	.144*
SBR	1	1600	130	.081	160	.100
EBL	0	0	0		0	
EBT	2	3200	180	.053	400	.200*
EBR	0	0	20		240	
WBL	1	1600	10	.006	20	.013*
WBT	2	3200	300	.094*	450	.141
WBR	0	0	0		0	
Right Turn Adjustment			Mult	.196*	NBR	.171*

TOTAL CAPACITY UTILIZATION .415 .616

64. I-5 NB Ramps & S. El Cm Real

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		50	.019*	110	
NBT	0	3200	0	.019	0	.038*
NBR	0.5		10		10	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	270	.169*	220	.138*
EBT	2	3200	500	.156	550	.172
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	300	.188*	520	.241*
WBR	0	0	370	.231	250	
Right Turn Adjustment			WBR	.029*		
TOTAL CAPACITY UTILIZATION			.405		.417	

65. S. El Cm Real & San Juan

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	580	.184*	710	.228*
NBR	0	0	10		20	
SBL	1	1600	40	.025*	130	.081*
SBT	2	3200	470	.147	450	.141
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	20		10	
WBT	1	1600	0	.075*	0	.044*
WBR	0	0	100		60	
TOTAL CAPACITY UTILIZATION			.284		.353	

66. Avd Salvador & Avd San Pablo

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		90	
SBT	1	1600	0	.006*	0	.056*
SBR	0	0	10		0	
EBL	0	0	0		10	
EBT	1	1600	160	.100	370	.238*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	470	.300*	320	.206
WBR	0	0	10		10	
TOTAL CAPACITY UTILIZATION			.306		.294	

67. S. El Cm Real & San Gabriel

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		10	
NBT	2	3200	370	.134*	750	.269*
NBR	0	0	50		100	
SBL	1	1600	190	.119*	220	.138*
SBT	2	3200	320	.103	650	.206
SBR	0	0	10		10	
EBL	0	0	10		10	
EBT	0	0	0		0	
EBR	0	0	10		10	
WBL	1	1600	90	.056*	50	.031*
WBT	0	0	0		0	
WBR	1	1600	140	.088	70	.044
TOTAL CAPACITY UTILIZATION			.309		.438	

68. S. El Cm Real & I-5 NB Ramps

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	810	.506*	480	.300*
NBT	2	3200	160	.050	360	.113
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	120	.075*	250	.103*
SBR	0	0	210	.131	80	
EBL	1	1600	10	.006*	10	.006*
EBT	0	0	0		0	
EBR	1	1600	10	.006	10	.006
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.051*		
TOTAL CAPACITY UTILIZATION				.638		.409

69. S. El Cm Real & Mendocino

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	20	.013	40	.025
NBT	2	3200	750	.234*	420	.131*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	90	.044	130	.075
SBR	0	0	50		110	
EBL	0	0	280		370	
EBT	1	1600	0	.263*	0	.438*
EBR	0	0	140		330	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
TOTAL CAPACITY UTILIZATION				.497		.569

70. Avd Presidente & I-5 SB/Calafia

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	50	.031*	80	.050*
NBT	1	1600	20	.013	10	.006
NBR	0	0	0		0	
SBL	1	1600	10	.006	10	.006
SBT	1	1600	0	.025*	10	.075*
SBR	0	0	40		110	
EBL	0	0	210	(.131)*	260	(.162)*
EBT	1	1600	10	.181	10	.213
EBR	0	0	70		70	
WBL	1	1600	160	.100	310	.194
WBT	1	1600	140	.175*	370	.400*
WBR	0	0	140		270	
TOTAL CAPACITY UTILIZATION				.362		.687

71. S. El Cm Real & San Luis Rey

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0.5		30		20	
NBT	1.5	3200	240	.084*	110	.044*
NBR	0	0	0		10	
SBL	0.5		0		0	
SBT	1.5	3200	20	.013	60	.031
SBR	0	0	40	.025	40	
EBL	0	0	210		90	
EBT	1	1600	30	.188*	40	.213*
EBR	0	0	60		210	
WBL	0	0	10	(.006)*	20	(.012)*
WBT	1	1600	10	.013	40	.038
WBR	0	0	0		0	
TOTAL CAPACITY UTILIZATION				.278		.269

72. I-5 NB Ramps & Cristianitos

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	30	.019*	40	.025*
NET	0	0	0		0	
NBR	1	1600	150	.094	100	.063
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	220	.138*	100	.063*
EET	1	1600	100	.063	110	.069
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	80	.088*	320	.269*
WBR	0	0	60		110	

TOTAL CAPACITY UTILIZATION .245 .357

73. I-5 SB Ramps & Cristianitos

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NET	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	70	.044*	90	.056*
SBT	0	0	0		0	
SBR	1	1600	100	.063	130	.081
EBL	0	0	0		0	
EET	1	1600	240	.175*	110	.081*
EBR	0	0	40		20	
WBL	1	1600	80	.050*	280	.175*
WBT	1	1600	50	.031	60	.038
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .269 .312

76. Cm Vera Cruz & Avd Pico

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NET	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		110	.069*	20	.013*
SBT	0	4800	0		0	
SBR	1.5		460	.144	340	.106
EBL	2	3200	230	.072*	390	.122*
EET	3	4800	1260	.263	1840	.383
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1740	.379*	1690	.406*
WBR	0	0	80		260	
Right Turn Adjustment			SBR	.021*	SBR	.001*

TOTAL CAPACITY UTILIZATION .541 .542

85. Avd Pedriza & Avd Pico

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	10	.006	90	.056*
NET	1	1600	0	.000*	10	.019
NBR	0	0	0		20	
SBL	1	1600	80	.050*	60	.038
SBT	1	1600	10	.006	10	.006*
SBR	1	1600	420	.263	190	.119
EBL	2	3200	80	.025*	340	.106*
EET	3	4800	610	.146	1070	.227
EBR	0	0	90		20	
WBL	1	1600	20	.013	10	.006
WBT	3	4800	980	.215*	740	.173*
WBR	0	0	50		90	
Right Turn Adjustment			SBR	.200*	SBR	.033*

TOTAL CAPACITY UTILIZATION .490 .374

86. Avd Vista Hermosa & Avd Pedriza

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	2	3200	170	.063*	360	.181*
NBR	0	0	30		220	
SBL	1	1600	120	.075*	240	.150*
SBT	2	3200	280	.088	150	.047
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	140	.088*	80	.050*
WBT	0	0	0		0	
WBR	1	1600	240	.150	180	.113
Right Turn Adjustment			WBR	.006*		

TOTAL CAPACITY UTILIZATION .232 .381

87. Avd Talega & Avd Vista Hermosa

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	70	.044	70	.044
NBT	2	3200	90	.056*	100	.063*
NBR	0	0	90		160	.100
SBL	2	3200	310	.097*	90	.028*
SBT	2	3200	80	.050	70	.044
SBR	0	0	890	.556	410	.256
EBL	2	3200	320	.100*	360	.113
EBT	2	3200	290	.100	310	.141*
EBR	0	0	30		140	
WBL	1	1600	110	.069	320	.200*
WBT	2	3200	320	.200*	290	.122
WBR	0	0	390	.244	100	
Right Turn Adjustment			SBR	.372*	SBR	.045*

TOTAL CAPACITY UTILIZATION .825 .477

89. Avd Talega & Calle Saluda

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	30	.019*	70	.044*
NBT	2	3200	180	.056	570	.178
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	510	.219*	350	.147*
SBR	0	0	190		120	
EBL	1	1600	40	.025*	130	.081*
EBT	0	0	0		0	
EBR	1	1600	160	.100	60	.038
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.061*		

TOTAL CAPACITY UTILIZATION .324 .272

90. Avd Talega & W. Cm Viento Fuerte

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	80	.050*	250	.156*
NBT	2	3200	80	.038	300	.131
NBR	0	0	40		120	
SBL	1	1600	10	.006	10	.006
SBT	2	3200	290	.094*	200	.066*
SBR	0	0	10		10	
EBL	1	1600	10	.006	10	.006
EBT	1	1600	10	.169*	10	.106*
EBR	0	0	260		160	
WBL	0	0	110	.069]*	80	.050]*
WBT	1	1600	10	.081	0	.056
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION .382 .378

91. Avd Talega & E. Cm Viento Fuerte

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	0	.000	10	.006
NBT	2	3200	40	.016	140	.059*
NBR	0	0	10		50	
SBL	0	0	10		10	.006*
SBT	2	3200	90	.034*	60	.025
SBR	0	0	10		10	
EBL	1	1600	10	.006*	10	.006*
EBT	0	0	10		10	
EBR	1	1600	0	.000	10	.006
WBL	0	0	100		70	
WBT	1	1600	10	.069*	10	.050*
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .109 .121

92. Calle Saluda & A St

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	20	.013*	70	.044
NBT	1	1600	210	.150	340	.256*
NBR	0	0	30		70	
SBL	0	0	0		0	
SBT	1	1600	390	.244*	260	.163
SBR	0	0	0		0	
EBL	1	1600	0	.000	0	.000
EBT	0	0	0		0	
EBR	1	1600	70	.044	40	.025
WBL	0	0	60	.037*	40	.025*
WBT	0	0	0		0	
WBR	0	0	0		0	

Right Turn Adjustment EBR .034*

TOTAL CAPACITY UTILIZATION .328 .281

93. La Pata & Calle Saluda

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	2	3200	1240	.413	1960	.688*
NBR	0	0	80		240	
SBL	1	1600	180	.113	250	.156*
SBT	2	3200	1050	.578*	1290	.403
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	160	.100*	160	.100*
WBT	0	0	0		0	
WBR	1	1600	360	.225	190	.119

Right Turn Adjustment WBR .001*

TOTAL CAPACITY UTILIZATION .679 .944

94. El Camino Real & Cm San Clemente

2035 w/Tesoro Ext w/GP at Los Mares & RSC BP						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	2	3200	960	.300	1260	.394
NBR	1	1600	30	.019	10	.006
SBL	1	1600	30	.019	30	.019
SBT	1	1600	1140	.713*	700	.438*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	70		50	
WBT	1	1600	0	.056*	0	.069*
WBR	0	0	20		60	

TOTAL CAPACITY UTILIZATION .769 .507

Appendix

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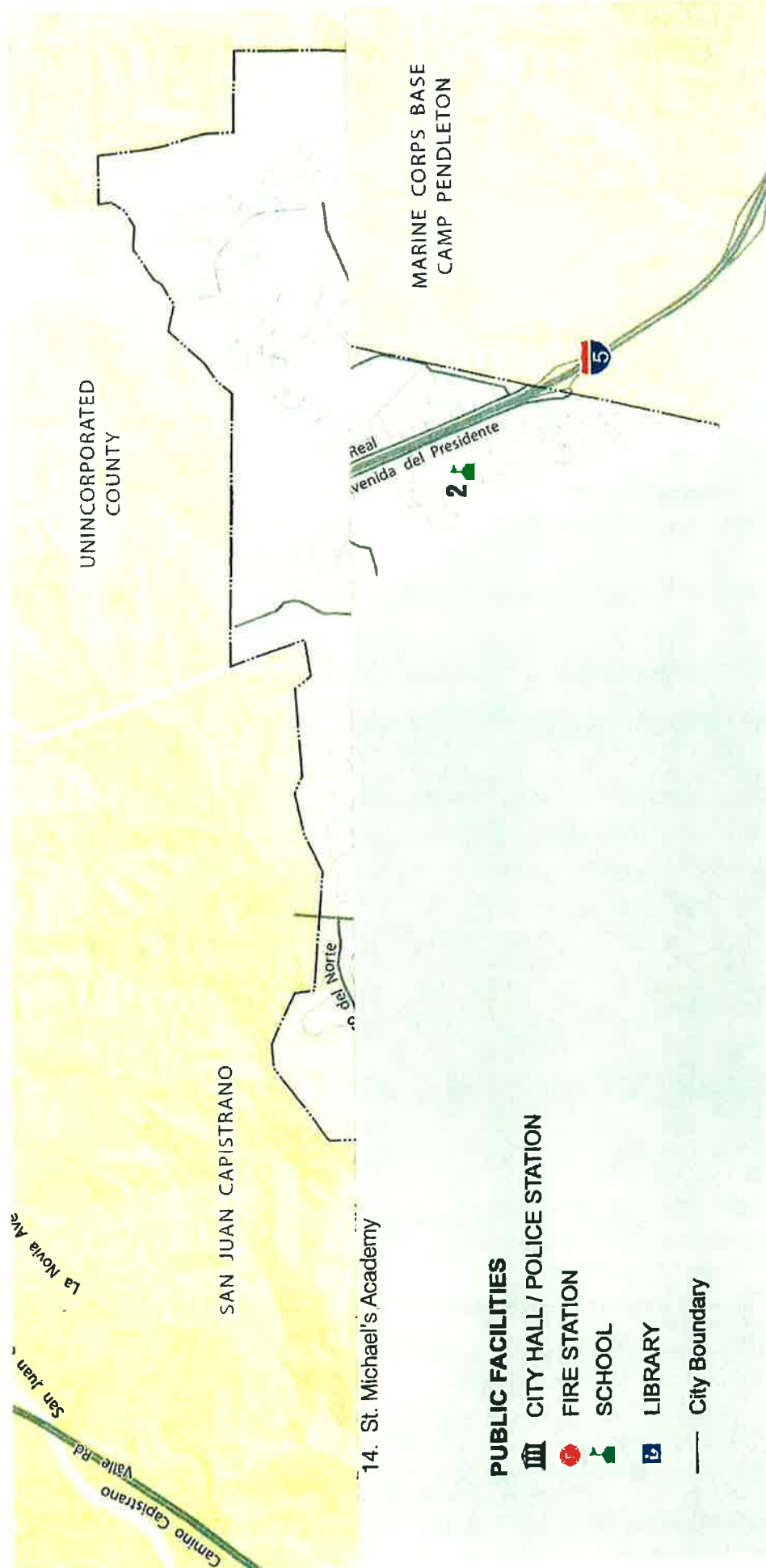
Appendix

Appendix C. Revised Figures

Appendix

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5. Environmental Analysis Public Facilities

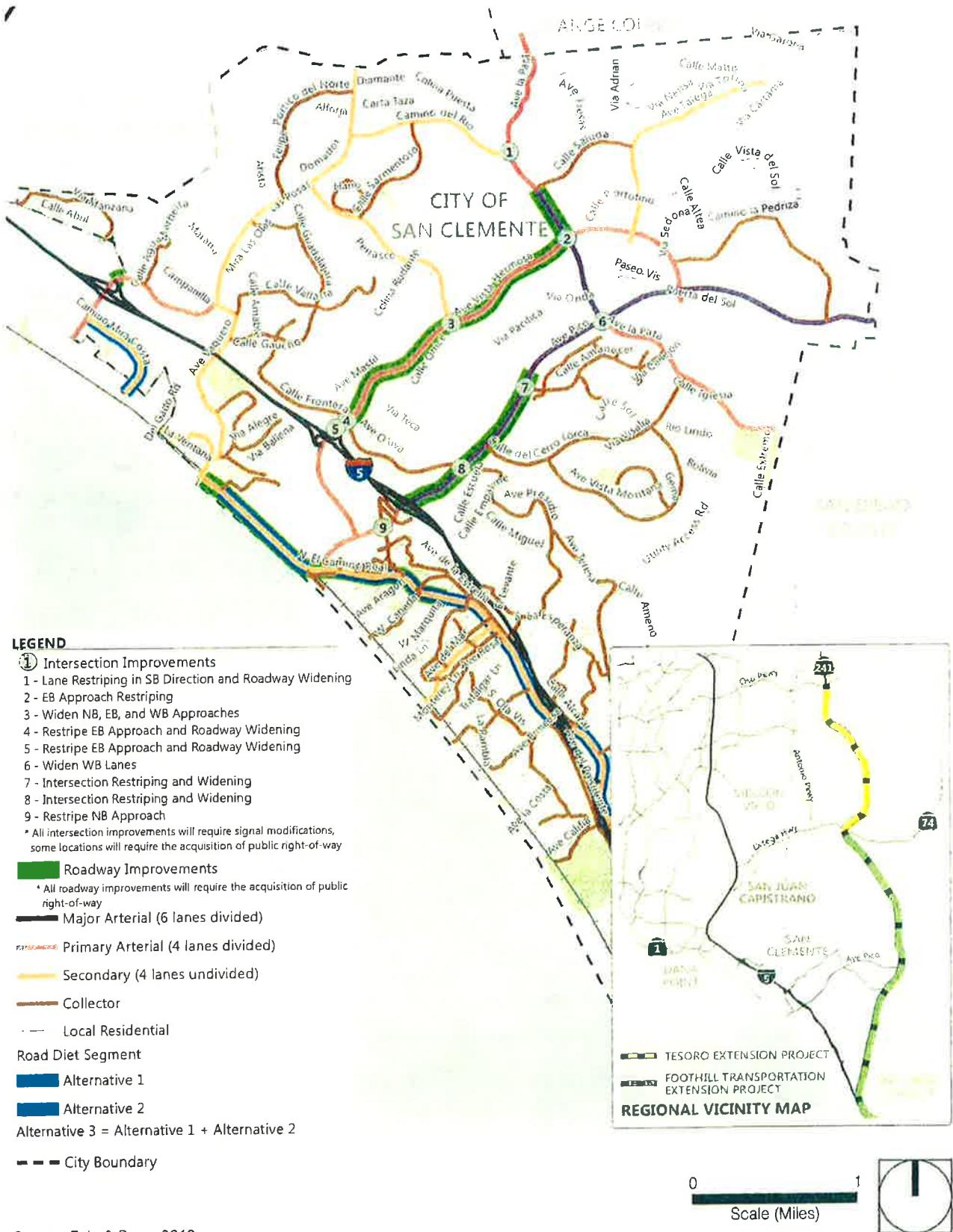


Appendix

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5. Environmental Analysis

Future Roadway Map



Source: Fehr & Peers 2013

Centennial General Plan Draft EIR

The Planning Center | DC&E • Figure 5.14-4

Appendix

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DATE January 15, 2014
TO City of San Clemente Community Development Department
CONTACT Jeff Hook, M.P., Principal Planner
FROM Nicole Morse, Esq., Senior Associate

SUBJECT Revisions to the Centennial General Plan Final Environmental Impact Report Prior to Certification
PROJECT NO. CSL03

The final Environmental Impact Report (EIR) for the Centennial General Plan (SCH No. 2013041021) was posted on the City's website (<http://www.san-clemente.org>) on October 21, 2013 and distributed to all persons who commented on the Draft Environmental Impact Report (DEIR) on October 23, 2013. The EIR included comment letters for the eight commenters on the DEIR, responses to comments, and revisions to the DEIR based on comment letters, new information, and typographical errors and omissions.

Subsequent to the posting the EIR for public review, the proposed Centennial General Plan project was discussed at several City Council Hearings between November 21, 2013 and December 10, 2013. As a result of these public hearings, additional changes to the EIR were made. The revisions do not alter any impact significance conclusions as disclosed in the DEIR and there is no substantial evidence that new information or revisions will result in a new significant environmental impact not previously disclosed in the DEIR. Additionally, there is no substantial evidence that, as a result of new information or revisions, there would be a substantial increase in the severity of a previously identified environmental impact that could not be mitigated, or that there would be any of the other circumstances requiring EIR recirculation, as described in Section 15088.5 of CEQA Guidelines. Additional changes made to the DEIR are identified here in ~~struck-out text~~ to indicate deletions and in underlined text to signify additions.

Specific changes made to the project EIR since October 21, 2013 are described in detail below:

REVISIONS TO CENTENNIAL GENERAL PLAN

Overall Goal, Policy and Text Changes. We have reviewed changes to the goals, policies, and Centennial General Plan text as described in the "Summary of City Council Direction and Comments, Draft Centennial General Plan dated August 22, 2013" and included in Attachment A, herein. The majority of the changes to the Centennial General Plan are minor edits or clarifying language. These revisions have little or no resulting environmental effect that would result in a change in analyses or conclusions of the DEIR.

January 15, 2014
Page 2



New Mixed Use 3.0 Designation. A new Mixed Use 3.0 designation was added to limit building heights and stories in the Downtown Core. Building heights and story limits have been revised to enlarge the area where new or remodeled buildings would be limited to two stories and 33 feet in height. This includes properties along the south side of Avenida Cabrillo and along the north side of Avenida Granada, adjacent to the 100 and 200 blocks of Avenida Del Mar. On sloping sites, the Council may grant an exception to allow three stories up to 35 feet in height by making specific findings.

The reduction in height and stories within the Downtown Core would not intensify development or allow for an increase in units or building square footage. Conversely, this revision would result in a slight decrease in allowable square footage and number of units. Because the new land use designation would not result in an increase in the projected buildout of the Centennial General Plan, no new environmental effects are anticipated. Reducing the building height in this area (by two feet) would not result in a new significant impact related to scenic views, scenic resources, or the visual character or quality of the area as analyzed in DEIR Section 5.1, *Aesthetics*. The building height and story limitation does not constitute a change that would result in a new significant impact or result in any of the other circumstances requiring recirculation described in CEQA Guidelines 15088.5.

Rancho San Clemente Business Park (Focus Area 2). The project would not include an increase in floor area ratio (FAR) for the Rancho San Clemente Business Park. This results in a reduction of 2,438,000 square feet (sf) of nonresidential uses by reducing commercial by 116 thousand square feet (sf), reducing office by 3,982 (sf), increasing industrial by 1,496 (sf), and increasing institutional by 163 (sf). This change was thoroughly analyzed as an alternative in the DEIR in Section 7.5, *Alternative Land Use Plan*, as updated in the FEIR on Page 3-13. As analyzed in the DEIR and FEIR, this change to the project would result in substantial reductions of impacts related to air quality (GHG emissions, noise, and traffic). Impacts would also be the same or reduced for aesthetics, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, public services, recreation, and utilities and service systems. The reduction in FAR for Focus Area 2 would create a more jobs rich area, increasing the 2035 jobs/housing balance from 1.06 to 1.15). A balanced jobs/housing ratio provides more employment opportunities and reduces vehicle miles traveled resulting in reduced impacts related to traffic, noise and air quality. Removal of the change in FAR in Focus Area 2 would not result in new significant impacts or result in any of the other circumstances requiring recirculation described in CEQA Guidelines 15088.5.

REVISIONS TO CENTENNIAL GENERAL PLAN DEIR FIGURES

The following list of figures have been revised in the FEIR and are provided in Attachment 3, herein. The figures that have been revised along with a description of the changes are listed below. The figures were revised to provide consistency with the Centennial General Plan. Note of the changes to the figures would result in a new significant impact or would result in any of the other circumstances requiring recirculation described in CEQA Guidelines 15088.5.



- Figure 5.14-1, *Drafted Land Use Plan*
 - The land use designation for City Hall was changed back to Civic Center consistent with the currently adopted General Plan
 - Pedestrian and Affordable Housing Overlays we added
- Figure 5.14-2, *Visual Resources Map*
 - Updated map to reflect changes to Figure NR 1 Aesthetic Resources map in the General Plan adding Coastal Canyon designation in Marblehead areas northwest of the intersection of Avenida Pico and El Camino Real
- Figure 5.14-3, *Scenic Corridors Map*
 - Updated map to reflect changes to Figure M2 Scenic Corridors map in General Plan. Removed scenic corridor segment on El Camino Real from intersection of Avenida Pico to South city limit. Changed scenic corridor segment on El Camino Real from intersection of Avenida Pico to north city limit to Minor Recreation Corridor
- Figure 5.14-4, *Roadway Classifications*
 - Updated roadway segments to show: (1) Changed Avenida La Pata between Ave Vista Hermosa to Calle Sabuda from Major Arterial to Secondary Arterial; (2) Added Secondary Arterial designation to Camino Vera Cruz between Avenida Pico and Avenida Vista Hermosa; (3) Changed Avenida Del Mar from Secondary to Collector
- Figure 5.14-4, *Future Roadway Map*
 - Revised to show La Pata between Vista Hermosa and Sabuda as a Primary Arterial (4 lanes divided) consistent with the MPAH classification.
- Figure 5.14-5, *Existing and Proposed Bicycle Facilities*
 - Updated to reflect Bicycle Pedestrian Master Plan

REVISIONS TO MITIGATION MEASURES

Minor technical revisions have been made to provide further clarification for implementation of Mitigation Measures 2-4, 3-1, 3-5, 4-1, and 4-2. These revisions would occur in Table 1-5 and other relevant sections of the D-EIR (Sections 5.2.1, 5.3.7, and 5.4.7). These minor technical revisions would not result in any new environmental impacts or new information that would require recirculation.

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2.4 If it is determined during project level environmental review that a project has the potential to emit nuisance odors beyond the property line, an odor management plan ~~shall~~ be required, subject to Planning Director review and approval. Facilities that have the potential to generate nuisance odors include but are not limited to:

- Wastewater treatment plants
- Composting, greenwaste, or recycling facilities
- Fiberglass manufacturing facilities
- Painting/coating operations
- Large capacity coffee roasters
- Food processing facilities

If an odor management plan is determined to be required through CEQA review, the City shall require the project applicant to submit the plan prior to approval to ensure compliance with the South Coast Air Quality Management District's Rule 402, for nuisance odors. If applicable, the Odor Management Plan shall identify the best available control technologies (T-BACTs) that will be utilized to reduce potential odors to acceptable levels, including appropriate enforcement mechanisms. T-BACTs may include but are not limited to scrubbers (e.g., air pollution control devices, at the industrial facility). T-BACTs identified in the odor management plan shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.

3.1 The City of San Clemente shall require applicants for public and private future development projects that disturb ~~vacant, undeveloped~~ land to prepare a biological resources survey. The biological resources survey shall be conducted by a qualified biologist and submitted to the City's Planning Department. The biological resources survey shall include, but not be limited to: Analysis of available literature and biological databases, such as the California Natural Diversity Database, to determine sensitive biological resources that have been reported historically from the proposed development project vicinity; review of current land use and land ownership within the proposed development project vicinity; Assessment and mapping of vegetation communities present within the proposed development project vicinity; and general assessment of potential jurisdictional areas, including wetlands and riparian habitats.

- a) If the proposed development project site supports vegetation communities or native trees that may provide habitat for special status plant or wildlife species, a focused natural assessment shall be conducted by a qualified biologist to determine the potential for special status plant and/or animal species to occur within or adjacent to the proposed development project area.



- b. If one or more special status species has the potential to occur within the proposed development project area, focused species surveys shall be conducted to determine the presence/absence of these species to adequately evaluate potential direct and/or indirect impacts to these species.
- c. If construction activities are not initiated immediately after focused surveys have been completed, additional preconstruction special status species surveys may be required, in accordance with the California Endangered Species Act and Federal Endangered Species Act, to ~~ensure~~ ensure impacts are avoided or minimized to the extent feasible. If preconstruction activities are required, a qualified biologist would perform these surveys as required for each special status species that is known to occur or has a potential to occur within or adjacent to the proposed development project area.
- d. If sensitive biological resources, including mature trees or wildlife corridors are identified within or adjacent to the proposed development project area, as outlined in the biological resources report, the construction limits shall be clearly flagged to ~~ensure~~ ensure impacts to sensitive biological resources and the wildlife corridor are avoided or minimized, to the extent feasible. Prior to implementing construction activities, the City of San Clemente shall require applicants to contract with a qualified biologist to verify that the flagging clearly delineates the construction limits and sensitive resources to be avoided.
- e. If sensitive biological resources are known to occur within or adjacent to the proposed development project area, as outlined in the biological resources report, the City of San Clemente shall require applicants to contract with a qualified biologist to develop and implement a project-specific contractor training program to educate project contractors on the sensitive biological resources within and adjacent to the proposed development project area and measures being implemented to avoid and/or minimize impacts to these species. **Project Contractors shall be required to comply with the requirements of the program.**
- f. If sensitive biological resources are present within or adjacent to the proposed development project area and impacts may result from construction activities, as outlined in the biological resources report, ~~the City may require that a developer retain~~ the City may require that a developer retain a qualified biological monitor ~~may be present~~ be present during all or a portion ~~or all~~ of the construction activities to ~~ensure~~ ensure impacts to the sensitive biological resources are avoided or minimized to the extent feasible. The specific biological monitoring requirements shall be determined on a project-by-project basis. The qualified biological monitor shall be approved by the City on a project-by-project basis based on applicable experience with the sensitive biological resources that may be impacted by the proposed development project activities.



3.5

The City of San Clemente shall require applicants of ~~future~~ development projects that are within designated open space or identified as a major linkage/corridor (see Figure 5.3.4), to prepare a habitat connectivity evaluation. The results of the evaluation will be incorporated into the project's biological report required under Mitigation Measure 3.1. The habitat connectivity evaluation shall assess the potential for the project to adversely affect the intended functions of the wildlife corridor. The evaluation shall also identify project design features that would reduce potential impacts and maintain functionality of ~~the~~ habitat and connecting for wildlife movement. To this end, the City shall incorporate the following measures, to the extent practicable, into projects that would propose development within these areas:

- Avoid known sensitive biological resources
- Any lighting associated with the project in this area, including street lights and residential lights, shall be of the minimum output required and shall be down-shielded to prevent excessive light bleed into adjacent areas
- Encourage development plans that maximize wildlife movement
- Provide buffers between development and sensitive habitat areas
- All road crossings, bridges, culverts, etc., shall be constructed with soft bottoms with an openness ratio of at least 0.9 (openness ratio=height x width/length, and sized to accommodate the largest species that could use the facility. as recommended by CDFW)
- Use native/drought-resistant plant species in landscape design

3.6

The City shall require applicants for development permits to provide studies by qualified archaeologists assessing the cultural and historical significance of any known archaeological resources on or near a project, respectively development site and assessing the sensitivity of sites for buried archaeological resources. On properties where resources are identified, or that are determined to be moderately to highly sensitive for buried archaeological resources, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or a site preservation plan based on the recommendation of a qualified cultural preservation expert. The mitigation plan shall include the following requirements and shall be implemented by the project applicants:

- a. An archaeologist shall be retained for the project and will be on site during grading and other significant ground-disturbing activities.



- b. Should any cultural/scientific resources be discovered, no further grading shall occur in the area of the discovery until the Community Development Director concurs in writing that adequate provisions are in place to protect these resources.
- c. Unanticipated discoveries shall be evaluated for significance by an Orange County Certified Professional Archeologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit materials to the California State University collection or local archival facility, where available, and provide a comprehensive final report including appropriate records for the California Department of Parks and Recreation (Building, Structural, and Object Record, Archaeological Site Record, or District Record, as applicable,

4-2

City staff shall require applicants for development permits to provide studies by qualified paleontologists assessing the sensitivity of sites for buried paleontological resources. On properties determined to be moderately to highly sensitive for paleontological resources, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified paleontologist. The mitigation plan shall include the following requirements and shall be implemented by the project applicants

- a. A paleontologist shall be retained for the project and will be on site during grading and other significant ground disturbing activities.
- b. Should any potentially significant fossil resources be discovered, no further grading shall occur in the area of the discovery until the Community Development Director concurs in writing that adequate provisions are in place to protect these resources.
- c. Unanticipated discoveries shall be evaluated for significance by an Orange County Certified Professional Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit materials to the California State University collection or local archival facility, where available; and provide a comprehensive final report, including catalog with unique numbers.

The original document of this



3. Revisions to the Draft EIR

3.1 INTRODUCTION

This section contains revisions to the DEIR based upon (1) additional or revised information required to respond to a specific comment; (2) applicable updated information that was not available at the time of DEIR publication; and/or (3) typographical errors and omissions. The revisions do not alter any impact significance conclusions as disclosed in the DEIR and there is no substantial evidence that this new information or revisions will result in a new significant environmental impact not previously disclosed in the DEIR. Additionally, there is no substantial evidence that, as a result of this new information or revisions, there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation described in Section 15088.5 of CEQA Guidelines. Changes made to the DEIR are identified here in ~~strikeout~~ text to indicate deletions and in underlined text to signify additions.

3.2 DEIR REVISIONS IN RESPONSE TO WRITTEN COMMENTS

The following text has been revised in response to comments received on the DEIR.

Page vii, Table of Contents. The following minor technical revision has been made to clarify the location of the appendices.

APPENDICES (Provided on attached CD)

- A Notice of Preparation (NOP)/Initial Study
- B NOP Responses/Scoping Meeting Minutes
- C Air Quality/GHG Modeling Data
- D Cultural Records Search
- E Infrastructure Technical Report for Hydrology, Sewer, Water, and Water Quality
- F Noise Measurements and Calculations Outputs
- G Mobility Report
- H Centennial General Plan Policies
- I Regulatory Framework
- J Public Services Correspondence

3. Revisions to the Draft EIR

Page 1-7, Section 1.4, Project Summary. The following minor technical revision has been made to clarify the timing of the Strategic Implementation Program process.

3.2.1 Strategic Implementation Program

The Strategic Implementation Plan implements the Centennial General Plan by providing a framework to connect day-to-day and short-term actions to long-term goals. Strategic Implementation Plan policies require the City Council to prioritize actions for implementing the Centennial General Plan, require ongoing monitoring of development to ensure consistency with City master plans, and require that the City monitor and report progress in achieving the goals of the Centennial General Plan. The City must prepare an annual report on the status of the General Plan. This approach ensures that the Centennial General Plan evolves over time and responds to changing conditions. It provides an institutional framework to annually revisit the General Plan, gauge its continuing relevance, and recommit activities and investments to the community's long-term vision. **The Strategic Implementation Program will be developed and maintained following General Plan adoption.**

Page 1-14, Table 1-4, 1.7, Areas of Controversy. The following minor technical revision has been made to correct the omission of two letters that were received during the NOP process and in response to comments made by MCB Camp Pendleton (Letter A1).

Table 1-4 Summary of NOP and Scoping Meeting Comments

Commenting Agency/Person	Comment Type	Comment Summary	Issue Addressed In:
California Department of Transportation, District 12 (Caltrans)	Traffic/Transportation	<ul style="list-style-type: none"> General Plan should encourage coordination between land use and transportation planning (comment on content of General Plan) Utilize Highway Capacity Manual when analyzing traffic impacts Utilize established Caltrans methodologies for developing mitigation 	Section 5.14, <i>Transportation and Traffic</i>
California Department of Fish and Wildlife (CDFW)	Biological Resources	<ul style="list-style-type: none"> CDFW considers adverse impacts to protected species as "significant without mitigation" Identify potential impacts to sensitive flora and fauna, associated natural habitats, and wildlife corridors Identify potential impacts to jurisdictional waters 	Section 5.3, <i>Biological Resources</i>
Native American Heritage Commission	Cultural Resources	<ul style="list-style-type: none"> Identify potential impacts to paleontological and cultural resources Consult with Native American tribes 	Section 5.4, <i>Cultural Resources</i>
Orange County Public Works (OCPW)	Recreation	<ul style="list-style-type: none"> Discuss regional recreational facilities in General Plan (comment regarding content of General Plan) 	Not applicable

3. Revisions to the Draft EIR

Table 1-4 Summary of NOP and Scoping Meeting Comments

Commenting Agency/Person	Comment Type	Comment Summary	Issue Addressed In:
PEDal	Transportation	<ul style="list-style-type: none"> Use a multimodal approach to transportation; integrate Bike and Pedestrian Master Plan with General Plan Concerns regarding relationship/consistency between various planning documents in regards to multimodal transportation Consider bicycle and pedestrian modes when analyzing traffic volumes 	Section 5.14, <i>Transportation and Traffic</i>
Rancho Mission Viejo (RMV)	Notification	<ul style="list-style-type: none"> RMV owns property adjacent to San Clemente that has been entitled for development Contact RMV if information is needed regarding RMV land holdings 	Not applicable
Southern California Association of Governments (SCAG)	Land Use; Population and Housing; Transportation	<ul style="list-style-type: none"> Utilize goals and recommended mitigation measures from SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in environmental analysis Utilize adopted SCAG growth forecasts 	Section 5.9, <i>Land Use and Planning</i> ; Section 5.11, <i>Population and Housing</i>
South Coast Air Quality Management District (SCAQMD)	Air Quality	<ul style="list-style-type: none"> Identify potential air quality impacts of Centennial General Plan Utilize SCAQMD CEQA Air Quality Handbook for air quality analysis and mitigation 	Section 5.2, <i>Air Quality</i>
The Gas Company	Utilities	<ul style="list-style-type: none"> Natural gas infrastructure is available to service the planning area 	Section 5.5, <i>Utilities and Service Systems</i>
Mike Cotter	Notification; Aesthetics	<ul style="list-style-type: none"> Scoping Meeting notification was inadequate Identify meaningful project objectives Concerns about three-story buildings 	Section 3, <i>Project Description</i>
John Hazeltine	Aesthetics; Biological Resources	<ul style="list-style-type: none"> Concerns about Tree Preservation Ordinance (comments regarding content of General Plan) 	Not applicable
Georgette Kersen	Aesthetics; Air Quality; Biological Resources; Greenhouse Gases	<ul style="list-style-type: none"> Concerns about tree removal and Tree Preservation Ordinance (comments regarding content of General Plan) Concerns about changes to community character 	Section 5.1, <i>Aesthetics</i>
Scoping Meeting Comments	Notification; Project Description; Aesthetics; Traffic	<ul style="list-style-type: none"> Provide future notices on the City's website Concerns with buildout numbers and increases in intensity Concerns about traffic impacts, including impacts to Pico Use a multimodal approach to transportation; integrate Bike and Pedestrian Master Plan with General Plan Issues regarding number of stories/building height in T-Zone (comments on content of General Plan) 	Section 3, <i>Project Description</i> ; Section 5.1, <i>Aesthetics</i> ; Section 5.9, <i>Land Use</i> ; Section 5.14, <i>Transportation and Traffic</i>

3. Revisions to the Draft EIR

Table 1-4 Summary of NOP and Scoping Meeting Comments

Commenting Agency/Person	Comment Type	Comment Summary	Issue Addressed In:
Orange County Transportation Authority (OCTA)	Transportation	<ul style="list-style-type: none"> Coordinate with OCTA on MPAH amendments Provide CMP analysis 	Section 5.14, <i>Transportation and Traffic</i>
United States Marine Corps – Camp Pendleton	Project, Surrounding Land Use, Hazards, Noise	<ul style="list-style-type: none"> Properly characterize adjacent federal land and lease to the San Onofre State Beach. Properly identify the heliport. 	Section 3, <i>Project Description</i> ; Section 4, <i>Environmental Setting</i> ; Section 5.9, <i>Land Use</i> ; Section 5.10, Noise

¹ Formerly the California Department of Fish and Game.

Page 1-19, Table 1-5 and Page 5.2-34, Section 5.2, Air Quality. The following minor technical revision has been made to provide further clarification to implement the mitigation measure.

2.3 The City of San Clemente shall evaluate new development proposals ~~with~~^{for} sensitive land uses (e.g., residential, schools, day care centers) within the City for potential incompatibilities with regard to the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective* (April 2005). Applicants for sensitive land uses that are within California Air Resources Board's recommended buffer distances shall submit a health risk assessment (HRA) to the City of San Clemente prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment (OEHHA) and the South Coast Air Quality Management District. The latest OEHHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children age 0 to 6 years. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06) or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and noncancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to:

- Air intakes away from high-volume roadways and/or truck loading zones.
- Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters.

Mitigation measures identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the proposed project. The air intake design and MERV filter requirements shall be noted and/or reflected on all building plans submitted to the City and shall be verified by the City's Planning Department.

3. Revisions to the Draft EIR

Pages 1-20 through 1-23, Table 1-5 and Page 5.3-37 through 5.3-39, Section 5.3, Biological Resources. The following minor technical revisions have been made to provide further clarification to implement the mitigation measures and correct typographical errors. Mitigation Measure 3-3 was deleted because it was a duplicate of Mitigation Measure 3-2; the numbering for the remaining mitigation was adjusted accordingly.

- 3-1 The City of San Clemente shall require applicants ~~for public and private~~ ~~of future~~ development projects that disturb ~~vacant undeveloped~~ land to prepare a biological resources survey. The biological resources survey shall be conducted by a qualified biologist and submitted to the City's Planning Department. The biological resources survey shall include, but not be limited to: Analysis of available literature and biological databases, such as the California Natural Diversity Database, to determine sensitive biological resources that have been reported historically from the proposed development project vicinity; review of current land use and land ownership within the proposed development project vicinity; Assessment and mapping of vegetation communities present within the proposed development project vicinity; and general assessment of potential jurisdictional areas, including wetlands and riparian habitats.
- a) If the proposed development project site supports vegetation communities or mature trees that may provide habitat for special status plant or wildlife species, a focused habitat assessment shall be conducted by a qualified biologist to determine the potential for special status plant and/or animal species to occur within or adjacent to the proposed development project area.
 - b) If one or more special status species has the potential to occur within the proposed development project area, focused species surveys shall be conducted to determine the presence/absence of these species to adequately evaluate potential direct and/or indirect impacts to these species.
 - c) If construction activities are not initiated immediately after focused surveys have been completed, additional preconstruction special status species surveys may be required, in accordance with the California Endangered Species Act and Federal Endangered Species Act, to ~~ensure~~ assure impacts are avoided or minimized to the extent feasible. If preconstruction activities are required, a qualified biologist would perform these surveys as required for each special status species that is known to occur or has a potential to occur within or adjacent to the proposed development project area.
 - d) If sensitive biological resources, including mature trees or wildlife corridors are identified within or adjacent to the proposed development project area, as outlined in the biological resources report, the construction limits shall be clearly flagged to ~~ensure~~ assure impacts to sensitive biological resources and the wildlife corridor are avoided or minimized, to the extent feasible. Prior to implementing construction activities, the City of San Clemente shall require applicants to contract with a qualified

3. Revisions to the Draft EIR

biologist to verify that the flagging clearly delineates the construction limits and sensitive resources to be avoided.

- e) If sensitive biological resources are known to occur within or adjacent to the proposed development project area, as outlined in the biological resources report, the City of San Clemente shall require applicants to contract with a qualified biologist to develop and implement a project-specific contractor training program to educate project contractors on the sensitive biological resources within and adjacent to the proposed development project area and measures being implemented to avoid and/or minimize impacts to these species.
- f) If sensitive biological resources are present within or adjacent to the proposed development project area and impacts may result from construction activities, as outlined in the biological resources report, the City may require that a developer retain a qualified biological monitor ~~to~~ be ~~present~~ required during all or a portion ~~or all~~ of the construction activities to ~~ensure~~ assure impacts to the sensitive biological resources are avoided or minimized to the extent feasible. The specific biological monitoring requirements shall be determined on a project-by-project basis. The qualified biological monitor shall be approved by the City on a project-by-project basis based on applicable experience with the sensitive biological resources that may be impacted by the proposed development project activities.

3-2

The City of San Clemente shall require applicants of public and private development projects that have the potential to affect listed species to obtain written authorization from the U.S. Fish and Wildlife Service that the grading or construction activity is in compliance with regulations on the "take" of the listed species that would directly or indirectly be impacted. Any mitigation requirements set forth by such agencies shall be incorporated into the project's final design plans.

~~3-3~~

~~The City of San Clemente shall require applicants of development projects that have the potential to affect listed species to obtain written authorization from the U.S. Fish and Wildlife Service that the grading or construction activity is in compliance with regulations on the "take" of the listed species that would directly or indirectly be impacted. Any mitigation requirements set forth by such agencies shall be incorporated into the project's final design plans.~~

3-34

The City of San Clemente shall require applicants of development projects that have the potential to affect jurisdictional waters of the US pursuant to the Clean Water Act resources to contract with a qualified biologist to conduct a jurisdictional delineation following the methods outlined in the 1987 US Army Corps of Engineers Wetland Delineation Manual and the Regional Supplement to the USACE Wetland Delineation Manual: Arid West Region (2008) to map the extent of wetlands and nonwetland waters, determine jurisdiction, and assess potential impacts. The results of the delineation shall be presented in a wetland delineation letter report and shall be incorporated into the CEQA document(s) required for approval and permitting of the proposed development project.

3. Revisions to the Draft EIR

3-45 The City of San Clemente shall require applicants ~~to obtain permits for~~ development projects that have the potential to impact jurisdictional ~~waters, wetlands, and riparian habitat under the jurisdiction of~~ ~~features to obtain permits and authorizations from~~ the US Army Corps of Engineers, California Department of Fish and Wildlife, and/or ~~San Diego~~^{Santa Ana} Regional Water Quality Control Board. The agency authorization would include impact avoidance and minimization measures as well as mitigation measures for unavoidable impacts. Specific avoidance, minimization, and mitigation measures for impacts to jurisdictional resources shall be determined through discussions with the regulatory agencies during the proposed development project permitting process and may include monetary contributions to a mitigation bank or habitat creation, restoration, or enhancement.

Impact 5.3-4

3-56 The City of San Clemente shall require applicants of ~~future~~ development projects that are within designated open space or identified as a major linkage/corridor (see Figure 5.3-6) to prepare a habitat connectivity evaluation. The results of the evaluation will be incorporated into the project's biological report required under Mitigation Measure 3-1. The habitat connectivity evaluation shall assess the potential for the project to adversely affect the intended functions of the wildlife corridor. The evaluation shall also identify project design features that would reduce potential impacts and maintain functionality ~~of~~^{of a} habitat and connectivity for wildlife movement. To this end, the City shall incorporate the following measures, to the extent practicable, into projects that would propose development within these areas:

- Avoid known sensitive biological resources
- Any lighting associated with the project in this area, including street lights and residential lights, shall be of the minimum output required and shall be down-shielded to prevent excessive light bleed into adjacent areas
- Encourage development plans that maximize wildlife movement
- Provide buffers between development and sensitive habitat areas
- Any road crossings, bridges, culverts, etc., shall be constructed with soft bottoms with an openness ratio of at least 0.9 (openness ratio= height x width/length), and sized to accommodate the largest species that could use the facility, or as recommended by CDFW
- Use native, drought-resistant plant species in landscape design.

3. Revisions to the Draft EIR

Pages 1-24 through 1-25, Table 3-5 and Page 5.4-13 through 5.4-19, Section 5.4, Cultural Resources. The following minor technical revision has been made to allow for archiving at a local facility.

- 4-1 City staff shall require applicants for development permits to provide studies by qualified archaeologists assessing the cultural and historical significance of any known archaeological resources on or next to each respective development site; and assessing the sensitivity of sites for buried archaeological resources. On properties where resources are identified, or that are determined to be moderately to highly sensitive for buried archaeological resources, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements:
- An archaeologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.
 - Should any cultural/scientific resources be discovered, no further grading shall occur in the area of the discovery until the Community Development Director concurs in writing that adequate provisions are in place to protect these resources.
 - Unanticipated discoveries shall be evaluated for significance by an Orange County Certified Professional Archaeologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates **as applicable**, and other special studies, submit materials to the California State University Fullerton or local archival facility where available; and provide a comprehensive final report including appropriate records for the California Department of Parks and Recreation (Building, Structure, and Object Record; Archaeological Site Record; or District Record, as applicable).
- 4-2 City staff shall require applicants for development permits to provide studies by qualified paleontologists assessing the sensitivity of sites for buried paleontological resources. On properties determined to be moderately to highly sensitive for paleontological resources, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified paleontologist. The mitigation plan shall include the following requirements:
- A paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.
 - Should any potentially significant fossil resources be discovered, no further grading shall occur in the area of the discovery until the Community Development Director concurs in writing that adequate provisions are in place to protect these resources.
 - Unanticipated discoveries shall be evaluated for significance by an Orange County Certified Professional Paleontologist. If significance criteria are met, then the project

3. Revisions to the Draft EIR

shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit materials to the California State University Fullerton or local archival facility, where available; and provide a comprehensive final report, including catalog with museum numbers.

Pages 1-26, Table 1-5 and Page 5.6-48, Section 5.6, Greenhouse Gas Emissions. The following minor technical revision has been made to clarify that the CAP is part of the project not the General Plan.

6-1 The City of San Clemente's Climate Action Plan is included as part of the proposed ~~project~~ ~~General Plan~~. The CAP sets GHG reduction targets for the City to achieve. Additionally, the CAP includes measures for the City to implement in support of achieving the reduction targets. As shown in Table 5.6 8, the policies in the proposed General Plan are consistent with the CAP. No other additional measures to reduce GHG emissions are available.

Pages 1-28 and 1-29, Table 1-5 and Page 5.10-37 and 5.10-38, Section 5.10, Noise. The following minor technical revisions have been made.

10-1 Prior to the issuance of building permits for ~~any~~ projects that involves a noise-sensitive use within the 65 dBA CNEL contour (i.e., areas in or above 65 dBA CNEL) along major roadways, freeways, and railroads, the project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features (e.g., setbacks, berms, or sound walls), and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling) to ensure compliance with the City's Noise Compatibility Criteria and the California State Building Code and California Noise Insulation Standards (Title 24 and 21 of the California Code of Regulations).

10-5 ~~Heavy~~ Industrial projects in the Los Molinos area would be required to provide evidence that vibration due to the operation of machinery would not adversely affect nearby vibration sensitive uses such as commercial, hotel, institutional, and residential uses. If vibration related to the operation of mechanical equipment is determined to be perceptible at vibration-sensitive uses (i.e., exceed the Federal Transit Administrations vibration annoyance criterion of 78 VdB).

Page 1-30, Table 1-5. The following minor technical revision has been made to correct a typographical error.

5.14 TRANSPORTATION/TRAFFIC

5.14-1 Project-related trip generation would impact levels of service for the existing area roadway system.	Potentially Significant	Mitigation Measures for Intersections See Table 1-6, Page 1-324-5 Mitigation Measures for Roadway Segments See Table 1-7, Page 1-354-6	Significant and Unavoidable
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3. Revisions to the Draft EIR

Page 4-1, Section 4, Environmental Setting. The following section has been revised in response to comments from MCP Camp Pendleton (Comment A1-6).

3.2.2 Regional Location

The City of San Clemente is in the southeastern corner of Orange County. As shown on Figure 3-1, *Regional Vicinity*, San Clemente is surrounded by the Pacific Ocean to the southwest; the cities of Dana Point and San Juan Capistrano to the northwest; unincorporated areas of Orange County to the north; and ~~San Onofre State Beach and Camp Pendleton in unincorporated San Diego County to the southeast.~~ Camp Pendleton is federal property that leases land adjacent to San Clemente to the State for use as a State Park (San Onofre State Beach). The City's incorporated boundaries encompass approximately 18.4 square miles or 11,754 acres. Regional access to the City is provided by Interstate 5 (I-5), which bisects the City, connecting it with other Orange County communities, Los Angeles County to the northwest, and San Diego County to the southeast. A rail line used by Metrolink and Amtrak also traverses the City, parallel and adjacent to the Pacific Ocean.

Page 5.1-2, Section 5.1, Aesthetics. The following minor technical revision has been made to update ownership information for the conservation area described below.

The City's natural land resources are part of the San Clemente Coastal Streams Watershed, an 18-square mile area that nearly follows the City's jurisdictional boundaries and also covers small portions of the cities of San Juan Capistrano and Dana Point. Within the watershed, San Clemente's steep coastal canyons create three basins—Prima Deshecha, Segunda Deshecha, and the Southern Coastal Canyons—that ultimately drain into the Pacific Ocean. These coastal canyons provide natural buffers between neighborhoods and create habitat corridors extending from inland hills to the coast. Natural land resources also include portions of a 1,200-acre wilderness reserve that covers much of South Orange County and falls under the stewardship of the nonprofit ~~Donna O'Neill Land Conservancy~~ Rancho Mission Viejo Land Trust. Approximately 175 acres of the Donna O'Neill Land Conservancy property are within the City and SOL.

Page 5.1-26, Section 5.1, Aesthetics. The following minor technical revision has been made to add the proposed implementation measure from the Centennial General plan to the Aesthetics section since it is a relevant policy that would reduce lighting impacts. Dark Skies Implementation Measure 20 was provided in Appendix H of the DEIR and is not new information.

Centennial General Plan Implementation Measures

Dark Skies

- 20) Use the International Dark-Sky Association's (IDA's) Model Lighting Ordinance to aid in developing outdoor lighting standards for residential and non-residential uses.

3. Revisions to the Draft EIR

Page 5.3-30, Section 5.3, Biological Resources. The following minor technical revision has been made to update ownership information for the conservation area described below.

Sphere of Influence. The SOI covers approximately 1,035 acres of natural habitat northeast of the City boundary in unincorporated Orange County. This land is part of a preserve under the management of the Rancho Mission Viejo Land Trust (previously the Donna O'Neill Land Conservancy), which was created as mitigation for impacts of the Talega residential development in San Clemente. The ~~O'Neill~~-preserve is managed for ecological, educational, charitable, conservation, open space, scientific, and recreational uses and is within a nature reserve identified under the Orange County Southern Subregion HCP. The proposed Centennial General Plan land use plan does not include the SOI. This area could be annexed by the City in the future, at which time a land use designation would be proposed. Inclusion of the lands in an SOI of the City would have no impact on sensitive species that occur there.

Page 5.3-33, Section 5.3, Biological Resources. The following minor technical revision has been made to update ownership information for the conservation area described below.

Impact Analysis: The major wildlife movement corridors identified by the Orange County Southern Subregion HCP (Dudek 2006) are along the northern and northeastern boundaries of the City and in the SOI. The SOI is a preserve managed by the Rancho Mission Viejo Land Trust (previously the Donna O'Neill Land Conservancy) and is identified as a nature preserve in the HCP. The Centennial General Plan does not propose any development in the SOI, and its status as a preserve indicates that it would not be developed in the future.

Page 5.3-34, Section 5.3, Biological Resources. The following minor technical revision has been made to update ownership information for the conservation area described below.

Impact Analysis: The City and SOI are within the Plan Area of the Orange County Southern Subregion Habitat Conservation Plan, which serves as an IICP for the "take" of selected federally threatened species, including the California gnatcatcher. The City of San Clemente is one of the signatories of the HCP. The land within the SOI (approximately 1,035 acres) and approximately 190 acres that adjoin the SOI in the northeastern corner of the City are part of a current preserve managed by the Rancho Mission Viejo Land Trust (previously the Donna O'Neill Land Conservancy). The ~~O'Neill~~-preserve, while still privately owned, is a designated part of the Habitat Reserve under the HCP. The Centennial General Plan does not propose any development in the SOI, and therefore would not impact the protected status of the ~~O'Neill~~-preserve.

3. Revisions to the Draft EIR

Page 5.5-13, Section 5.5, Geology and Soils. The following minor technical revision has been made to correct the elevation of the tsunami inundation area shown on Figure 5.5-6.

Tsunami Flood Hazards

A tsunami is a series of ocean waves caused by a sudden displacement of the ocean floor, most often due to earthquakes. The tsunami inundation line is about 17 feet above mean sea level (see Figure 5.5-6, Tsunami Inundation Map). Areas of San Clemente that would be flooded by a 30-foot tsunami are limited to the beach and adjoining low-lying areas (COS 2009) due to the presence of cliffs near the beach along the San Clemente coastline (see Figure 5.5-6, *Tsunami Inundation Map*). The City Emergency Planning Program has designated tsunami hazard zones and tsunami evacuation routes. Tsunami flood hazards are discussed further in Section 5.8, *Hydrology and Water Quality*, of this DEIR.

Page 5.6-10, Section 5.6, Greenhouse Gas Emissions. The following minor technical revision has been made to clarify the data used for the emissions inventory.

Existing Setting

2012 Greenhouse Gas Emissions Inventory

An existing emissions inventory of the City of San Clemente was conducted based on the existing land uses, employment, population, and traffic data, and is shown in Table 5.6-4. The existing GHG emissions were calculated using OPFROAD2007, EMFAC2011, and emission factors identified in CalEMod.

Page 5.6-37, Table 5.6-8, Section 5.6 Greenhouse Gas Emissions. The following minor technical revision has been made to correct incorrect information.

Continue existing, and explore expansion of, highway pricing strategies.

~~Not applicable. Inconsistent: The proposed General Plan does not contain any policies that would support this strategy.~~

Page 5.9-1, Section 5.9, Land Use and Planning. The following section has been revised in response to Comment A1-6.

5.9.1 Environmental Setting

The city of San Clemente is in the southeastern corner of Orange County. As shown in Figure 3-1, *Regional Vicinity Map*, San Clemente is surrounded by the Pacific Ocean to the southwest; the cities of Dana Point and San Juan Capistrano to the northwest; unincorporated areas of Orange County to the north; and ~~San Onofre State Beach and Camp Pendleton~~ in unincorporated San Diego County to the southeast. Camp Pendleton is

3. Revisions to the Draft EIR

federal property that leases land adjacent to San Clemente to the State for use as a State Park (San Onofre State Beach). An aerial photograph of the City and surrounding area is shown in Figure 3-2, *Citywide Aerial*.

Page 5.9-2, Section 5.9, Land Use and Planning. The following section has been revised in response to Comment A1-6.

Existing Surrounding Land Uses

San Clemente is at the southernmost end of Orange County. Adjacent developed urban areas are limited to the northwest, which consists of residential neighborhoods in the cities of Dana Point and San Juan Capistrano. To the north, the City is surrounded by undeveloped hillside areas in San Juan Capistrano and unincorporated Orange County. To the east and southeast is San Diego County, and the City is adjacent to open space and undeveloped land at San Onofre State Beach. ~~Directly beyond that narrow open space corridor, which follows San Mateo Creek, is the largely undeveloped Camp Pendleton Marine Corps Base (see Figure 3-2, *Citywide Aerial*).~~

Page 5.10-14, Section 5.10 Noise. This section has been revised per Response to Comment A1-4.

Marine Corps Base Camp Pendleton (MCBCP)

Camp Pendleton is located south and east of the City limits. This Marine Corps installation is a 24/7, live-fire military installation that supports the full spectrum of Marine Corps ground, amphibious, and aviation training activities. Noise from Camp Pendleton is due to aircraft ~~flight operations~~overflights and the use of military weapon systems during training operations within the Base's Ranges and Live Fire Maneuver Areas, ~~equipment at the Air Station.~~ The Range Compatible Use Zone (RCUZ) Study defines noise zones for planning purposes to prevent conflicts with noise-sensitive land uses (Pendleton 2007). Noise Zone 1 is the lowest noise zone representing a level of noise that does not pose any hazard. Noise Zone 2 represents the area where noise may at times interfere with speech, sleep, or the ability to hear television and radio shows. Generally, residential development is not recommended within Noise Zone 2. According to the RCUZ study, the City is outside the Noise Zone 2 contours. Noise modeling for the RCUZ is based on noise exposure occurring over a 24-hour period, rather than on the impact of a single noise event. The projected noise due to aircraft and heavy weapons use within do not reach City of San Clemente limits remain below Noise Zone 2 contours, which are levels that interfere with speech, sleep, or the ability to hear television and radio shows.

Page 5.10-29, Section 5.10 Noise. The analysis under Impact 5.10-5 has been revised per Response to Comment A1-5.

As discussed in the "Existing Condition" section above, Camp Pendleton is east of City limits. Figure 5.10-5 shows the base's projected noise zones. According to the RCUZ study, the City is outside the Noise Zone 2 contours. The projected noise due to aircraft flight operations and heavy weapons use within City of San

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~~Clemente is outside the limits remain below Noise Zone 2 contours, which are levels that interfere with speech, sleep, or the ability to hear television and radio shows.~~

Page 5.12-3, Section 5.12 Public Services, Figure 5.12-1, Public Facilities. The following minor technical revision has been made to update the location of critical facilities. The revised figure is included in Appendix C of this FEIR

Figure 5.12-1 Public Facilities

Page 5.13-7, Section 5.13 Recreation. The following minor technical revision has been made to update ownership information for the conservation area described below

The Richard and Donna O'Neill Land Conservancy (managed by the Rancho Mission Viejo Land Trust) is a nonprofit organization representing the County of Orange, the City of San Clemente, and Rancho Mission Viejo that oversees stewardship of a 1,200-acre wilderness reserve in South Orange County. Approximately 175 acres of the Donna O'Neill Land Conservancy property is within the City.

Page 5.14-1, Section 5.14, Transportation and Traffic. The following minor technical revision has been made to provide additional information on the traffic methodology used for the project. This does not present new information requiring recirculation of the DEIR.

This section presents the existing transportation conditions in the City including the roadway network, bicycle and pedestrian network, public transit network, parking conditions, aviation facilities, and current intersection and roadway segment operations. This section also discusses the methodology used to evaluate impacts. Traffic counts were not conducted during the summer months, so that the traffic analysis could determine impacts using normal, average traffic volumes throughout the City, which is the approach typically taken for transportation planning and traffic engineering studies. Because San Clemente is a beach city and many residents from surrounding cities and counties visit the beach, there are intermittent periods during the summer and other holidays with greater than average peak demand period. The City's transportation policies and guidelines ensure that the roadway system is designed for average traffic volumes instead of summer or peak demand periods. This ensures that the City's roadway capacity is not overdesigned to accommodate excessive traffic.

Page 5.14-16, Section 5.14 Transportation and Traffic, Figure 5.14-4, Future Roadway Map. The following minor technical revision has been made to show the location of the future alignment of the Foothill Transportation Corridor and Tesoro Extension. The revised figure is included in Appendix C of this FEIR

Figure 5.14-4 Future Roadway Map

3. Revisions to the Draft EIR

Page 5.14-19, 3rd Bullet, Section 5.14, Transportation and Traffic. The following minor technical revision has been made to correct a typographical error.

- With FTC and Road Diet Alternative 1. This scenario assumes buildout of the General Plan with the implementation of the FTC extension to the I-5 and implementation of a road diet. Road Diet Alternative 1 consists of a 2-lane road diet on Coast Highway (North El Camino Real) between Camino Capistrano and Avenida Estacion, and a 2-lane road diet on Camino Mira Costa between Camino De Estrella and Camino Capistrano.

Page 5.14-38, Section 5.14 Transportation and Traffic. The following minor technical revision has been made to Table 5.14-12 to be consistent with the roadway segment impacts stated on Page 5.14-28 and mitigation provided for those segments on Table 5.15-16.

Table 5.14-12 Summary of Roadway Segment Impacts

Roadway Segment	Scenario						
	No FTC	With FTC	With FTC and RD Alt ¹	With FTC and RD Alt ²	With FTC and RD Alt ³	With FTC TE	With FTC TE with RD Alt ²
Avenida Vista Hermosa, between Calle Frontera and Via Turqueza	X	X	X	X		X	X
Avenida Vista Hermosa, between Via Turqueza and Camino Vera Cruz	X					X	X
Avenida Vista Hermosa, between Camino Vera Cruz and Avenida La Pata	X					X	X
Camino De Estrella, between I-5 NB on/off ramp and Camino E. Molino	X	X	X	X	X	X	X
Avenida Pico, between I-5 NB on/off ramp and Avenida Presidio	X	X	X	X	X	X	X
Avenida Pico, between Avenida Presidio and Calle del Cerro	X	X	X	X	X	X	X
Avenida Pico, between Calle del Cerro and Calle Amanecer	X					X	X
Avenida Pico, between Calle Amanecer and Camino Vera Cruz	X					X	X
Avenida La Pata, between Calle Saluda and Avenida Vista Hermosa	X					X	X
Coast Highway, between Camino Capistrano and Camino San Clemente	X	X		X		X	
El Camino Real, between Camino San Clemente and Avenida Estacion	X	X	X	X	X	X	X
El Camino Real, between Avenida Estacion and Avenida Pico	X	X		X		X	X
El Camino Real, between Avenida Pico and Los Molinos	X	X	X	X	X	X	X

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Table 5.14-12 Summary of Roadway Segment Impacts

Roadway Segment	Scenario						
	No FTC	With FTC	With FTC and RD Alt ¹	With FTC and RD Alt ²	With FTC and RD Alt ³	With FTC TE	With FTC TE with RD Alt ²
<u>El Camino Real, between Los Molinos and Calle Las Bolas</u>	X	X	X	X	X	X	X
<u>El Camino Real, between Calle Las Bolas and Avenida De La Grulla</u>	X	X	X	X	X	X	X
<u>El Camino Real, between Avenida De La Grulla and Avenida Aragon</u>		X		X	X	X	X
<u>El Camino Real, between Avenida Aragon and El Portal</u>	X	X		X	X	X	X
<u>El Camino Real, between El Portal and Canada</u>				X	X		X
<u>El Camino Real, between Canada and Escalones</u>				X	X		X
<u>El Camino Real, between Escalones and Mariposa</u>				X	X		X

Source: Fehr and Peers, 2013

Note: Only roadway segments which experience an impact under the analyzed scenarios are listed.

X = significant impact, FTC = Foothill Transit Corridor, RD = road diet, TE = Tesoro extension, ALT=alternative

Page 5.14-61, Section 5.14, Transportation and Traffic. The following minor technical revision has been made to clarify the impact finding resulting from removal of the City's roadway segment LOS. This is not new information because it was addressed in the DEIR and provides additional clarification; hence, it does not require recirculation of the EIR.

Special Consideration – Modification of City LOS Policies

The Centennial General Plan removes the City's policy which requires the evaluation of roadway segment LOS. Therefore, adoption of the Centennial General Plan will eliminate the requirement to evaluate roadway segment LOS from future traffic studies. Additionally, impacts to roadway segments would be considered less than significant and Mitigation Measure 14-5 with corresponding Table 5.14-16 would be eliminated. The City may consider a less restrictive LOS policy and allow LOS E operations at several interchanges with I-5 and also eliminate roadway segment LOS as an evaluation tool. Alternatively, the City could choose to keep its LOS policy as currently written and continue the evaluation of roadway segment LOS. The consequences of whether to eliminate roadway segment LOS is each choice are described below.

Page 7-5, Section 7.3, Alternatives Selected for Further Analysis. Table 7-1 Buildout Statistical Summary has been revised to reflect the correct population buildout number for the No Project/1993 Adopted General Plan Alternative and to add in the baseline numbers. This revision does not affect the environmental analysis.

3. Revisions to the Draft EIR

Table 1 Buildout Statistical Summary

	Existing 2013	Proposed Project	No Project/1993 Adopted General Plan Alternative	Alternative Land Use	Reduced Intensity Alternative
Dwelling Units	25,982	29,567	29,054	29,567	26,610
Population	64,208	76,547	75,343,71,763	76,547	68,892
Nonresidential square feet	8,045,000	18,139,484	17,393,045	15,701,484	13,604,613
Employment	27,700	39,313	37,742	34,029	29,485
Jobs-to-Housing Ratio	1.07	1.33	1.30	1.15	1.10

Page 7-9, Section 7.4, No Project/1993 Adopted General Plan Alternative. The following minor technical revision has been made to provide additional information on the merits of the alternative.

7.4-16 Conclusion

Avoid or Substantially Lessen the Significant Impacts of the Project

The No-Project/1993 Adopted General Plan Alternative would have similar impacts for aesthetics, biological resources, cultural resources, geology and soils, hydrology and water quality, and population and housing. Impacts would be slightly reduced for hazards and hazardous materials, public services, recreation, and utilities and service systems. In addition, while it would substantially reduce significant impacts with regard to air quality, GHG, noise, and traffic, these impacts would not be eliminated.

Attainment of Project Objectives

The adoption of the No-Project/1993 Adopted General Plan Alternative would allow development leave the City open for future growth that may not be compatible with the City's new goals and objectives of the City. In addition, such development growth would not provide the mix of uses and housing that would be allowed under the Centennial General Plan. The No-Project/1993 Adopted General Plan Alternative fails to provide a new General Plan (Objective 1), establish a living and web-based General Plan (Objective 2), or ensure consistency between the housing sites identified in the adopted Housing Element and the Land Use Element (Objective 8). Furthermore, the alternative also does not promote mixed-use development (Objective 6), locate mixed uses near regional employment and activity centers (Objective 6), or promote multimodal transportation (Objective 10), which is encouraged to reduce vehicle miles traveled (VMT) and associated air quality and GHG emissions. For these same reasons, this alternative would be inconsistent with SCAG's Compass Blueprint for the region, accomplish the project objectives in the City's vision and has other potential environmental impacts resulting from its implementation. Specifically, the No-Project/1993 Adopted General Plan Alternative does not promote mixed-use development, does not locate a mixed-uses near regional employment and activity centers, does not promote multimodal transportation, and therefore would be inconsistent with SCAG's Compass Blueprint for these areas.

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Page 7-12, Section 7.5, Alternative Land Use Plan. Fehr & Peers prepared a traffic model run for this scenario to show which roadway segment impacts would be eliminated under the Alternative Land Use Plan Alternative. The paragraph below has been updated and the traffic data is included as an appendix. This additional information does not result in any new significant impacts or increase in severity of impacts, which would require recirculation of the EIR.

7.5.14 Transportation and Traffic

Under this alternative, the Rancho San Clemente Business Park would not increase office and industrial development intensities over the Centennial General Plan. The alternative would assume there would be less conversion of industrial uses to office uses, and consequently, there would be a reduction of the Business Park's nonresidential square footage capacity when compared with the proposed project. Since office uses generate higher traffic levels than industrial uses, this alternative would reduce daily traffic associated with the Business Park by approximately 40,000 to 50,000 trips per day. This would substantially reduce impacts on Avenida Pico, since the level of development associated with the previously adopted General Plan does not result in any significant impacts in the area near to the Business Park. This alternative would eliminate seven of the nine roadway intersection impacts associated with buildout of the Centennial General Plan. Impacts would remain at Avenida Vista Hermosa/Camino Vera Cruz and Avenida Pico/Los Molinos. Traffic modeling data is provided in Appendix B.

Page 7-13, Section 7.5, Alternative Land Use Plan. The following minor technical revision has been made to provide additional information on the merits of the alternative.

7.5-16 Conclusion

Avoid or Substantially Lessen the Significant Impacts of the Project

The Alternative Land Use Plan would result in substantial reductions of impacts related to air quality, GHG emissions, noise, and traffic. However, these impacts would not be eliminated and would remain significant and unavoidable. Impacts would also be reduced for public services and utilities and service systems. This alternative would have similar impacts as the proposed project for aesthetics, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning and recreation. Impacts related to population and housing would be slightly greater than the proposed project under this alternative.

Attainment of Project Objectives

The adoption of the Alternative Land Use Plan Alternative would attain most of the project objectives described in Section 7.1.2, Project Objectives. However, because this alternative would result in less flexibility for growth of commercial and office uses citywide, it would to a lesser extent than the proposed project promote sustainable economic vitality and economic growth (Objective 4). Because smaller growth in commercial and office space would offer less job opportunities for current and future residents of San

3. Revisions to the Draft EIR

Clemente, buildout of this alternative would require more out-commuting, resulting in a lower reduction of per-capita vehicle miles traveled (VMT) for the region. Therefore, its adoption would achieve consistency with AB 32 and SB 375 (Objective 9), although to a lesser degree than the proposed project. However, the alternative's reduction of traffic impacts along Avenida Pico would ensure that roadway design in the City could accommodate traffic generated from land uses (Objective 11) to a greater degree than the proposed project.

Page 7-18, Section 7.6, Reduced Intensity Alternative. The following minor technical revision has been made to provide additional information on the merits of the alternative.

7.6-16 Conclusion

Avoid or Substantially Lessen the Significant Impacts of the Project

The Reduced Intensity Alternative would result in substantial reductions of impacts related to air quality, GHG emissions, noise, and traffic. However, these impacts would not be eliminated and would remain significant and unavoidable. Impacts related to hazards and hazardous materials, public services, recreation, and utilities and service systems would be reduced. The Reduced Intensity Alternative would result in similar impacts as the proposed project to aesthetics, biological resources, cultural resources, geology and soils, hydrology and water quality, and land use and planning.

Attainment of Project Objectives

Although the Reduced Intensity Alternative meets some of the objectives established for the project, the reduction in nonresidential square footage may reduce the City's ability to reduce per-capita VMT for the region (Objective 9) compared to the proposed project, which is one of the goals of SCAG's Compass Blueprint for High Quality Transit Areas. By providing additional commercial square footage in the City, commuters would not need to travel outside the City to other areas of Orange County or San Diego County for employment. Because this alternative would result in lower buildout development intensity than allowed under the 1993 General Plan, it would not provide as many new opportunities for infill growth (Objective 5) or mixed use development (Objective 6). For these reasons, it would also, to a lesser degree than the proposed project, promote economic vitality and job growth (Objective 5). Due to the significant reduction in nonresidential square footage, the Reduced Intensity Alternative would alter land uses but would not provide the same degree of flexibility in locating future businesses. Since there would be less opportunity to locate new nonresidential uses or increase intensity within Focus Areas of the city, this alternative would not promote sustainable economic vitality to the same degree as the proposed project (Objective 4).

3. Revisions to the Draft EIR

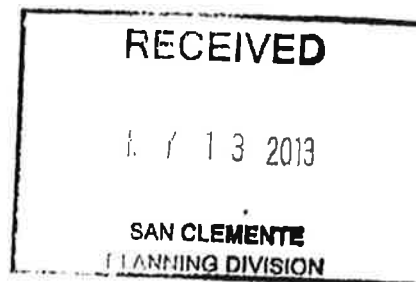
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Appendix

Appendix A. NOP Comment Letters

Appendix

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May 9, 2013

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Mr. Jeff Hook
Principal Planner
Planning Department
910 Calle Negocio, Suite 100
San Clemente, CA 92673

Subject: City of San Clemente Centennial General Plan

Dear Mr. Hook:

The Orange County Transportation Authority (OCTA) has reviewed the above referenced document. The following comment is provided for your consideration:

- In regards to MPAH and CMP, 3.16 – *Transportation/Traffic*:
 - If the City of San Clemente envisions modifications to any Master Plan of Arterial Highway facilities, please coordinate with OCTA as soon as possible, in order to initiate MPAH amendment processes.
 - Please provide a CMP analysis in the Environmental Impact Report to determine if the proposed project would cause significant impacts to any of the CMP intersections.

If you have any questions or comments, please contact me by phone at (714) 560-5907 or by email at dphu@octa.net.

Sincerely,

Dan Phu
Section Manager, Environmental Programs

EXECUTIVE OFFICE

Darrall Johnson
Chief Executive Officer

SAN CLEMENTE CENTENNIAL GENERAL PLAN DRAFT EIR
School Questionnaire – Capistrano Unified School District

1. Please confirm that the Capistrano Unified School District's service boundary includes the entirety of the City of San Clemente and SOI as shown in attached Figure 1, Citywide Aerial.

Yes, CUSD's service boundary includes the entirety of the City of San Clemente and SOI as show in Figure 1, Citywide Aerial.

2. Please provide any information available on total District-wide capacities and current enrollments at the elementary, middle school, and high school levels.

School Level District-Wide	Capacity Permanent Buildings	Capacity Portable Buildings	Total Capacity	Current Enrollment
Elementary Schools			22,624	21,799
Middle Schools			6,410	11,717
High Schools			10,808	15,895

3. Please confirm that the schools outlined below serve students in the City of San Clemente. Please provide any information available on the capacities and current enrollment of each of the schools.

School & Location	Site Capacity (Acres)	Core Facilities Admin, MPR, Library(sf)	Capacity Permanent Buildings (students)	Capacity Portable Buildings	Total Capacity	Current Enrollment
Clarence Lobo Elementary 200 Avenida Vista Montana	+3.0	Lib: -210	26 – (910)	1 – (35)	945	436
Concordia Elementary 3120 Avenida del Presidente	-2.1	MPR: -825 Lib: -336	22 – (770)	7 – (245)	1,015	660
Las Palmas Elementary 1101 Calle Puente	-1.7	Admin: -373 MPR: -1,294 Lib: -700	8 – (280)	23 – (805)	1,085	769
Marblehead Elementary 2410 Via Turqueza	-2.2	Lib: -97	24 – (840)	0 – (0)	840	539
Truman Benedict Elementary 1251 Calle Sarmientoso	-4.1	MPR: -1,203 Lib: -799	22 – (770)	8 – (280)	1,050	720
Bernice Ayer Middle 1271 Calle Sarmientoso	+2.1	Gym: -9,675	26 – (910)	8 – (280)	1,190	894
Vista del Mar Elem./Middle 1130 Avenida Talega	-11.5	Ok	59 – (2,065)	8 – (280)	2,345	1714
Shorecliffs Middle 240 Via Socorro	+5.0	Lib: -1,547 Gym: -16,000	30 – (1,050)	18 – (630)	1,680	1079
San Clemente High 700 Avenida Pico	-12.78	Admin: -6,710 MPR: 6,691 Lib: -10,505 Gym: -28,317	84 – (2,940)	20 – (700)	3,640	2936

**SAN CLEMENTE CENTENNIAL GENERAL PLAN DRAFT EIR
 School Questionnaire – Capistrano Unified School District**

4. Are the existing school facilities (classroom, athletic, recreational, or other facilities) adequate to serve the District under current conditions?

No. Based on the Facility Master Plan assessment completed in 2009, the above table lists inadequate core facilities: Administration, Library, and Multi-Purpose/gymnasium. The site capacity is also listed which indicates that most of the schools lack in athletic and recreational area.

5. Please indicate the District's student generation rates for residential land uses (e.g., single-family, multifamily).

2013

Detached	K-5	.1749	6-8	.0986	9-12	.1323
Attached	K-5	.2144	6-8	.0875	9-12	.1152

6. Please summarize any additional resources (facilities, personnel) needed to serve future development under the proposed Centennial General Plan.

The District is open to discussion with developers to provide mitigation above the required statutory fees to ensure sufficient facilities and resources are available to support the proposed new development.

7. Please describe any existing plans to expand school facilities that serve the City and SOI (see Figure 1). Please also describe the anticipated funding source for such improvements.

The district does not currently have any plans to expand school facilities within this area.

8. What school impact fees do you currently charge by land use (e.g., residential, commercial, office)?

2013 Fees (Adopted March 28, 2013)

Residential	\$3.20
Commercial	\$0.51
Storage	\$0.046

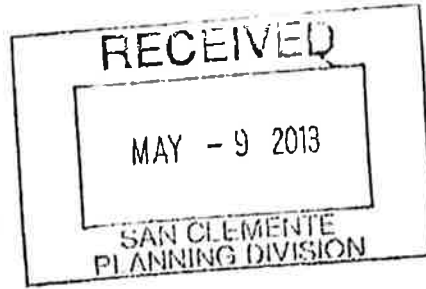
9. Please provide any additional comments and/or information regarding school service San Clemente under the proposed Centennial General Plan (attach additional pages as necessary).

Response Prepared By:

John G. Fomey	Executive Director, Facilities
Name	Title
Capistrano Unified School District	05/06/2013
Agency	Date



UNITED STATES MARINE CORPS
MARINE CORPS INSTALLATIONS WEST-MARINE CORPS BASE
BOX 555010
CAMP PENDLETON, CALIFORNIA 92055-5010



5700
G-7/CPLO
6 MAY 13

Mr. Jeff Hook
Principal Planner
City of San Clemente Planning Department
910 Calle Negocio, Suite 100
San Clemente, CA 92673

Dear Mr. Hook:

This letter is submitted in response to your Notice of Preparation (NOP) and Scoping Meeting announcement of April 4, 2013 regarding the City of San Clemente's preparation of a new General Plan and the City's intent to prepare an Environmental Impact Report (EIR) in support of this new General Plan, to be known as the Centennial General Plan.

Marine Corps Base (MCB) Camp Pendleton has completed a review of the Initial Study, which the City has prepared in conjunction with the General Plan EIR process; and we have several comments to offer with respect to information presented in the Initial Study.

All comments from MCB Camp Pendleton are contained in enclosure (1); and in support of those comments, enclosure (2) is also provided. Should you have any questions with respect to either enclosure, the primary point of contact for this matter at MCB Camp Pendleton is the undersigned at (760) 725-6513.

Thank you for the opportunity to review and comment on this matter.

Sincerely,

L. D. RANNALS
Community Plans & Liaison Officer
MCI-West & MCB Camp Pendleton
By direction of the Commanding General

Enclosures (2)

Copy to:
Chief of Staff
AC/S G-7

Comment #	Page, Section, Para.	Comments
1	Pg 1; 1.1; Project Location	<p>Recommend that one portion of the 2nd sentence in this paragraph - specifically that portion that speaks to San Clemente's neighboring community on the southeast - be revised to read as follows: "...and Department of the Navy (DoN) owned Marine Corps Base, Camp Pendleton is located in unincorporated San Diego County to the southeast. The San Onofre State Beach, which occupies land on Camp Pendleton leased from the DoN, lies adjacent to San Clemente at the northwestern end of Camp Pendleton."</p> <p>Comment: It's desired that this sentence be revised to read as suggested above to ensure readers understand that the Department of the Navy is, in fact, the adjacent land owner (and Camp Pendleton is, in fact, the primary occupant of all land to the southeast of the city's border in San Diego County). The San Onofre State Beach is only a temporary user of this Camp Pendleton property under a lease agreement which expires in 2021. As the NOP now reads, it can easily be mis-perceived by a reader that the San Onofre State Beach is not on Camp Pendleton.</p>
2	Pg 2; 1.2.2; Surrounding Land use	<p>Recommend the 3rd and 4th sentences of this paragraph be revised to read as follows: "Marine Corps Base, Camp Pendleton occupies the land located adjacent to San Clemente to the east and southeast in San Diego County. The portion of Camp Pendleton closest to San Clemente, known as San Onofre State Beach, has been temporarily leased to the State of California and is presently used for public recreational purposes."</p> <p>Comment: Again, as in comment 1 above, the 3rd and 4th sentences of this NOP paragraph, as currently written, are somewhat mis-leading to the uninformed reader.</p>
3	Figure 2	<p>Recommend the annotation in Figure 2 be revised for the San Diego County area to depict Camp Pendleton Marine Corps Base as the primary land activity in San Diego County to the southeast of San Clemente. Would also suggest that a color-coded dotted-line or some form of shading be used to depict the actual boundaries of the San Onofre State Beach lease area on Camp Pendleton. Lastly, a "Legend note" should be added to this Figure (as is done for the City Boundary and Sphere of Influence notes), stating that the San Onofre State Beach area is leased from the Department of the Navy. Attached FYI is a graphic that provides a more accurate depiction of the State Parks lease area on Camp Pendleton.</p>
4	Pg 44; 3.8.f; Less Than Significant Impact	<p>Comment: As currently presented, this Figure gives the impression that the State Parks lease area on Camp Pendleton as much larger than it actually is. A more accurate depiction of the State Parks lease area on Camp Pendleton should be presented in this Figure, along with a Legend note stating this area is leased from DoN.</p> <p>This paragraph references the "SCE SONGS Mesa Heliport" and states it's owned by Southern California Edison. There may be a Heliport located on the Mesa side of the SONGS' lease property on Camp Pendleton; and the heliport may be controlled and managed by Southern California Edison. However, it's an inaccurate representation to imply the heliport is "owned" by SCE. It would be more accurate to state the heliport is "controlled and managed" by SCE and that it "serves to accommodate SCE or SONGS-related helo operations into or out of the SONGS facility."</p>

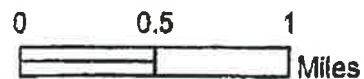
5	Pg 44; 3.8.f; Less Than Significant Impact – part 2	<p>Comment: While SONGS or SCE may control use of this heliport, they would not “own” it, as all the land that SONGS and its associated facilities occupy is actually owned by the Department of the Navy, and has been granted to SCE for operation of the SONGS facility under a DoN lease agreement which expires in 2023.</p> <p>If this Initial Study is going to reference the SCE SONGS Mesa Heliport facility as an airstrip worth noting in this section of the study, then there should also be references made to several other, even more significant (and much greater utilized) military helicopter landing zones located in the northern area of Camp Pendleton that are, in fact, even closer to the City of San Clemente than the SCE SONGS Mesa Heliport would be. These other military airstrips would include the Helicopter Outlying Landing Facility (HOLF), the Heavy-Lift Landing Zone (HLZ) in Camp San Mateo, several Confined Area Landing (CAL) sites, and several administrative Landing Zones (LZs), all being much closer in proximity to the city than the SCE SONGS Mesa Heliport facility.</p>
6	Pg 44; 3.8.f; Less Than Significant Impact – part 3	<p>Comment: Should you desire to include or reference these other Camp Pendleton military airstrips in the Initial Study, we can provide you specific names and locations for all of them.</p> <p>In this paragraph, please revise the words, “Marine Corps Air Station (MCAS)” to read: “Marine Corps Air Station (MCAS) Camp Pendleton.”</p>
7	Pg 50; 3.12.f; Less Than Significant Impact	<p>The same comments as addressed above in comment items 4, 5, and 6 apply here as well. Additionally change the words, “Camp Pendleton” in his paragraph to read: “MCAS Camp Pendleton.” Finally, as we measure it, MCAS Camp Pendleton is approximately 15 ½ statute miles from the city’s southern boundary.</p>
8	GENERAL	<p>It’s requested that the same comments made above, which address how the State Parks leased land on Camp Pendleton is characterized, also be applied to all other sections of the San Clemente General Plan Update document itself, where adjacent land use to the southeast side of San Clemente is addressed or discussed.</p>
		<p>END OF CAMP PENDLETON COMMENTS</p>



Legend

-  Camp Pendleton Boundary
-  San Onofre State Park Leasehold

ENCLOSURE (2)





ATTACHMENT A

**SUMMARY OF CITY COUNCIL DIRECTION AND COMMENTS,
DRAFT CENTENNIAL GENERAL PLAN DATED AUGUST 22, 2013**





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**SUMMARY OF CITY COUNCIL DIRECTION AND COMMENTS,
DRAFT CENTENNIAL GENERAL PLAN DATED AUGUST 22, 2013**

Underlining indicates inserted text; ~~strikeout~~ indicates deleted text. "..." indicates original text to remain unchanged. Original page numbers refer to the *Revised City Council Hearing Draft General Plan* dated August 22, 2013. Page numbers in the "Response" column refer to the Final Council Hearing Draft General Plan dated November 13, 2013. "IM" refers to Implementation Measure. Note that the order of the Coastal and Natural Resources Elements follow the order in which they are listed in the General Plan, not the order in which they were reviewed by City Council.

Item	Original Page Number	Original Policy or IM Number	New Page Number	New Policy or IM Number	Council Direction/Comment
<i>September 24, 2013 Meeting</i>					
1	LU-3	Goal #3	LU-3	N/A	Deleted "...to maintain economic vitality..."
2	LU-4 thru 8	Table LU-1	LU-4 thru LU-11	N/A	Filled in "Max. No. of Stories/Building Height" columns; added the following to the description of the Pedestrian (-p) Overlay: "The Pedestrian Overlay is applied to commercial and mixed-use areas to promote the development of pedestrian-oriented land uses, building and site designs." Updated Figures LU-1, 2b, 2c, 3a, 3b and 3c to reflect locations of Pedestrian and Affordable Housing Overlays. Updated Figure LU-3B to reflect new Mixed Use 3.0 designation in the Downtown Core.
3	LU-11	Goal	LU-14	N/A	Include hyperlinks. [Will be done with final web-based GP]
4	LU-11	LU-2.02	LU-14	LU-2.02	Identification of Commercial Areas. Add "La Pata District", including Talega, Plaza Pacifica and Target.

Item	Original Page Number	Original Policy or IM Number	New Page Number	New Policy or IM Number	Council Direction/Comment
5	LU-13	Mixed Use	LU-15	N/A	Editorial note: replaced "Target" with "and the commercial properties at the intersection of Avenida La Pata and Avenida Vista Hermosa". Revised number of MU zones from five to several.
6	LU-13	Goal	LU-16	N/A	Re-described a two-story MU zone on 100- and 200 block of Avenida Del Mar, per Council direction. Deleted "mixed use" after "Promote and support..."; Added "in the MU zone" after "development".
7	LU-16	LU 5.02	LU-19	LU 5.02	Editorial note: replace "in the MU zone" with "in areas designated for Mixed Use". Existing Gasoline Stations and Supporting Service Facilities. Replaced "gasoline stations" with "fueling stations" throughout document
8	LU-21	Intro and Goal	LU-23 and LU-24	N/A	Expanded RSC Business Park Focus Area to include Talega business parks and nearby commercial centers.
9	LU-21	LU-8.04	LU-24		Added "Talega Merchants Association, San Clemente Chamber of Commerce, other business groups," after "San Clemente Business Park Association.."
10	LU-22	LU-8.06	LU-24	LU-8.06	Added "high" before "quality" for consistency with other policies.
11	LU-23	LU-9.05	LU-26	LU-9.05	Added "high" before "quality" for consistency with other policies.
12	LU-25	LU-10.02	LU-27		Deleted "as a movie theater, performing arts center or other high quality cultural use."
13	LU-25	LU-10.04	LU-27	10.04	Beach Access. Added " , vehicle," after "pedestrian".

Item	Original Page Number	Original Policy or IM Number	New Page Number	New Policy or IM Number	Council Direction/Comment
14	LU-25	LU-10.05	LU-27	N/A	Ocean Views. Updated Figure NR-1 to show locations of public view corridors and ocean vistas.
15	LU-25	LU-10.10	LU-28	LU-10.10	Alleys/Paseos and Bike and Pedestrian Environment. Made these consistent with other Focus Area policies (i.e., add these policies where appropriate); clarified that automobiles and electric vehicles are included under both policies.
16	LU-29	Title	Multiple pages	N/A	Added "and Pier" after "Pier Bowl" throughout document.
17	LU-30	Policies	BPR-06	BPR-3.03	Added policy to address pier maintenance.
18	LU-38	Pier Bowl	BPR-13	N/A	Did not add IM to address pier maintenance as requested. IM already exists in Beaches, Parks and Recreation (BPR) Element.
19	LU-37	3	LU-39	3	<i>Editorial note: no IM was added. Refer to BPR, Implementation Measure 13.</i> Revised to read: " Examine the feasibility of Consider a community-serving shuttle or trolley type system that connects San Clemente's key destination areas (e.g., North Beach, Del Mar/T-Zone, Marblehead and Pier Bowl) and residential areas withroutes"
20	LU-37	7	Deleted	Deleted	Deleted implementation measure re: "Green Business Zone."
21	LU-37	10	LU-40	9	Revised to eliminate "local champion" wording; make broader in scope.
22	LU-37	12	LU-40	11	Deleted "...to close, of..."
23	LU-37	14	LU-40	13	Updated implementation measure to ensure it is sensitive to adjacent residential uses.
24	LU-38	15 and 16	Deleted	Deleted	Deleted implementation measures.

Item	Original Page Number	Original Policy or IM Number	New Page Number	New Policy or IM Number	Council Direction/Comment
25	LU-38	20	LU-40	17	Added “, including residential building heights” after “Ordinance”
26	LU-38	21	LU-40	18	Clarified what is meant by “Access Enhancement Plan.” Used simpler term.
27	LU-38	22	LU-41	19	Revised to read “...and businesses and other groups, ...”
28	LU-39	26	LU-41	23	Replaced “...neighborhood retail center (between Avenida Cadiz and Esplanade) with “area”
29	LU-39	28	LU-41	25	Met with City Attorney on legal implications of “Safe Routes to Schools” plan and of identifying areas needing transportation improvements. City Attorney did not have any legal concerns.
30	Figures	Figures LU-1, 2B and 3C	Figures	Figures LU-1, 2b and 3C	Changed the land use designation for City Hall back to Civic Center (consistent with the currently adopted General Plan).
October 8, 2013					
31	UD-3	UD-1.07	UD-3	UD-1.07	Sidewalks. Deleted “...well-lit, safe, comfortable...”
32	UD-5	UD-2.05	UD-5	Figures NR-1 and NR-2	Public View Corridors. Updated the Public View Corridors Map included in new General Plan.
33	UD-6	UD-2.10	UD-5	UD-2.10	Visual Screening. Addressed unsightly or excessively large parking lot signs here. Revised to read: “We require visual screening of blank walls, trash bins/dumpsters, and parking facilities through a variety of landscaping and architectural design treatments, and signage associated with such features must be attractively designed and placed, consistent with sign regulations. Where possible, we require the screening of utilities infrastructure. Unsightly properties and buildings should be visually screened in an attractive manner.”
34	UD-6	UD-2.11	UD-6	UD-2.11	Overhead Utilities. Added: “...and encourage the formation of assessment districts.”

Item	Original Page Number	Original Policy or IM Number	New Page Number	New Policy or IM Number	Council Direction/Comment
35	UD-7	UD-3.03	UD-7	UD-3.03	Buffers and Setbacks. Revised to read: "..., to provide conditions of approval, landscaped buffers and/or setbacks between uses to prevent or mitigate reduce adverse impacts."
36	UD-7	UD-3.06	UD-7	UD-3.06	Police Department Review. Revised to read: "...to prevent adverse impacts on adjacent sensitive uses."
37	UD-9	UD-5.02	UD-9	UD-5.02	Added "Pedestrian Overlay" to Figure LU-1, Land Use Map to support this policy.
38	UD-10	UD-5.11	UD-10	UD-5.11	<p>Revised to read: Building Height and Stories in the Downtown Core. Three Story Mixed Use Buildings. We permit development of three story, mixed use buildings...not otherwise possible with one and two story development. In the Downtown Core, building height shall not exceed 33 feet or two stories. On sloping sites, the Council may grant an exception to allow three-story buildings up to 35 feet in height. To grant an exception, the City Council must make each of these findings:</p> <p><u>A. The proposed building facade, as viewed from the public sidewalk located immediately adjacent to the site, would not exceed 35 feet or two stories.</u></p> <p><u>B. The site's topography allows a "stepped" building design to reduce apparent height, especially when viewed from Avenida Del Mar or El Camino Real.</u></p> <p><u>C. The proposed building's design is consistent with Design Guidelines and the General Plan Urban Design Element's requirements.</u></p> <p><u>D. The development project is consistent with the Zoning Ordinance.</u></p>

Item	Original Page Number	Original Policy or IM Number	New Page Number	New Policy or IM Number	Council Direction/Comment
39	UD-11	UD-5.14	UD-11	UD-5.14	Building Design With Topography. Changed "Building design should consider..." to "Building design <u>shall</u> consider..."; deleted "the interplay of a third story with".
40	UD-11	UD-5.15	UD-11	UD-5.15	Building Modulation. Changed "should" to "shall."
41	UD-15	11	UD-15	11	Added: "...process, including how to accommodate commercial development on small MU-zoned lots."
42	UD-15	16	UD-16	16	Revised to read: We will prepare and adopt urban design guidelines for the portion of the South El Camino Real corridor, west of Interstate 5, to direct building mass and scale and to allow new three-story buildings or building elements that meet specific standards and that protect designated public view corridors. <u>The Design Guidelines for the entire South El Camino Real Corridor will allow "Other Spanish" architectural styles in addition to Spanish Colonial Revival, such as Mission, Monterey, Italianate, Tuscan, and include a "Surf Zone" architectural style in the South El Camino Real area east of Interstate 5, to allow additional design flexibility.</u>
43	UD-16	23	UD-16	23	Added " <u>selection and</u> " after "procedures for tree...". Added: "...where new sidewalks are being constructed, and that address tree maintenance on City-owned water tank and other City-owned utility sites."
44	UD-16	29	UD-17	N/A	Deleted this implementation measure.
45	HP-5	HP-3.01	HP-5	HP-3.01	Assistance. Revised to read: "...incentives of and identifying ..."
46	ED-1	Goal	ED-1		Replaced "Establish" with "Maintain"; Added "...program- and to help residents work close to where they live."
47	ED-2	ED-1.02	ED-2	ED-1.02	Allocation of Public Resources. Deleted 2 nd sentence.

Item	Original Page Number	Original Policy or IM Number	New Page Number	New Policy or IM Number	Council Direction/Comment
48	ED-4	ED-3.01	ED-4	ED-3.01	Allocation of Resources for Tourism. Deleted 2 nd sentence.
49	ED-4	New Policy	ED-4	ED-3.07 (new)	Added Policy ED-3.07. <u>"Sports Tourism and Competition. We leverage our position as a regional center for sports tourism and competition, with emphasis on surfing, aquatic sports, golf, and soccer."</u>
51	ED-5	ED-4.05	ED-5	ED-4.05	Marblehead Coastal. Changed "...shall consider initiating" to "will initiate...."
51	ED-6	New Policy	ED-6	ED-4.08 (new)	Added new policy on "Other Commercial Districts" . <i>Editorial note: "Other Commercial Districts" was not added to the Glossary since it is defined in the new policy.</i>
52	ED-7	Goal 2	ED-7	Goal 2	Deleted double asterisk. (asterisk was no longer needed)
53	ED-7	1	ED-7	1	Revised to read: <u>"Consider establishing an Economic Development Manager position."</u> And revised to read <u>"...funded through the City</u> by the business community, or through a mix of public and private funding sources."
54	ED-7	3	ED-7	3	Revised to read: <u>"...serve as liaisons in the City's award-winning Business Liaison Program."</u>
55	ED-8	6	ED-8	6	Revised to read: <u>"Support Business Improvement Districts or similar measures for Del Mar/T-Zone, Los Molinos, El Camino Real, Pier Bowl, North Beach and other commercial districts."</u>
56	ED-8	10	Deleted	Deleted	Deleted this implementation measure.
57	ED-8	11	ED-8	10	Revised to read: <u>"Explore opportunities to establish and operate partner with a business "incubator" in San Clemente (e.g., Los Melares-Area)"</u> <i>Editorial note: added "business incubator" to the glossary.</i>

Item	Original Page Number	Original Policy or IM Number	New Page Number	New Policy or IM Number	Council Direction/Comment
58	ED-8	15	ED-8	14	Revised to read: <u>Update Home-Occupancy Regulations "Explore ways to attract and promote opportunities for "flexexecutives:" to live and work in San Clemente."</u>
59	ED-8	17	ED-9	Deleted	Deleted this implementation measure.
60	ED-9	19	ED-9	17	Revised to read: "Establish a Technology Advisory Committee Task Force...matters."
61	ED-9	20	ED-9	18	Revised to read: " Incorporate Review and consider incorporating the Wireless Communications Master Plan, or portions thereof, into...technologies."
October 15, 2013					
62	M-3	M-1.01	M-3	M-1.01f	Added policy regarding roadway maintenance.
63	M-3	M-1.03	M-3	M-1.03	Deleted "meet the needs of residents and local businesses and" (redundant)
64	M-4	M-1.10	M-4	M-1.10	Added "the City supports the extension of an HOV lane on I-5 south to the San Diego County border."
65	M-5	M-1.18 (a)	M-5	Deleted	Deleted "Update and implement the Master Landscape Plan for Scenic Corridors." (redundant with original Urban Design Implementation Measure 24)
66	M-7	M-1.33	M-7	M-1.34	Revised to read: "We prohibit the construction of billboards within the City of San Clemente."
67	M-10	M-2.23	M-10	M-2.23	Revised to read: "We encourage and support skateboard use as an efficient and legitimate transportation mode."
68	M-11	M-2.30	Deleted	Deleted	Deleted "We encourage city staff, employees, residents and visitors to walk and bicycle as often as possible."
69	M-12	M-2.47	M-12	M-2.46	Revised to read: "We improve appropriate legal access to lands open for public use by bicyclists and pedestrians."
70	M-13	M-2.55	M-13	M-2.54	Revised to read: "We may approve certain commercial uses in on public sidewalks...."

Item	Original Page Number	Original Policy or IM Number	New Page Number	New Policy or IM Number	Council Direction/Comment
71	M-14	New Policy	M-14	M-3.07	Added the following policy: “Railway Safety. We coordinate with appropriate agencies and organizations when reviewing development projects located adjacent to or near railroad rights-of-way to improve safety and minimize negative impacts on surrounding areas and on railway operations.”
72	M-14	Goal	M-15	Goal	Revised to read: “Create a <u>circulation-driven</u> parking system which provides an appropriate level of multi-modal parking <u>supply in public and private parking areas and helps reduce traffic congestion.</u> ”
73	M-15	M-4.04	M-15	M-4.04	Added “and” after “paving; deleted “....and parking elevators.”
74	M-15	M-4.06	M-15	M-4.06	Added “and circulation” after “...comprehensive parking...”
75	M-15	7	M-17	7	Revised IM to read: “Update the Municipal Code to require end of trip bicycle facilities, as appropriate to the scale and use of the project, such as <u>parking, lockers, and showers</u> and enclosed bicycle parking, within non-residential sites and bicycle parking within in new or major remodels of multi-family residential and non-residential sites. ”
76	M-17	10	M-17	10	Revised to read: “When and where appropriate, prepare a feasibility study for a community-serving trolley type transit system that connects San Clemente’s key destination areas (e.g. North Beach, Del Mar/T-Zone, Marblehead Coastal, and Pier Bow) and residential areas with public transit and bicycle routes.”
77	M-17	14	M-17	14	Revised to read: “Prepare comprehensive parking <u>and circulation strategies....”</u> ”
78	M-19	Figure M-1	Figures	Figure M-1	Revised legend to differentiate planned streets.
November 5, 2013					
79	BPR-8	Golf Course Intro	BPR-8	Golf Course Intro	Revised to recognize that City has four golf courses and that as recreational open space, these add to City’s quality of life.

Item	Original Page Number	Original Policy or IM Number	New Page Number	New Policy or IM Number	Council Direction/Comment
80	BPR-9	Health and Wellness Intro	BPR-9	Health and Wellness Intro	Revised 3 rd sentence for clarity: "The City is committed to helping citizens preserve and enhance their health and supports <u>positive health choices by helping to provide positive choices on public health issues that have become all too common in other areas.</u> "
81	BPR-10	New Policy	BPR-10	BPR-6.14	Added the following policy: "Pet-Friendly Facilities. The City recognizes the important role pets play in community health and wellness and will continue to support "pet-friendly" facilities such as a dog park and access for dogs in neighborhood parks." Also provided link to C.A.S.A. website showing locations pet-friendly City facilities, under "Additional Links." C.A.S.A. stands for Coastal Animal Services Authority. Deleted "seek to". Revised to read: "Work with community groups to help promote and establish projects that help celebrate the City's surf heritage." Added new implementation measure: "The City will continue to support a dog park and access for dogs in neighborhood parks. Link to Coastal Animal Services Authority was added to "Additional Links" area on Park and Recreation Planning, Acquisition and Development page. Revised to read: "Continue to maintain and enhance the City's beaches and Municipal Pier and seek outside finding <u>funding</u> sources to help support these efforts."
82	BPR-11	BPR-7.02	BPR-12	BPR-7.02	
83	BPR-12	2	BPR-12	2	
84	BPR-13	New	BPR-13	12	
85	BPR-13	12	BPR-13	13	

Item	Original Page Number	Original Policy or IM Number	New Page Number	New Policy or IM Number	Council Direction/Comment
86	BPR-13	13	BPR-13	14	Revised to read: "Continue to enhance beaches and beach support facilities at the <u>Municipal Pier and North Beach train stations, recognizing their importance as City gateways by the Municipal Pier and North Beach train stations to support public transit use.</u> "
87	BPR-13	New Imp. Measure	BPR-13	16	Added new BPR Implementation Measure: <u>Continue to provide and maintain beach fire pits in designated public beach locations.</u>
88	BPR-13	16	BPR-13	18	Revised to read: "Evaluate the feasibility of <u>and work towards</u> extending the Beach Trail <u>north and south.</u> "
89	BPR-14	20	BPR-14	22	Revised to read: "Work with State, Federal and County agencies to advocate strict enforcement of laws against the sale to or use of alcoholic beverages <u>and tobacco products</u> by minors."
90	BPR-14	24	BPR-14	26	Revised to read: Establish guidelines to be followed by all City Departments to "Encourage <u>that healthy foods to be served at</u> City-sponsored events, meetings, and community-wide forums."
91	BPR-15	30	Deleted	Deleted	Deleted
92	BPR-15	36	BPR-15	37	Revised to read: "Continue to <u>cooperate</u> with nonprofit health organizations to provide no- or low-cost health services on a regular basis."
93	BPR-15	37	BPR-15	38	Revised to read: "In collaboration with local hospitals and health service providers, the City will encourage and support measures that improve the availability of <u>and access to</u> primary care and other physicians' services, and emergency <u>care</u> facilities in San Clemente, such as public access to mobile health services."

Item	Original Page Number	Original Policy or IM Number	New Page Number	New Policy or IM Number	Council Direction/Comment
94	BPR-15	39	BPR-15	40	Revised to read: “Promote community-wide Health and Wellness programs offering free evaluation and consultation to Encourage San Clemente businesses on to have employee wellness programs. Local collaborative partners and their volunteers will provide technical assistance to businesses on health education and employee wellness programs.” Revised to read: “City staff will work cooperate with various community organizations and local agencies to provide free or low cost health information, ...events.” Deleted implementation measure.
95	BPR-16	41	BPR-15	42	
96	BPR-16	52	Deleted	Deleted	
November 13, 2013					
97	NR-2	NR-1.02	NR-2	Glossary	Defined “Natural Areas” in GP Glossary.
98	NR-5	NR-2.08	NR-5	NR-2.08	Replaced “...care of trees...” with “ maintenance of trees...” Revised as follows: “The City will preserve and improve the view corridors, as designated in Figures NR-1 and NR-2 and encourage other agencies with jurisdiction to do so. Specifically, in its capital improvement programs and discretionary approvals, the City will seek to ensure that: a. Development projects shall require a view analysis to ensure they do not negatively impact the a public view corridor...” With web posting of the General Plan, will add hyperlink to the appropriate section of the updated LCP/LUP Deleted – it’s redundant with original NR policy 6.10.
99	NR-6	“Additional Links”	NR-6		
100	NR-9	NR-5.06	Deleted	Deleted	

Item	Original Page Number	Original Policy or IM Number	New Page Number	New Policy or IM Number	Council Direction/Comment
101	NR-9	New Policy	NR-9	NR-5.08	<p>Added new policy regarding fire pits:</p> <p><u>NR-5.08. Beach Fire Pits. We oppose (AQMD) efforts to prohibit the use or reduce the number of fire pits existing in 2014 on San Clemente's public beaches.</u></p>
102	NR-10	Energy Introduction	NR-10	Energy Introduction	<p>Updated "Electricity" section with regard to SONGS as follows:</p> <p>San Diego Gas and Electric (SDG&E) provides electricity to and maintains a distribution network for San Clemente. The City's electrical grid includes above ground and buried power lines. A major transmission line travels west to east through the City, terminating at State Route 74, also known as the Ortega Highway. <u>SDG&E formerly produced some of its electricity from the now decommissioned San Onofre Nuclear Generating Station (SONGS), which it jointly owns with Southern California Edison and the City of Riverside. Located adjacent to Camp Pendleton and just south of San Clemente, in San Diego County, SONGS' two nuclear reactors have the capacity to generate approximately 2,200 megawatts of power, enough to serve 1.5 million average Southern California homes. The City intends to encourage SONGS's owners, other energy purveyors and regulatory agencies to: 1) identify alternative energy sources to help meet local and regional electricity needs, 2) to decommission SONGS in a safe and timely manner, and 3) seek a long-term solution for the relocation and storage of fuel rods away from SONGS to a location distant from urbanized areas.</u></p>
103	NR-11	NR-6.10	NR-11		<p>Defined "Alternative Fueling Stations" in GP Glossary; replaced " ...non-petroleum..." with " ...alternative..."</p>

Item	Original Page Number	Original Policy or IM Number	New Page Number	New Policy or IM Number	Council Direction/Comment
104	NR-13	2	Deleted	Deleted	Deleted implementation measure 2 re: "Riparian Corridors Overlay Zone."
105	NR-13	4	NR-13	3	Revised to read: "Create <u>minimal and appropriate signage</u> along the Coastal Beach Trail and in the Vista Hermosa Sports Park...."
106	NR-14	20	NR-14	19	Revised to read: "Ensure that energy conservation improvements for historic buildings such as window replacements , shall preserve original historic features... Treatment of Historic Properties."
107	NR-15	29	NR-15	28	Revised to read: " <u>Consider programs that benchmark and sub-meter all City facilities.</u> "
108	Figures	Figure NR-1	Figures	Figures NR-1 and NR-2	Revised Aesthetic Resources maps to include Marblehead Coastal and provide detailed maps of corridors.
109	C-1	2 nd Par., top	C-1	Introduction	Revised to read: "The Coastal Commission is a distinct geographic area defined and governed by the California Coastal Act, which establishes distinct standards for the use and development in the Coastal Zone. Land use policies in the Coastal Element help guide and are consistent with development standards and an implementation Program. " San Clemente's
					<i>Editorial note: this was a response to California Coastal Commission comments.</i>
110	C-4	5 th Par. from the top	C-4		Added: " <u>The Coastal Commission will retain original permit jurisdiction over areas such as submerged lands, tidelands, and public trust lands and appellate authority over local development approvals in specified geographic areas and major</u>

Item	Original Page Number	Original Policy or IM Number	New Page Number	New Policy or IM Number	Council Direction/Comment
111	C-6	C-1.01	C-6	C-1.01	<p>public works projects in the coastal zone.”</p> <p><i>Editorial note: this was a response to California Coastal Commission comments.</i></p> <p>Revised policy as follows:</p> <ul style="list-style-type: none"> f. Maximizes public coastal views; g. Facilitates alternative modes of transportation such as walking, bicycling, and public transit, including local shuttles o. Is developed in cooperation with the State Department of Parks and Recreation, State Department of Fish and Game Game <u>Wildlife</u> <p><i>Editorial note: this was a response to California Coastal Commission comments.</i></p>
112	C-7	C-1.03a	C-7	C-1.03	<p>Revised to read: Where Public Access is Required. New developments lying between the first public roadway and the shoreline shall provide both physical and visual access to the coastline. Access dedication requirements shall apply only to the extent permissible under the "takings" clauses of the United States and California Constitutions.</p> <p><i>Editorial note: this was a response to California Coastal Commission comments.</i></p>
113	C-8	C-1.03b. and c., 1.04 and 1.05	Deleted	Deleted	<p>Removed these policies and moved to the LCP.</p> <p><i>Editorial note: this was a response to California Coastal Commission comments.</i></p>

Item	Original Page Number	Original Policy or IM Number	New Page Number	New Policy or IM Number	Council Direction/Comment
114	C-11	New	C-8	C-1.14	Added: "C-1.14. Overnight Accommodations. We protect encourage and, where feasible, provide low cost overnight accommodations in the Coastal Zone, including the possibility of a youth or elder hostel." <i>Editorial note: this was a response to California Coastal Commission comments.</i> Revised to read: Natural Resources. We protect our natural resources by prohibiting restricting the encroachment of development...Program.- Revised to read: Landscape Restoration. We encourage restoration of native landscaping in coastal canyon and bluff areas to <u>reduce erosion and maintain natural open space areas.</u> " Revised to read: ESHAs. We protect Environmentally Sensitive Habitat Areas (ESHAs) by restricting development in ESHAs consistent with the <u>Local Coastal Program</u> and the California Coastal Act." Revised to read: Non-Native Species. We seek to prevent the introduction, reproduction or spread of harmful non-native plant and animal species through public education, maintenance of marine facilities and by assisting local, state and federal agencies enforce laws protecting marine resources. <u>The City will consider restoration of open space areas and removal of invasive plants.</u>
115	C-13	C-2.05	C-10	C-2.05	
116	C-13	C-2.07	C-10	C-2.07	
117	C-13	C-2.10	C-10	C-2.10	
118	C-14	C-2.12	C-10	C-2.12	

Item	Original Page Number	Original Policy or IM Number	New Page Number	New Policy or IM Number	Council Direction/Comment
119	C-17	C-4.05	C-13	C-4.05	Revised to read: "Sea Level Rise Protection. We require shoreline development and <u>necessary</u> bluff retention devices...economic life of the structure." <i>Editorial note: this was a response to California Coastal Commission comments.</i>
120	C-18	3 and 4	C-14	3	Combined former implementation measures 3 and 4 and revised to read: "Protect the public's right of coastal access where acquired <u>established</u> through public ownership, legislative authorization or prescriptive rights, as adjudicated by a court of law. Where appropriate and legally permissible, new development shall be designed to provide public access or be required to provide public access or irrevocable offer to provide public access, as a condition of development approval."
121	C-18	New	C-15	7	Added new implementation measure: <u>"Preserve existing and accommodations in the Coastal Zone"</u> . <i>Editorial note: this was a response to California Coastal Commission comments.</i>
122	C-18	8b	C-15	8b	Revised to read: b. "The provision of aesthetically pleasing bicycle racks for <u>the appropriate number of at least 25</u> bicycles based on use and site conditions at the beach terminus of the <u>vertical accessway</u> , and."
123	C-18	8c	C-15	8c	Changed "signing" to "signage".

Item	Original Page Number	Original Policy or IM Number	New Page Number	New Policy or IM Number	Council Direction/Comment
124	C-18	New	C-15	8e	Added a new subsection (8e) to read as follows: "The provision of signage relating to proper animal management and animal waste disposal on the beach trail."
125	C-19	13	C-16	13	Revised to read: "Provide public information on residential landscape plantings in coastal canyon and bluff areas. The information should address recommended plant types and their care, invasive plants removal, and landscaping for fire safety."
126	C-19	New	C-16	14	Added new implementation measure which reads: <u>Evaluate ESHAs to determine their viability, restore degraded ESHAs, remove ESHA designation from areas that no longer contain environmentally sensitive habitat and develop standards to protect ESHAs as open space.</u> <i>Editorial note: this was a response to California Coastal Commission comments.</i>
127	Figure	Figure C-2	Figure	Figure C-2	Revised "Environmentally Sensitive Habitat Areas" Map (since these may no longer continue to be ESHAs) to include Marblehead Coastal; change map title to "Coastal Canyons."
128	S-1	Primary Goal	S-1	Primary Goal	Revised to read: "Continue to be a well-prepared community that understands and <u>limits</u> mitigates -exposure to...emergencies."
129	S-2	S-1.06	S-2	Deleted	Deleted policy re: "Critical Facilities"
130	S-3	S-2.05	S-3	S-2.05	Corrected typo on line 2: "agencies"
131	S-4	"Links to General Plan Information"	S-4	N/A	Renamed link to Figure S-3 to read: "Tsunami Potential Inundation Map"

Item	Original Page Number	Original Policy or IM Number	New Page Number	New Policy or IM Number	Council Direction/Comment
132	S-7	"Radiological Hazards" Introduction	S-6 S-7		Revised paragraph after "...operations and maintenance." to read: "In June 2013, Southern California Edison announced that it was going to retire the nuclear power plant, which had not been operational since January 2011. This is a process called decommissioning. The decommissioning process is regulated by the Nuclear Regulatory Commission (NRC). Coordination of policies and procedures for radiological hazards will continue to be relevant to the City. Southern California Edison will submit a Post-Shutdown Decommissioning Activities Report to the NRC by June 2015; it will provide a timeline and schedule of decommissioning activities."
133	S-7	2 nd Par. under "Goal"	Deleted	Deleted	Deleted paragraph "In 2013,...continue to be relevant."
134	S-8	S-5.05	Deleted	Deleted	Deleted policy re: "Recycling and Reuse of Radioactive Materials"
135	S-9 and S-10	"Emergency Services..." Introduction	S-9	Introduction	Changed "...City's Emergency Planning Section..." to "Emergency Planning Program..."; Changed "...radiation exposure..." to "radiological exposure"; changed "...thorough..." to "...through..."
136	S-10	S-7.01	S-9	S-7.01	Revised to read: "We <u>ensure</u> maintain adequate staffing, facilities and supplies for our police, fire, marine safety and emergency medical <u>services</u> , and emergency planning <u>services</u> to provide appropriate and timely response to emergency needs.
137	S-12	5	Deleted	Deleted	Deleted implementation measure on evaluating feasibility of restoring concrete-lined channels to earthen drainage channels.

Item	Original Page Number	Original Policy or IM Number	New Page Number	New Policy or IM Number	Council Direction/Comment
138	S-12	8	S-12	7	Revised to read: "Partner with Orange County Fire Authority to pursue grant and other funding opportunities for appropriate Fire and Emergency Medical Services measures, staffing, and facilities, and to support wildfire mitigation efforts in the City and in surrounding open space areas such as the Richard and Donna O'Neill Conservancy and San Onofre State Beach." Added "and Noise Ordinance" after " ...future Noise Contour Maps..."
139	S-12	9	S-12	8	Revised to read: Work with local, State and Federal agencies to reduce highway- and railroad generated noise levels...."
140	S-12	10	S-12	9	Revised to read: "As part of a larger regional effort, improve safety in the Quiet Zone by using targeted and directed measures to reduce noise to within acceptable General Plan levels for the entire length of rail corridor through the City of San Clemente. As an interim measure, implement wayside horns at San Clemente's rail crossings."
141	S-12	13		12	
142	S-13	16		15	Revise to read: " Create an inventory of critical facilities and identify whether or not they have emergency generators ; Study the feasibility and practicality of obtaining adequate generators for critical City facilities that do not currently have them. Moved subheading "Emergency Services, Preparedness, Response and Recovery"
143	S-13	Above 16			Deleted implementation measure re: SONGS relicensing
144	S-13	22		Deleted	Revised to read: " <u>Update the City's Design Guidelines to address crime prevention features in the orientation and design of new buildings and public facilities.</u> "
145	S-13	23		21	

Item	Original Page Number	Original Policy or IM Number	New Page Number	New Policy or IM Number	Council Direction/Comment
146	S-13	New		24	Added: <u>“Support and maintain an active Ambulance Subscription Service.”</u>
147	S-14	New		PSFU-9.02	Added policy to address franchise agreements to ensure they address emergency and disaster preparedness----See ITEM 146 below.
148		Figure S-3			Changed map title to: “Tsunami Potential Inundation Map”
149		Figure S-5		Figure S-5	Deleted “high occupancy residential” map markings; added City Corporation Yard and Salvador Communication site; revised legend to read: “Unreinforced Masonry Buildings.”
150	PS-3	Library Services Introduction		Library Services Introduction	Revised 2nd sentence to read: “San Clemente’s Public Library, <u>historically operated as a branch of the Orange County Library system...formats.</u> ”
151	PS-3	Goal		Goal	Revised to read: “Achieve a library system that meets the <u>community’s changing needs...residents.</u> ”
152	PS-7	Water and Wastewater Introduction		Water and Wastewater Introduction	Added to second paragraph, after “...within the City.”: <u>In 2014, the City completed a major expansion of its recycled water distribution system. With this improvement, recycled water the reuse of treated wastewater is being evaluated at the State level and may be part of provides a key tool in the community’s strategy for reducing imported water and using our water resources efficiently.</u> ”
153	PS-8	PSFU-5.08		PSFU-5.08	Deleted “The City encourages the use of domestic greywater...all areas.” and added: “The City will continue to expand its recycled water program and seek new and improved technologies and best practices to use water more efficiently.”
154	PS-15	PSFU-9.02		PSFU-9.02	“Facility Siting and Design.” After “...compatible with adjacent land uses.” Added: “Through franchise agreements, lease agreements and other means, the City requires public utilities to

City Council Direction/Comments – Community Development Department

Item	Original Page Number	Original Policy or IM Number	New Page Number	New Policy or IM Number	Council Direction/Comment
155	PS-16	2			be disaster-resilient by providing emergency back-up provisions.” Added “circulation and pedestrian elements,” after “...safety and security...”
156	PS-16	3			Revised to read: <u>“Through the development review process, solicit CUSD input to help assess the educational impact cumulative impacts of recent and new development through the Development Management Team review process on educational services and facilities.”</u>
157	PS-16	5 (new)			Added new implementation measure: “Explore opportunities to establish a new San Clemente School District.”
158	PS-16	6		7	Revised to read: “Work with the County of Orange to <u>evaluate the need and feasibility of expanding</u> expedite the expansion of the San Clemente Public Library into the former Senior Citizen’s Center and to <u>include state-of-the-art technology and facilities.</u> ”
159	PS-16	7		8	Revised to read: “Explore opportunities to expand library services through creative public/private/non-profit partnerships, <u>either as a supplement or alternative to County operation.</u> ”
160	PS-16	8		9	Revised to read: “Work with the <u>Study the potential of local arts community to contribute to...events or activities.</u> ”
161	PS-16	9		10	Revised to read: <u>“Focus City support and Encouragement of the Arts on San Clemente arts and cultural groups and organizations that already exist in San Clemente so that they may to grow and contribute to the community’s cultural richness and diversity.</u> ”
162	PS-17	10		11	Deleted: “Examples could include the establishment of a Surfing Heritage Foundation Museum and/or San Clemente Historical Society Museum and archival facility.”

Item	Original Page Number	Original Policy or IM Number	New Page Number	New Policy or IM Number	Council Direction/Comment
163	PS-17	11		12	Revised to read: " <u>Consider establishing an Art in Public Places Ordinance, and including a funding mechanism that might include incentives to encourage private development to provide public art.</u> " Deleted implementation measure regarding public art.
164	PS-17	13		Deleted	Deleted implementation measure regarding Miramar Theater.
165	PS-17	18		Deleted	Deleted implementation measure regarding Miramar Theater.
166	PS-17	19		18	Revised to read: " <u>Continue coordination</u> Create an official line of communication between among the City and <u>other several</u> human services-related agencies at the County of Orange and institutions, both locally and regionally. "
167	PS-18	39		38	Revised to read: " <u>Continue to achieve at least</u> Increase the minimum construction and demolition waste diversion requirement of 75 percent."
168	PS-19	41 and 46		40	Combined to read: "Upgrade City facilities by installing energy-efficient lighting where feasible, upgrading City facilities with EnergyStar or equivalent facilities, updating HVAC systems and establishing shut-off times, occupancy-sensing lighting controls, programmable thermostats and variable speed drive motors in City water and sewer pumping stations."
169	PS-19	42		Deleted	Deleted implementation measure re: variable speed drive motors. It's redundant with the new implementation measure 41, above.
170	PS-19	45		Deleted	Deleted implementation measure re: wind power ordinance.
171	PS-19	49		Deleted	Deleted implementation measure re: energy efficiency baseline for City facilities.

Item	Original Page Number	Original Policy or IM Number	New Page Number	New Policy or IM Number	Council Direction/Comment
172	PS-19	53		48	Revised to read: " <u>Update priorities</u> Develop a citywide plan for the undergrounding of overhead utility lines...funding strategies."
173	PS-19	54		Deleted	Deleted implementation measure re: point of sale energy requirements.
174	GM-2	New policy		GM-1.03	Added new policy: "New in-City development shall pay its share of the costs of public facilities and services needed to serve the new residents, unless the community chooses to help pay the costs for a certain development to obtain community-wide benefits."
175	GM-3	GM-1.05		GM-1.06	Revised to read: " <u>When</u> if changes to our Sphere of Influence are contemplated, we <u>may</u> oppose amendments that would result in any net long term fiscal cost...quality of life."
176	GM-3	GM-1.06		GM-1.07	Revised to read: " <u>We maintain</u> proactively communicate with <u>proactive communications between the City and</u> with the United States Marine Corps regarding if any processes, operations or projects in the <u>City or at Camp Pendleton that have the potential to impact the City of San Clemente, or its residents, or base operations.</u>
177	GM-4	GM-2.03			<i>Editorial Note: adding "in the City or" and "or base operations" was added for consistency with State law.</i>
178	GM-5	GM-2.04.f		GM-2.03	After "...in accordance with its policies." added ", and shall not reduce the level of services to City residents."
179	GM-5	GM-2.05		Deleted	Deleted policy re: alleys
					After "...its residents or businesses." added ", or reduce services to existing residents or businesses."

Item	Original Page Number	Original Policy or IM Number	New Page Number	New Policy or IM Number	Council Direction/Comment
180	GM-5	1		1	Added to the end of the policy: "and does not decrease levels of service to San Clemente residents."
181	GM-6	3		Deleted	Deleted implementation measure re: intergovernmental planning committee.
182	GM-6	New IM		7	The City will adopt a development-fee program and other appropriate financing measures, so that new in-City development pays its share of the costs of new services and facilities needed to serve it.
183	G-3	G-1.11		G-1.11	Revised to read: From time to time , <u>The City may</u> amend the General Plan and specific plans to reflect new information...to maintain consistency."
184	G-3	G-1.13 (new)			Added new policy: "We value and encourage continuing education for elected and appointed officials and staff in the areas of ethics, best governance practices and trends, fiscal health, and risk management."
185	G-6	G-3.09			Revised to read: "We <u>meet or exceed</u> surpass minimum or legal notification requirements...in public decision-making."
186		Glossary			Added definitions of "Alternative Fueling Stations" and "Development Project"; remove "Green Building Zone or District"
<i>Other Council Direction</i>					
A	UD-5	UD-2.08			Consider changes re: sidewalk design continuity in City Codes. Bill Cameron to review and get back with CC.
B	UD-13	UD-6.06			Staff to address City-owned "non-public public spaces" in terms of trees and view blockage (e.g. public utility sites, water tank sites), as part of new Tree Ordinance.
C					Consideration should be given to dispersing affordable housing areas more evenly throughout the City.

City Council Direction/Comments – Community Development Department

Item	Original Page Number	Original Policy or IM Number	New Page Number	New Policy or IM Number	Council Direction/Comment
D					Affordable housing overlays should be included in the key and color-coded on all applicable General Plan maps.
E					DONE Council should be informed of significant legal expenses associated with the Zoning Code, Local Coastal Plan and Specific Plan updates as soon as possible. City Manager Gudgeirsson indicated that a line item for this purpose will be created within the next fiscal year budget.
F					Staff checked with Talega property owners to determine if land use change from Neighborhood Commercial to Open Space, Private at upper end of Avenida Pico (at City Limits) is supported. Calls have not been returned.

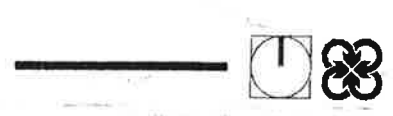
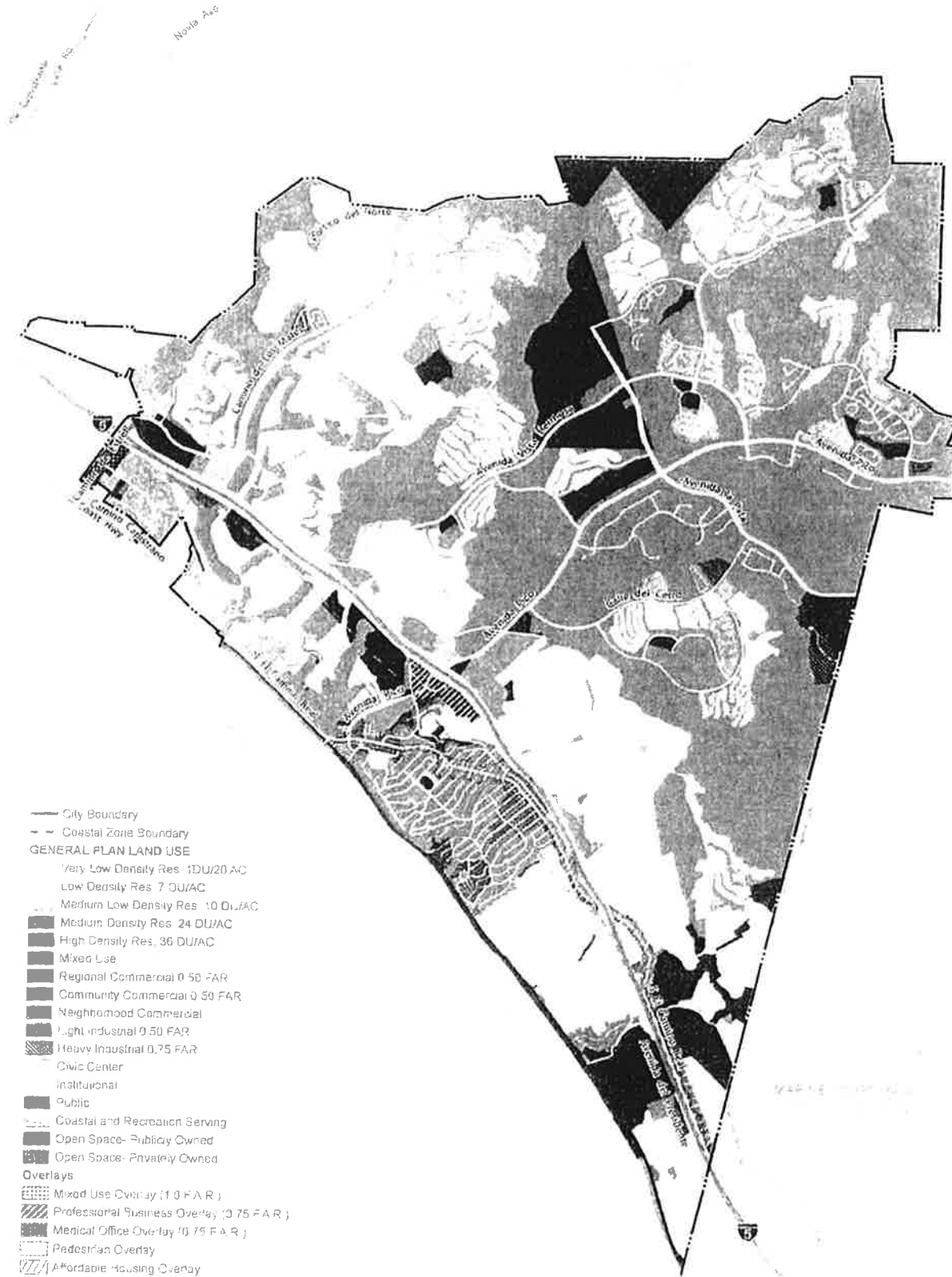
ATTACHMENT B
EIR FIGURES





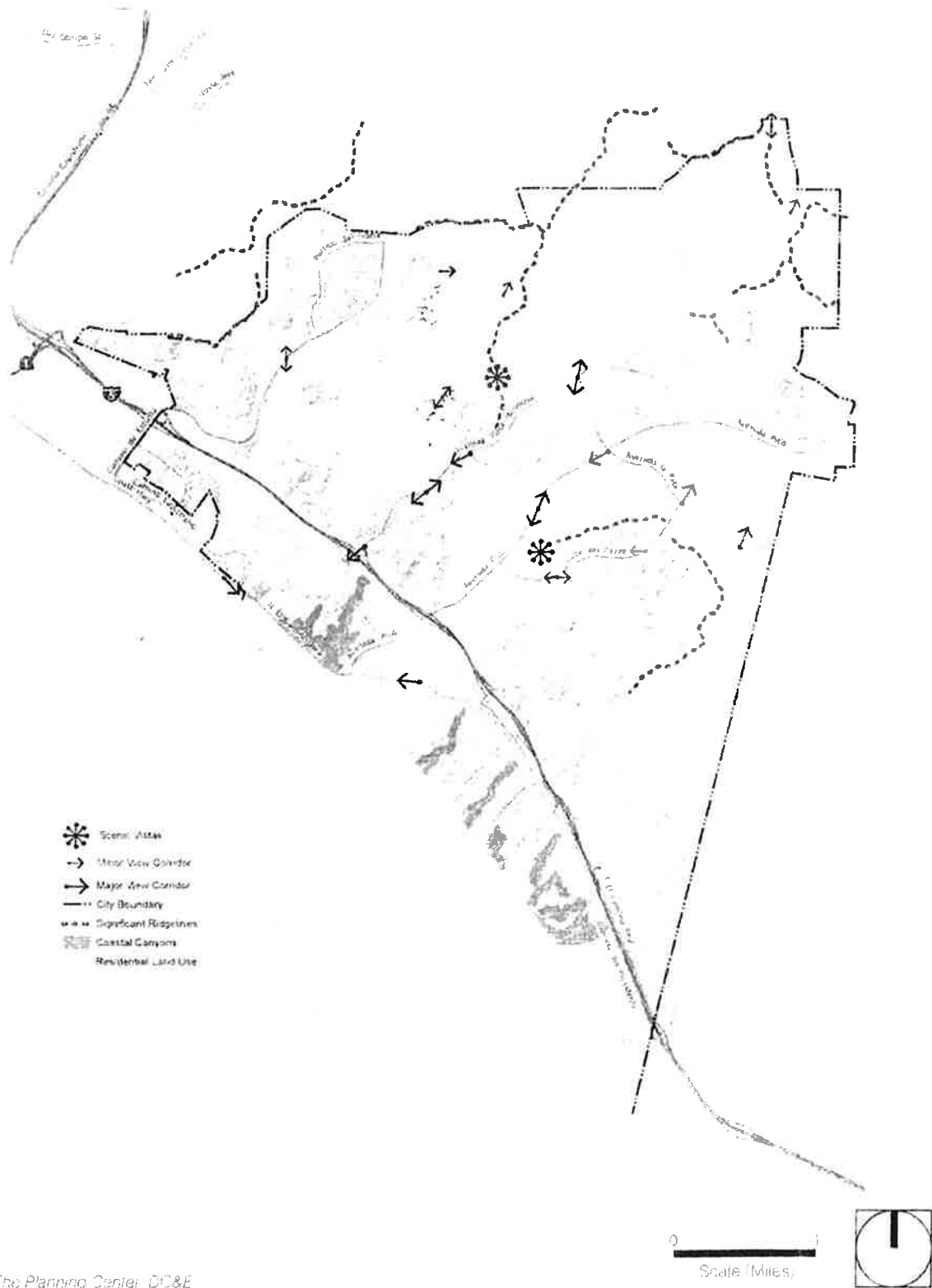
Page 1 of 1

Proposed Land Use Plan



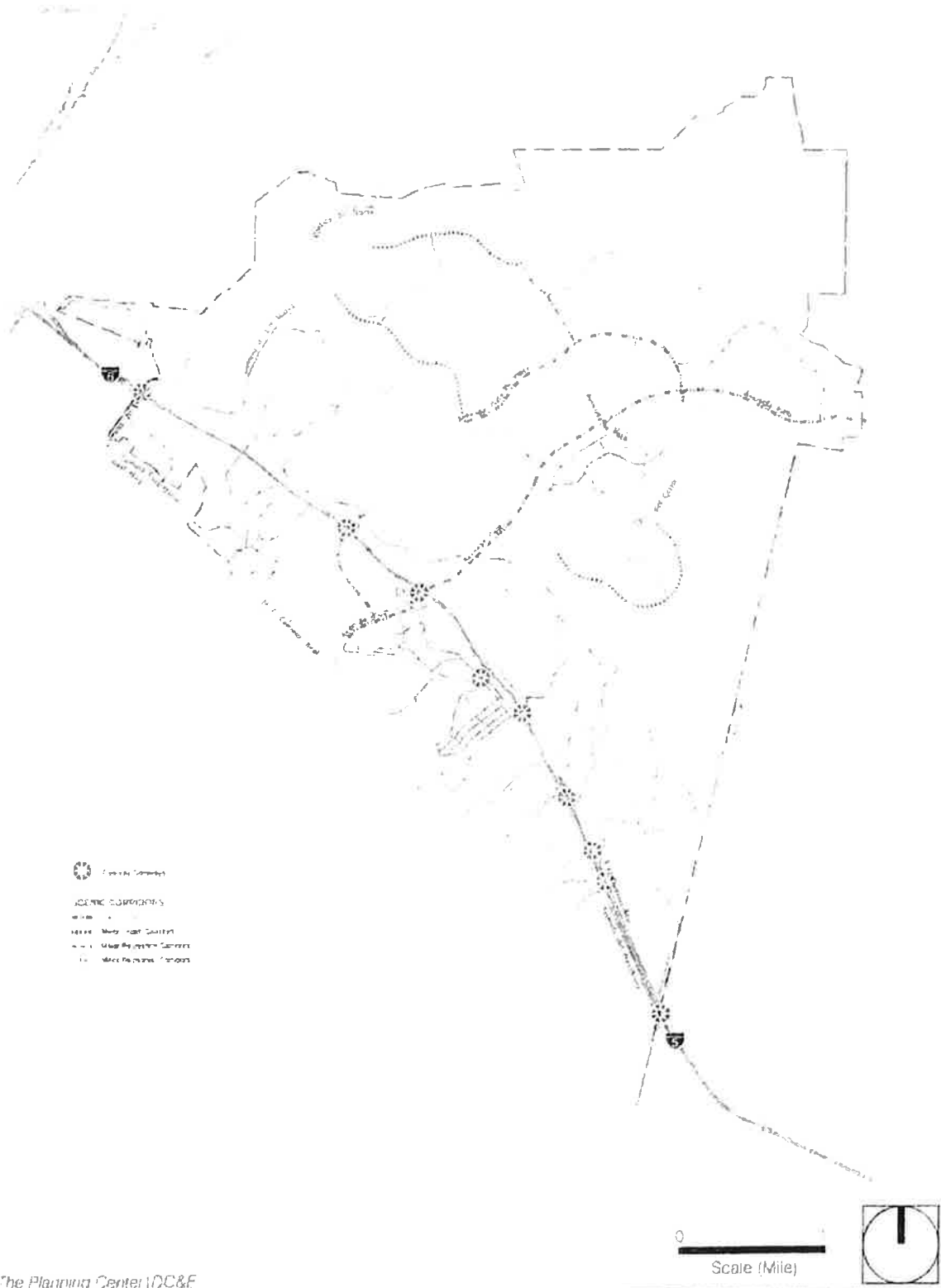
5. Environmental Analysis

Visual Resources Map



5. Environmental Analysis

Scenic Corridors Map









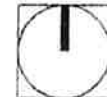
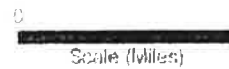
5. Environmental Analysis

Roadway Classification



LEGEND

-  Major Arterial (6 lanes divided)
-  Primary Arterial (4 lanes divided)
-  Secondary (4 lanes undivided)
-  Local Collector
-  Local Residential
-  City Boundary

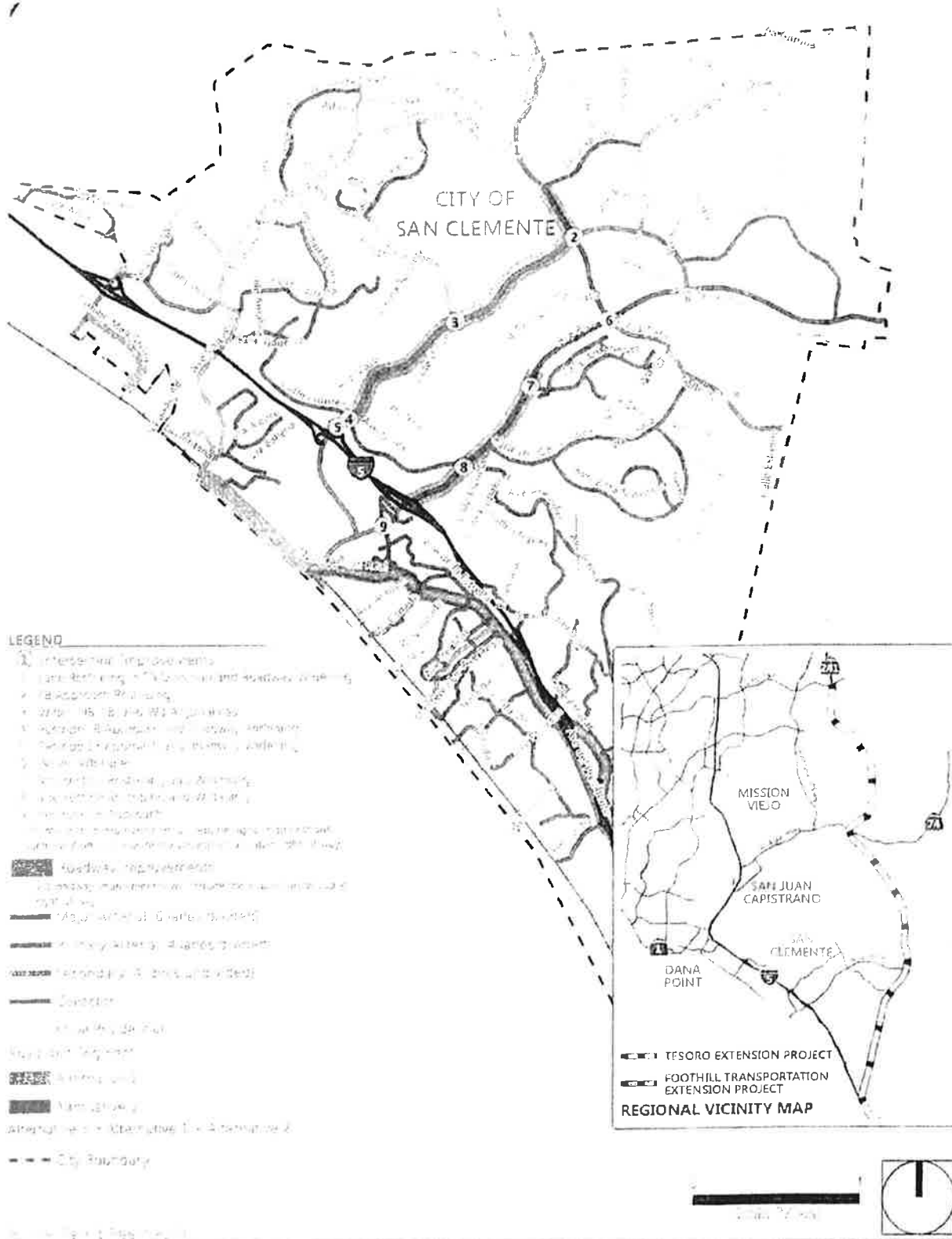


Source: Fehr & Peers 2013

Centennial General Plan Draft EIR

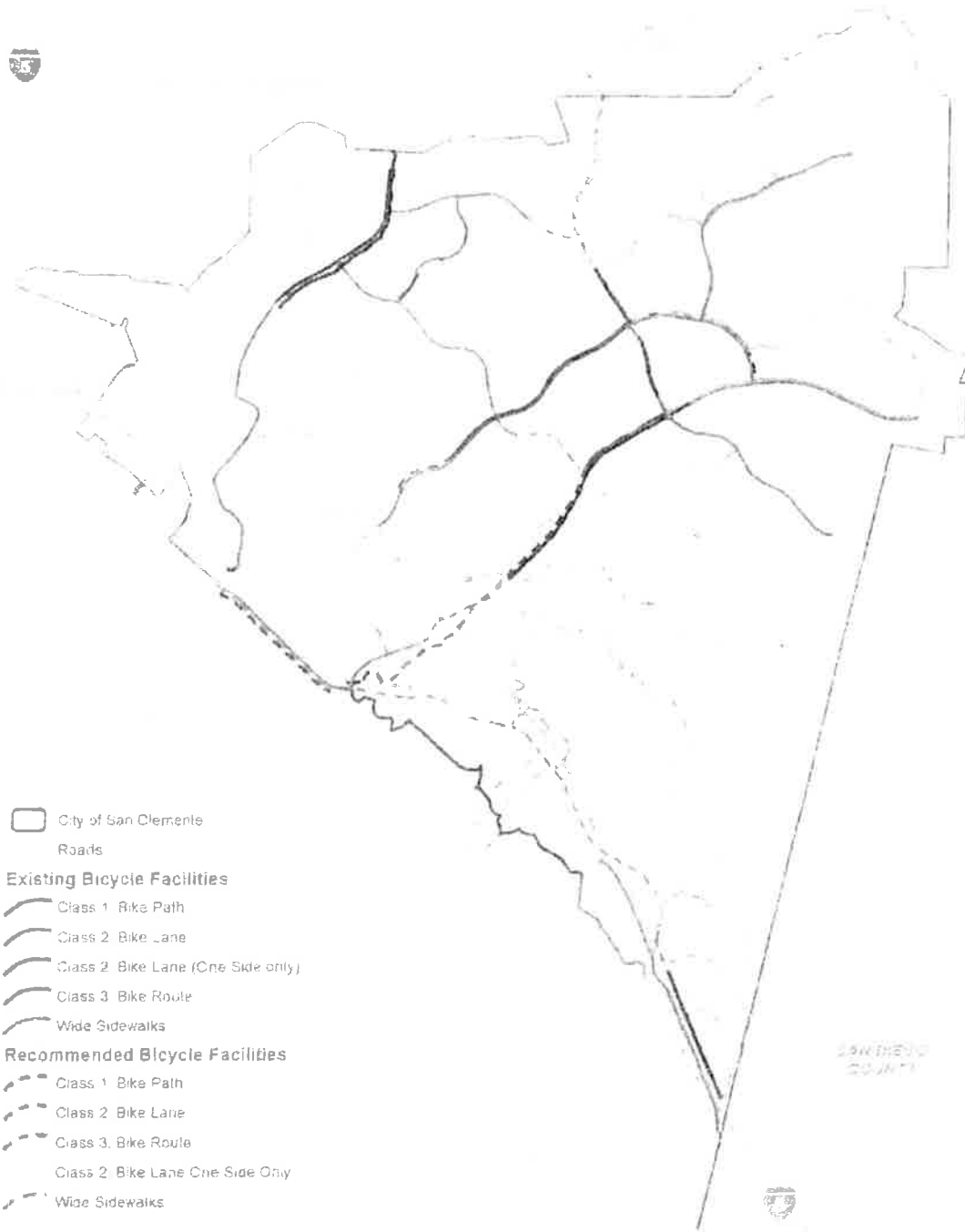
The Planning Center | DC&E • Figure 5.14.1

5. Environmental Analysis Future Roadway Map



5. Environmental Analysis

Existing and Proposed Bicycle Facilities



**FINDINGS AND FACTS IN SUPPORT OF FINDINGS
FOR THE CENTENNIAL GENERAL PLAN
FINAL ENVIRONMENTAL IMPACT REPORT,
SAN CLEMENTE, CALIFORNIA**

STATE CLEARINGHOUSE NO. 2013041021

1. INTRODUCTION

The California Environmental Quality Act, Public Resources Code Section 21081, and the State CEQA Guidelines, 14 California Code of Regulations, Section 15091 (collectively, CEQA) require that a public agency consider the environmental impacts of a project before a project is approved and make specific findings. The State CEQA Guidelines Section 15091 provides:

- (a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the EIR.
 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can or should be adopted by such other agency.
 3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.
- (b) The findings required by subdivision (a) shall be supported by substantial evidence in the record.
- (c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subsection (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.
- (d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.

- (e) The public agency shall specify the location and custodian of the documents or other materials which constitute the record of the proceedings upon which its decision is based.
- (f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

State CEQA Guidelines Section 15093 further provides:

- (a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposal project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."
- (b) Where the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. This statement of overriding considerations shall be supported by substantial evidence in the record.
- (c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

Having received, reviewed, and considered the Draft Environmental Impact Report (Draft EIR) and the Final Environmental Impact Report (Final EIR) for the Centennial General Plan project, SCH No. 2013041021 (collectively, the EIR), as well as all other information in the record of proceedings on this matter, the following Findings and Facts in Support of Findings (Findings) and Statement of Overriding Considerations (SOC) are hereby adopted by the City of San Clemente (City) in its capacity as the CEQA Lead Agency.

These Findings set forth the environmental basis for the discretionary actions to be undertaken by the City for the development of the project. These actions include the approval and/or certification of the following:

- the Centennial General Plan;
- Environmental Impact Report No. (SCH#2013041021);
- Strategic Implementation Program;
- San Clemente Bicycle and Pedestrian Master Plan; and
- Climate Action Plan

These actions are collectively referred to herein as the "project".

A. DOCUMENT FORMAT

These Findings have been organized into the following sections:

- (1) Section 1 provides an introduction to these Findings.
- (2) Section 2 provides a summary of the project, overview of the discretionary actions required for approval of the project, and a statement of the project's objectives.
- (3) Section 3 provides a summary of public participation in the environmental review for the project.
- (4) Section 4 sets forth findings regarding the environmental impacts that were determined to be—as a result of the Initial Study, consideration of comments received during the Notice of Preparation (NOP) comment period, and analysis in the EIR—either not relevant to the project or clearly not at levels that were deemed significant for consideration at the project-specific level.
- (5) Section 5 sets forth findings regarding significant or potentially significant environmental impacts identified in the EIR that the City has determined are either not significant or can feasibly be mitigated to a less than significant level through the imposition of General Plan policies and/or mitigation measures. In order to ensure compliance and implementation, all mitigation measures will be included in the Mitigation Monitoring and Reporting Program (MMRP) for the project and adopted as conditions of the project by the Lead Agency. Section 5 includes findings regarding those significant or potentially significant environmental impacts identified in the EIR that will or may result from the project and which the City has determined cannot feasibly be mitigated to a less than significant level.
- (6) Section 6 sets forth findings regarding alternatives to the proposed project.

B. CUSTODIAN AND LOCATION OF RECORDS

The documents and other materials that constitute the administrative record for the City's actions related to the project are at the City of San Clemente Community Development Department, 910 Calle Negocio, Suite 100, San Clemente, California 92673. The City of San Clemente is the custodian of the Administrative Record for the project.

2. PROJECT SUMMARY

A. PROJECT LOCATION

The City of San Clemente is located in the southeastern corner of Orange County. San Clemente is surrounded by the Pacific Ocean to the southwest, the cities of Dana Point and San Juan Capistrano to the northwest, unincorporated areas of Orange County to the north, and Camp Pendleton in unincorporated San Diego County to the southeast.

The City's incorporated boundaries encompass approximately 18.4 square miles or 11,754 acres.

Regional access to the City is provided by Interstate 5 (I-5). The I-5 bisects the City, connecting it with other Orange County communities, Los Angeles County to the northwest, and San Diego County to the southeast. A rail line used by Metrolink and Amtrak also traverses the City, parallel and adjacent to the Pacific Ocean.

B. PROJECT DESCRIPTION

The proposed project includes four components: 1) a new San Clemente "Centennial" General Plan ("proposed General Plan") that meets California Code requirements for a general plan, 2) a Strategic Implementation Program that implements the goals and policies of the General Plan, 3) the San Clemente Bicycle and Pedestrian Master Plan, and 4) the Climate Action Plan.

Centennial General Plan

The proposed General Plan revises the 1993 General Plan land use map, elements required by the State of California, and optional elements. The exception is the Housing Element, which was adopted separately in July 2011. The Housing Element is not being updated with this project but will be updated separately in accordance with State requirements. The proposed General Plan connects intent with action by setting goals and policies that guide the City's long-term growth and development.

General Plan Elements

The proposed General Plan has twelve elements, six of which are mandated by state law. As noted previously, the housing element was adopted in 2011. The elements establish official City policy to guide future development. The proposed General Plan would reorganize the 1993 General Plan into the following elements:

- Beaches, Parks and Recreation Element
- Coastal Element
- Economic Development Element
- Growth Management Element
- Historic Preservation Element
- Land Use Element
- Mobility and Complete Streets Element
- Natural Resources Element
- Public Services, Facilities and Utilities Element
- Safety Element
- Urban Design Element
- Governance Element

Proposed changes in land use and/or land use intensity are located predominantly in eight Focus Areas:

- Camino de Estrella/Camino de Los Mares

- Rancho San Clemente Business Park (Note: See Section 6 Alternative Land Use for changes to this focus area that will be adopted as the project)
- Los Molinos
- North Beach/North El Camino Real
- Del Mar/T-Zone
- Pier Bowl
- South El Camino Real (West of Interstate 5)
- South El Camino Real (East of Interstate 5)

Land use changes are also proposed for the Shorecliffs golf course site and a series of "Housing Element Affordable Housing Sites" to accommodate affordable housing in those locations.

Strategic Implementation Program

The Strategic Implementation Plan implements the new General Plan by providing a framework to connect day-to-day and short-term actions to long-term goals. Strategic Implementation Plan policies require the City Council to prioritize actions for implementing the Centennial General Plan, to require on-going monitoring of development to ensure consistency with City master plans, and to monitor and report progress in achieving the goals of the Centennial General Plan. The City must prepare an Annual Report on the status of the General Plan. This approach ensures that the Centennial General Plan evolves over time and responds to changing conditions. It provides an institutional framework to annually revisit the General Plan, gauge its continuing relevance, and recommit activities and investments to the community's long-term vision.

San Clemente Bicycle and Pedestrian Master Plan

The Bicycle and Pedestrian Master Plan (BPMP) establishes goals and policies for San Clemente's system of bike pedestrian facilities and identifies the need to integrate with the existing system of regional bikeways in the southern Orange County area. It also provides broad recommendations to improve the overall walking environment.

The BPMP is integrated with the City's Mobility and Complete Streets Element to comply with the California Complete Streets Act of 2008, thereby helping create a balanced multimodal transportation system. The BPMP incorporates text, maps, and graphics highlighting project research, best practices, and outreach. This BPMP is consistent with and supports General Plan goals and policies that address cyclists, pedestrian, and multimodal transportation.

Climate Action Plan

The Climate Action Plan (CAP) is the first step in the City's development of a long-range, comprehensive plan to move from "business-as-usual" growth practices to an environmentally and economically sustainable growth model. With that objective, the CAP provides a "roadmap" to reduce municipal and community emissions. It does this by setting a series of goals, policies and actions to reduce emissions, such as reducing vehicle miles traveled by encouraging the use of electric vehicles. It also encourages

planting new trees. The effects of global climate change include increased air pollution, diminished water supplies, higher seasonal temperatures, sea level increases, coastal erosion, and potential loss of protected species and habitats. In response, this CAP evaluates community and government emissions and establishes a plan to minimize emissions across households, businesses, and the government.

The CAP includes San Clemente's "greenhouse gas inventory" and establishes citywide GHG reduction targets for 2020 and 2030. To achieve these targets, the CAP includes a series of strategies designed to reduce citywide emissions. No specific development projects are proposed as part of the 2012 CAP and no changes are proposed in existing land use zones, densities, or land use regulations. This CAP is consistent with the land uses envisioned in the new Centennial General Plan and does not require zoning or changes to the land use designation of any specific property, nor does it require changes to the Zoning Ordinance that would increase residential density, result in development not envisioned in the General Plan, or remove policies that protect environmental resources.

The CAP is a policy document that provides policy direction and identifies actions for the City and community to take to reduce Greenhouse Gas Emissions (GHG), consistent with California Assembly Bill 32 and Executive Order S-3-05. The CAP establishes strategies and guidelines for implementation to reduce San Clemente's GHG emissions through ten actions in three categories. The CAP covers:

- Forecasted impacts of climate change
- Summary of state legislation governing climate change
- GHG baseline inventory, 2020 and 2030 forecasts, and community emissions target
- Climate Action Plan organized by energy, transportation, and waste
- Implementation and monitoring mechanisms

The CAP includes GHG reduction strategies categorized by: energy consumption, transportation, and solid waste.

Physical Development under the Proposed General Plan

Pursuant to CEQA Guidelines Section 15064(d), the EIR determines whether there are direct physical changes and reasonably foreseeable indirect physical changes in the environment that would be caused by the Centennial General Plan. Specifically this EIR focuses on impacts from changes to land use associated with implementation of the Proposed Centennial General Plan. Such implementation is not tied to a specific timeline. For the purposes of environmental analysis, however, full development under the Centennial General Plan is assumed to be the year 2035.

The proposed General Plan generally follows the land uses and development intensities already allowed in the 1993 Adopted General Plan, with the exception of limited changes in land use and development intensity in some of the designated Focus Areas. The proposed General Plan would result in an increase of 514 residential units and 746,439 sf of nonresidential uses over the adopted 1993 General Plan; however, this EIR analyzes potential impacts of buildout of the proposed General Plan when compared to

a baseline condition consisting of the City as it was physically developed at the time the Notice of Preparation was circulated for the Project.

The proposed San Clemente Centennial General Plan buildout would allow for 29,567 residential dwelling units, 4,428,332 square feet of retail use, 8,834,477 square feet of office use, 2,981,980 square feet of industrial use, and 1,894,695 square feet institutional use. Table 1 summarizes the proposed land use designations and summarizes the acreage for each designation. Table 2 shows a comparison between the existing land uses and the proposed land uses allowed by the Centennial General Plan. Buildout of the General Plan would result in 3,585 additional residential dwelling units and 10,094,484 additional square feet of nonresidential uses compared to existing land uses. (Note: See Section 6 Alternative Land Use for changes to this focus area that will be adopted as the project)

**Table 1
San Clemente Centennial General Plan Buildout Projections (2035)**

Land Use	Acres	Dwelling Units	Population	Square Feet				Em- ployees
				Retail	Office	Industrial	Instit- utional	
Residential								
Very Low Density (RVL)	107	33	86	-	-	-	-	-
Low Density (RL)	2,566	12,241	31,326	-	-	-	-	-
Medium Low Density (RLM)	609	4,672	12,148	-	-	-	-	-
Medium Density (RM)	518	9,645	25,078	-	-	-	-	-
High Density (RH)	61	2,117	5,506	-	-	-	-	-
Subtotal	3,861	28,708	74,644	-	-	-	-	-
Commercial								
Neighborhood Serving 1 (NC 1)	55	-	-	420,452	420,452	-	-	1,876
Neighborhood Serving 2 (NC 2)	22	-	-	287,088	192,473	-	-	1,010
Neighborhood Serving 3 (NC 3)	19	-	-	144,621	149,625	-	-	851
Community Serving 1 (CC 1)	35	-	-	305,599	305,599	-	-	1,364
Community Serving 2 (CC 2)	143	136	354	1,078,354	1,821,287	-	211,919	6,589
Regional Serving (RC)	52	-	-	718,143	179,536	-	-	1,666
Coastal and Recreation Serving (CRC)	<*	-	-	3,393	-	-	-	7
Subtotal	326	136	354	2,958,151	3,068,973	-	211,919	13,363
Mixed Use								
Mixed Use 1 (MU 1)	1	-	-	7,302	7,302	-	-	33
Mixed Use 2 (MU 2)	7	47	94	79,082	50,903	-	-	272
Mixed Use 3.0 and 3.1 (MU 3.0 and 3.1)	52	470	957	1,071,030	906,653	-	-	4,310

San Clemente Centennial General Plan
Findings and Facts in Support of Findings and Statement of Overriding Considerations

Table 1
San Clemente Centennial General Plan Buildout Projections (2035)

Land Use	Acres	Dwelling Units	Population	Square Feet				Employees
				Retail	Office	Industrial	Institutional	
MU 3 1)								
Mixed Use 3 2 (MU 3 2)	5	49	98	48,981	88,165	-	-	331
Mixed Use 4 (MU 4)	2	13	33	57,801	3,610	-	-	178
Mixed Use 5 (MU 5)	13	143	367	78,438	56,804	-	-	411
Subtotal	80	722	1,549	1,342,633	1,113,436	-	-	5,535
Industrial								
Light Industrial 1 (LI 1)	102	-	-	47,467	1,146,841	524,362	-	4,006
Light Industrial 2 (LI 2)	197	-	-	65,381	3,254,228	1,526,243	-	11,310
Heavy Industrial (HI)	40	-	-	14,700	155,066	931,376	-	1,543
Subtotal	339	-	-	127,548	4,556,135	2,981,980	-	16,859
Open Space								
Public Open Space (OS1)	971	-	-	-	-	-	-	-
Private Open Space (OS2)	4,215	-	-	-	-	-	-	-
Subtotal	5,187	-	-	-	-	-	-	-
Other								
Institutional	18	-	-	-	-	-	267,995	536
Public	224	-	-	-	95,934	-	1,414,731	3,021
Right-of-way (ROW)	457	-	-	-	-	-	-	-
Right-of-way (ROW) outside of parcels	1,262	-	-	-	-	-	-	-
Subtotal	1,961	-	-	-	95,934	-	1,682,776	3,557
TOTAL	11,754	29,567	76,547	4,428,332	8,834,477	2,981,980	1,894,695	39,313

Source: Stantec 2012

A majority of ROW in the City does not consist of parcels and is therefore not included in digital parcel information. Acreage for the "Right-of-way outside of parcels" land use category was calculated by subtracting all parcels in the City from the City's total acreage, since ROW is the only land use not accounted for within parcels.

Table 2
San Clemente Centennial General Plan Summary of Changes in Land Use from Existing Conditions

Land Use	Existing Land Uses				Proposed General Plan Future Buildout Projection				Change
	DU	Square Feet ¹	Pop-ulation	Employment	DU	Square Feet ^{1,2}	Pop-ulation	Employment	
Residential	25,982	-	-	-	29,567	-	76,547	-	3,585
Retail	-	2,328,000	-	-	-	4,428,332	-	-	2,100,332
Office	-	998,000	-	-	-	8,834,477	-	-	7,836,477
Industrial	-	4,307,000	-	-	-	2,981,980	-	-	1,325,020
Institutional/Other	-	412,000	-	-	-	1,894,695	-	-	1,482,695
CHANGE	-	-	-	-	3,585	10,094,484	12,339	11,613	
TOTAL	25,982	8,045,000	64,208₃	27,700⁴	29,567	18,139,484	76,547	39,313	

Source: Staffec 2012.

¹ Nonresidential square feet.

² Under the "Proposed General Plan" column, nonresidential square feet projections include all types of nonresidential building space estimated for buildout of that land use category (e.g., square feet estimates for parcels designated for "industrial" uses include office and retail square feet in addition to industrial square feet).

³ Department of Finance, <http://www.scf.ca.gov/research/demographic/reports/estimates/e-1/view.php> (2012).

⁴ Employment Development Department, www.labormarketinfo.edd.ca.gov (2012).

Mobility

The Centennial General Plan proposes to allow for greater density development ranging from residential and office to mixed-use development in some areas of the City. Allowing for greater density generates additional vehicle trips using the street network. Therefore, seven different circulation scenarios were evaluated using a series of traffic models to consider a street network that would reduce traffic impacts and meet the primary goal of the Mobility and Complete Streets Element:

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.

These scenarios range from a combination of networks with and without the completion of the Foothill Transportation Corridor (FTC), the partial completion of the FTC (called the Tesoro Extension), and proposed road diet. A road diet is the reduction in the number of travel lanes on a roadway. The scenarios are summarized below:

- **No FTC Conditions.** This scenario assumes buildout of the General Plan without implementation of the FTC. As is the case today, regional access would be provided by the I-5.
- **With FTC Conditions.** This scenario assumes buildout of the General Plan with the implementation of the FTC, which would extend the 241 Toll Road from its current location at Oso Parkway to the I-5 just south of City limits.
- **With FTC and Road Diet Alternative 1.** This scenario assumes buildout of the General Plan with the implementation of the FTC extension to the I-5 as described above, with the implementation of a road diet. Road Diet Alternative 1 consists of a 2-lane road diet on Coast Highway (North El Camino Real) between Camino San Clemente and Avenida Estacion, and a 2-lane road diet on Camino Mira Costa, between Camino De Estrella and Camino Capistrano.
- **With FTC and Road Diet Alternative 2.** This scenario assumes buildout of the General Plan with the implementation of the FTC extension to the I-5 as described above, with the implementation of a road diet. Road Diet Alternative 2 consists of a 2-lane road diet on Coast Highway (North El Camino Real and south El Camino Real), between Avenida Pico and Christianitos Road.
- **With FTC and Road Diet Alternative 3.** This scenario assumes buildout of the General Plan with the implementation of the FTC extension to the I-5 as described above, with the implementation of a road diet. Road Diet Alternative 3 would implement Road Diet Alternatives 1 and 2.
- **With FTC Tesoro Extension.** This scenario assumes buildout of the General Plan with the implementation of only the FTC Tesoro Extension scenario, which would extend the current 241 Toll Road from its current location at Oso Parkway to Cow Camp Road in the vicinity of Ortega Highway, California State Highway 74.
- **With FTC Tesoro Extension, and Road Diet Alternative 2.** This scenario assumes buildout of the General Plan with the implementation of only the FTC Tesoro Extension scenario as described above and the implementation of Road Diet Alternative 2. Road Diet Alternative 2 consists of a two-lane road diet on Coast Highway (North El Camino Real and south El Camino Real), between Avenida Pico and Christianitos Road.

C. DISCRETIONARY ACTIONS

Implementation of the project will require several actions by the City, including

- **Certification of the Centennial General Plan Final Environmental Impact Report No. ER2012-001 (SCH#2013041021).** An Environmental Impact Report (EIR) to evaluate the environmental impacts resulting from the proposed project, in accordance with the California Environmental Quality Act of 1970 (CEQA), as amended (Public Resources Code Sections 21000 et seq.), and the State CEQA

Guidelines for Implementation of CEQA (California Code of Regulations, Title 14, Sections 15000 et seq.).

- **Adoption of the Centennial General Plan**
- **Adoption of the Strategic Implementation Program**
- **Adoption of the San Clemente Bicycle and Pedestrian Master Plan**
- **Adoption of the Climate Action Plan**

The Final EIR would also provide environmental information to responsible agencies, trustee agencies, and other public agencies that may be required to grant approvals and permits or coordinate with the City of San Clemente as a part of project implementation. These agencies include, but are not limited to:

- **Southern California Association of Governments (SCAG).** Revision of regional models related to growth and development projections.

D. STATEMENT OF PROJECT OBJECTIVES

The statement of objectives sought by the project and set forth in the Final EIR is provided as follows:

- Provide a new General Plan that establishes the goals and policies to create a built environment that fosters the enjoyment, financial stability, and well-being of the entire community.
- Craft a General Plan that is a living, web-based document, designed to adjust continuously to new opportunities and challenges.
- Integrate environmental analysis in the early planning phases, creating a self-mitigating General Plan, to the extent feasible.
- Create a plan that promotes sustainable economic vitality and fiscal responsibility.
- Identify and plan new opportunities for infill growth in key focus areas of the City. Opportunities must reflect the City's vision and be consistent with the Guiding Principles (below) established early on during the planning process.
 - **Small-Town Feel.** Maintain San Clemente's small-town feel: where neighbors know neighbors and merchants, the scale of the built environment does not overwhelm, and the downtown "T-Zone"—the heart of the Spanish village by the sea—is everybody's neighborhood.
 - **Arts/Culture.** Celebrate and cultivate San Clemente's surf, beach, and arts culture, through community events, preservation of landmarks, and support of the arts community.

- **Public Safety.** Maintain and enhance personal safety (real and perceived), and maintain preparedness for catastrophic events.
 - iv **Beach and Ocean.** Protect and create spaces and places to enjoy a memorable beach experience on and off the sand.
 - Education and Information.** Seek out and provide a state-of-the-art, comprehensive life-long learning and information environment.
 - **Mobility.** Develop and maintain programs and efficient connective transportation networks (e.g., pathways, trails, roads, transit, and telecommuting) that satisfy competing needs for the movement of people and goods.
 - **Natural Environment.** Preserve and enhance natural resources and open space, prevent and reduce pollution, and protect the public's vistas of and access to coastal, hillside, and canyon lands.
 - **Fiscal Sustainability.** Practice economically and fiscally responsible municipal decision making to avoid shifting today's costs to future generations.
 - **Economic Prosperity.** Promote economic growth and prosperity that leverages our local assets and complements the other guiding principles.
 - **Historic Architecture/Preservation.** ~~Preserve and restore~~ historic resources to showcase the city's authentic local identity and catalyze economic activity.
- Support mixed use development where it is compatible with surrounding uses.
- Reconcile General Plan buildout projections with regional and subregional estimates for growth.
- Incorporate housing sites identified in the adopted Housing Element with the Land Use Element.
- Ensure consistency with AB 32, SB 375 and other recent State mandates.
- Incorporate new goals, policies, and programs that balance multiple modes of transportation and meet the requirements of the Complete Streets Act.
- Ensure that roadway design, transit systems, and nonmotorized transportation systems are balanced against the context of the places that they are serving or attempting to connect.

3. ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION

The Final EIR includes the Draft Environmental Impact Report (Draft EIR) dated July 2013, written comments on the Draft EIR that were received during the 45-day public review period,

and written responses to those comments and clarifications/changes to the EIR. In conformance with CEQA and the State CEQA Guidelines, the City conducted an extensive environmental review of the Centennial General Plan project:

- Completion of the Notice of Preparation (NOP), which was released for a 30-day public review period from April 8, 2013 through May 7, 2013. The NOP for the Draft EIR was published in the April 8, 2013 edition of the Orange County Register and the April 11, 2013 edition of the San Clemente Sun Post News, both newspapers of general circulation. The NOP was sent to all responsible agencies, trustee agencies, and the Office of Planning Research and posted at the Orange County Clerk-Recorder's office and on the City's website on April 5, 2013.
- During the NOP review period, a Scoping Meeting was held to solicit additional suggestions on the content of the Centennial General Plan EIR. Attendees were provided an opportunity to identify verbally or in writing the issues they felt should be addressed in the EIR. The scoping meeting was held on Thursday, April 25, 2013, at San Clemente City Hall at 100 Avenida Presidio, San Clemente, CA 92672. The notice of the public scoping meeting was included in the NOP.
- Preparation of a Draft EIR by the City that was made available for a 45-day public review period (July 16, 2013, to August 29, 2013). The Draft EIR consisted of two volumes: Volume I contains the text of the Draft EIR and analysis of the Centennial General Plan project. Volume II contains the Initial Study and Notice of Preparation, NOP Comment Letters, and technical appendices. The Notice of Availability (NOA) for the Draft EIR was published in the July 16, 2013 edition of the Orange County Register and the July 18, 2013 edition of the San Clemente Sun Post News, both newspapers of general circulation. The NOA was sent to all interested persons, agencies and organizations. The Notice of Completion (NOC) was sent to the State Clearinghouse in Sacramento for distribution to public agencies. The NOA was posted at the Orange County Clerk-Recorder's office on July 16, 2013. Copies of the Draft EIR were made available for public review at the City of San Clemente Community Development Department and the San Clemente Branch Library. The Draft EIR was available for download via the City's website: <http://www.san-clemente.org>.
- Preparation of a Draft Final EIR including Draft EIR, comments on the Draft EIR, responses to those comments, clarifications/revisions to the Draft EIR, Mitigation Monitoring and Reporting Program and appended documents. The Draft Final EIR was made available for download via the City's website: <http://www.san-clemente.org> on October 21, 2013. Responses to commenters were sent on October 23, 2013.
- The Planning Commission held public hearings for the EIR on July 24, 2013 and August 7, 2013 in the City Hall Council Chambers, at 100 Avenida Presidio, San Clemente, California, 92672. Notices of time, place, and purpose of the aforesaid meetings were provided in accordance with CEQA and the City's Municipal Code. The Draft EIR, staff report, and evidence, both written and oral, were presented to and considered by the Planning Commission at these hearings. Notice for the July 24, 2013 meeting was published along with the NOA. Additionally, the item appeared on the agenda for these meetings, which was posted at City Hall and on the City website.

- In compliance with Section 15088(b) of Title 14 of the California Code of Regulations (State CEQA Guidelines), the City has met its obligation to provide written Responses to Comments to public agencies on October 23, 2013, at least 10 days prior to certifying the Final EIR.
- The City Council public hearings on the EIR were held on September 24, 2013 and November 19, 2013, in the City Hall Council Chambers, at 100 Avenida Presidio, San Clemente, California, 92672. A notice of the time, place and purpose of the aforesaid meeting was provided in accordance with CEQA and the City's Municipal Code. The Final EIR, staff report, and evidence, both written and oral, were presented to and considered by the City Council at this hearing.
- The City held several public hearings on the project from July 24, 2013 to December 10, 2013, including the following:
 - 29 public meetings with the General Plan Advisory Committee (GPAC), a 25-member citizen committee appointed by the City Council.
 - 40 public meetings at the Planning Commission to consider GPAC's recommendations and prepare the recommended "City Council Hearing Draft."
 - Two meetings with the Beaches, Parks and Recreation Commission and Coastal Advisory Committee on specific sections.
 - Nine City Council meetings.

For purposes of CEQA and these Findings, the Record of Proceedings for the proposed project consists of the following documents and other evidence, at a minimum:

- All information collected by City and its representatives relating to the project and/or the Final EIR, including but not limited to the Centennial General Plan, Strategic Implementation Program, Bicycle and Pedestrian Master Plan, and Climate Action Plan;
- NOP and all other public notices issued by the City in conjunction with the proposed project;
- The Scoping Meeting notes held during the 30-day NOP period;
- The Final EIR, including the Draft EIR and all appendices, the Responses to Comments, Revisions to the Draft EIR, Mitigation Monitoring and Reporting Program (MMRP) and all supporting materials referenced therein. All documents, studies, EIRs, or other materials incorporated by reference in the Draft EIR and Final EIR. The reports and technical memoranda included or referenced in the Response to Comments of the Final EIR;
- All written comments submitted by agencies and members of the public during the 45-day public review comment period on the Draft EIR and testimony provided at the July 24, 2013 and August 7, 2013 Planning Commission Planning Commission public hearings;
- All responses to written comments submitted by agencies and members of the public;

- All testimony provided by agencies and members of the public at the City Council public hearings on September 24, 2013 and November 19, 2013;
- All final City Staff Reports relating to the Draft EIR, Final EIR, and the project;
- All other public reports, documents, studies, memoranda, maps, or other planning documents relating to the project, the Draft EIR, and the Final EIR prepared by the City, consultants to the City, or Responsible or Trustee Agencies.
- The Mitigation Monitoring and Reporting Program (MMRP) adopted by the City for the project; the Ordinances and Resolutions adopted by the City in connection with the proposed project; and all documents incorporated by reference therein;
- These Findings of Fact and Overriding Considerations adopted by the City for the project, any documents expressly cited in these Findings of Fact;
- Any other relevant materials required to be in the record of proceedings by Public Resources Code Section 21167.6(e).

The documents and other material that constitute the record of proceedings on which these findings are based are located at the City of San Clemente Community Development Department. The custodian for these documents is the City of San Clemente. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and 14 California Code Regulations Section 15091(e).

4. ENVIRONMENTAL ISSUES THAT WERE DETERMINED TO BE LESS THAN SIGNIFICANT

Impacts Determined Less than Significant in the Initial Study

As a result of the Notice of Preparation circulated by the City on April 5, 2013, in connection with preparation of the EIR, the City determined, based upon the threshold criteria for significance, (Appendix G of the CEQA Guidelines) that the project would have no impact or a less than significant impact on the following potential environmental issues, and therefore, determined that these potential environmental issues would not be addressed in the Draft EIR. Based upon the environmental analysis presented in the EIR, and the comments received by the public on the Draft EIR, no substantial evidence was submitted or identified by the City which indicated that the project would have an impact on the following environmental areas:

1. *Agriculture and Forest Resources.*

- a. The project area does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.
- b. No portion of the project area conflicts with existing zoning for agricultural use or is covered by a Williamson Act Contract.
- c. The project area does not include forest land, timberland, or timberland zoned as Timberland Production
- d. The project does not result in the loss of forest land or conversion of forest land to non-forest use.

- e. Nor does the project result in changes in the existing environment that could result in the conversion of Farmland to non-agricultural use or forest land to non-forest land use.

2. Geology and Soils.

- a. San Clemente does not lie within an Alquist-Priolo Earthquake Fault Zone listed by the US Geological Survey. Since there are no known active fault lines in the City, the project would not expose people or structures to substantial adverse effects involving rupture of a known earthquake fault.
- b. The project would not involve the use of septic systems or alternative waste water disposal systems.

3. Hazards and Hazardous Materials.

- a. There are no public or public use airports in or in the general vicinity of San Clemente. Therefore, the project would not result in a safety hazard for people residing or working in the project area.
- b. The Marine Corps Base, Camp Pendleton, is just south of the City boundary and hosts a variety of military training programs. The Marine Corps Air Station (MCAS) and SCE SONGS Mesa Heliport (owned by Southern California Edison), generate airplane and helicopter traffic. However, there are no aircraft safety hazard zones within the City and the project would not result in a safety hazard from these facilities.

4. Land Use and Planning.

- a. Land use changes proposed by the project would not divide an established community.

5. Mineral Resources.

- a. The project would not impact mineral resources of regional or statewide importance.
- b. The project would not impact any locally important mineral resources.

6. Noise.

- a. There are no public or public use airports in or in the general vicinity of San Clemente.
- b. The project area is outside of noise hazard zones for Marine Corps Base Camp Pendleton and SCE SONGS Mesa Heliport.

7. Population or Housing.

- a. Development under the proposed General Plan would alter existing land use designations and could displace nonconforming housing with new development. However, the General Plan is not expected to displace a substantial amount of existing housing, and it would increase the number of dwelling units by allowing higher intensity residential uses and mixed-use development. As a result, impacts are less than significant.
- b. Growth in accordance with the General Plan is not expected to displace substantial numbers of people. Development under the General Plan would alter

existing land use designations that could displace nonconforming housing with new development. However, the General Plan is not expected to displace a substantial amount of existing housing, and it would increase the number of dwelling units and population by allowing higher intensity residential uses and mixed-use development. As a result, impacts are less than significant.

8. Transportation/Traffic.

- a. Although there are no commercial or private airports in the general vicinity of San Clemente, Camp Pendleton is located south of the City boundary and hosts a variety of military training programs. New development would occur within developed areas of the City and is not expected to result in a change in air traffic patterns. Therefore, development would not result in an increase in safety risk and impacts are less than significant.

Impacts Determined to be Less than Significant in the DEIR

The following impacts were evaluated in the DEIR and determined to be less than significant through implementation of proposed General Plan, its policies, and adherence with existing laws, codes, and statutes.

Based upon the environmental analysis presented in the EIR (which is incorporated herein by this reference), and the comments received by the public on the Draft EIR, no substantial evidence was submitted to or identified by the City indicating that the project would have a potentially significant impact on the following environmental areas:

1. Aesthetics:

- a. Buildout in accordance with the Centennial General Plan would not substantially alter scenic vistas in San Clemente. [Threshold AE-1]
- b. Buildout in accordance with the Centennial General Plan would not substantially alter scenic resources within a state scenic highway. [Threshold AE-2]
- c. Buildout in accordance with the proposed Land Use Plan would alter the visual appearance of San Clemente, but would not substantially degrade its existing visual character or quality. [Threshold AE-3]
- d. Future development in accordance with the General Plan would not result in a new substantial source of light or glare that would affect views [Threshold AE-4]

2. Biological Resources:

- a. Buildout of the Centennial General Plan would not conflict with the Orange County Southern Subregion HCP. [Thresholds B-5 and B-6]
- b. The proposed General Plan would not conflict with the City's Coastal Element. [Threshold B-5]

3. Cultural Resources:

- a. Developments pursuant to the proposed General Plan would not result in significant impacts to identified historic resources. [Threshold C-1]
- b. Grading activities would not result in significant impacts to human remains. [Thresholds C-4]

4. Geology and Soils:

- a. Buildout of the Centennial General Plan would not result in substantial adverse effects resulting from exposure of people and structures to strong ground shaking. [Threshold G-1.ii]
- b. Buildout of the proposed General Plan would not result in substantial adverse effects resulting from liquefaction and other seismic ground failure. [Thresholds G-1.iii and G-3(part)]
- c. General Plan implementation would not result in substantial adverse effects resulting from earthquake-induced landslides [Threshold G-1iv].
- d. General Plan buildout would not result in substantial soil erosion. [Threshold G-2]
- e. General Plan implementation would not expose people or structures to substantial hazards from ground subsidence. [Threshold G-3(part)]
- f. General Plan implementation would not expose people or structures to substantial hazards arising from collapsible soils. [Threshold G-3(part)]
- g. General Plan implementation would not subject people and structures to hazards from expansive soils. [Threshold G-4]

5. Hazards and Hazardous Materials:

- a. Buildout in accordance with the San Clemente Centennial General Plan would not result in a significant hazard to the public or the environment resulting from the transport, use, and/or disposal of hazardous materials. [Thresholds H-1, H-2, and H-3]
- b. The project site is included on a list of hazardous materials sites but would not result in any significant impacts. [Threshold H-4]
- c. Project development would not interfere with the implementation of an emergency response or evacuation plan. [Threshold H-7]
- d. San Clemente is within moderate, high, and very high fire hazard zones, however, standard compliance with OCFA fire codes and guidelines required by the General Plan would ensure impacts are less than significant. [Threshold H-8]

6. Hydrology and Water Quality:

- a. Development pursuant to the proposed General Plan would not result in a substantial increase in the amount of impervious surfaces and would not therefore increase surface water flows into drainage systems within the City's watersheds. [Thresholds HYD-4 and HYD-5]
- b. Development pursuant to the proposed General Plan would not result in a substantial increase in the amount of impervious surfaces and would not therefore impact opportunities for groundwater recharge. [Threshold HYD-2]
- c. Portions of the project site proposed for development are not located within a 100-year flood hazard area. [Thresholds HYD-7 and HYD-8]
- d. During construction of projects in accordance with the Centennial General Plan, there is the potential for short-term unquantifiable increases in pollutant concentrations. After such project development, the quality of storm runoff (sediment,

nutrients, metals, pesticides, pathogens, and hydrocarbons) may be altered. [Thresholds HYD-1, HYD-3, and HYD-6]

- e. The project site is not located within the inundation area of any major dam or levee. [Threshold HYD-9]
- f. The site would not be subject to inundation by seiche, tsunami, or mudflow. [Threshold HYD-10]

7. Land Use and Planning:

- a. Implementation of the General Plan would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect. [Threshold LU-2]
- b. Implementation of the General Plan would not conflict with the adopted Orange County Southern Subregion Natural Community Conservation Plan/Master Streambed Alteration Agreement/Habitat Conservation Plan. [Threshold LU-3]

8. Noise:

- a. Sensitive land uses would not be exposed to substantial levels of rail noise. [Thresholds N-1 and N-4]
- b. Noise-sensitive uses would not be exposed to substantial elevated noise levels from stationary sources. [Thresholds N-1 and N-3]
- c. Implementation of the General Plan would not substantially elevate noise and vibration exposure from activities at the Marine Corps Base Camp Pendleton. [Thresholds N-1 and N-2]

9. Population and Housing:

- a. The project would not result in a substantial adverse impact related to population growth. [Threshold P-1]

10. Public Services:

- a. The project would not create significant impacts related to fire protection, police protection, school services, or library services. [Thresholds FP-1, PP-1, SS-1, and LS-1]

11. Recreation:

- a. The project would not result in significant impacts related to the increased use of existing parks and recreational facilities in San Clemente [Threshold R-1]
- b. The project would not result in significant impacts related to the development of new and/or expanded recreational facilities. [Threshold R-2]

12. Transportation and Traffic:

- a. Future development that would be accommodated by the Centennial General Plan would not conflict with the applicable congestion management program. [Threshold T-2]
- b. Circulation improvements associated with future development that would be accommodated by the Centennial General Plan would be designed to adequately address potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access. [Threshold T-4 and T-5]

- c. The proposed project complies with adopted policies, plans, and programs for alternative transportation and does not decrease the safety of alternative transportation. [Threshold T-6]

13. Utilities and Service Systems:

- a. Project-generated wastewater could be adequately treated by the wastewater service provider for the project. [Thresholds U-1, U-2(part), and U-5]
- b. Water supply and delivery systems are adequate to meet project requirements. [Thresholds U-2(part), and U-4]
- c. Existing and/or proposed storm drainage systems are adequate to serve the drainage requirements of the proposed project. [Threshold U-3]
- d. Existing and/or proposed facilities would be able to accommodate project-generated solid waste and comply with related solid waste regulations. [Thresholds U-6 and U-7]
- e. Existing and/or proposed facilities would be able to accommodate project-generated utility demands. [No specific threshold]

5. FINDINGS REGARDING POTENTIALLY SIGNIFICANT ENVIRONMENTAL EFFECTS

The following potentially significant environmental impacts were analyzed in the EIR, and the effects of the project were considered. Because of the environmental analysis of the project and the identification of relevant General Plan policies and implementation measures (see Appendix H of the DEIR); compliance with existing laws, codes, and statutes; and the identification of feasible mitigation measures, some potentially significant impacts have been determined by the City to be reduced to a level of less than significant, and the City has found—in accordance with CEQA Section 21081(a)(1) and State CEQA Guidelines Section 15091(a) (1)—that “Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment. This is referred to herein as “Finding 1.” Where the City has determined—pursuant to CEQA Section 21081(a)(2) and State CEQA Guidelines Section 15091(a)(2)—that “Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency,” the City’s finding is referred to herein as “Finding 2.”

Where, as a result of the environmental analysis of the project, the City has determined that either: (1) even with the compliance with existing laws, codes and statutes, and/or the identification of feasible mitigation measures, potentially significant impacts cannot be reduced to a level of less than significant, or (2) no feasible mitigation measures or alternatives are available to mitigate the potentially significant impact, the City has found in accordance with CEQA Section 21081(a)(3) and State CEQA Guidelines Section 15091(a)(3) that “Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.” This is referred to herein as “Finding 3.”

A. AIR QUALITY

- (1) **Potential Impact:** The proposed General Plan would not be consistent with the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP) because buildout of the Land Use Plan would exceed the current population and employment estimates and would contribute to the nonattainment designations of the South Coast Air Basin (SoCAB).

Finding: 3. No mitigation measures are available that would reduce impacts associated with inconsistency with the AQMP. The City hereby makes Finding 3 and determines that this impact is significant and unavoidable.

Facts in Support of Finding

Mitigation measures incorporated into future development projects for operation and construction phases would reduce criteria air pollutant emissions associated with buildout of the proposed General Plan. Goals and policies included in the proposed General Plan would facilitate continued City cooperation with SCAQMD and the Southern California Association of Governments (SCAG) to achieve regional air quality improvement goals, promotion of energy conservation design and development techniques, encouragement of alternative transportation modes, and implementation of transportation demand management strategies. However, no mitigation measures are available that would reduce impacts associated with inconsistency with the AQMP. Therefore, this impact is significant and unavoidable.

Mitigation Measures

No mitigation measures are available that would reduce impacts associated with inconsistency with the AQMP.

- (2) **Potential Impact:** Construction activities associated with buildout of the proposed General Plan could generate short-term emissions that exceed the SCAQMD's significance thresholds and would cumulatively contribute to the nonattainment designations of the SoCAB.

Finding: 3. The City makes Finding 3 and determines that this impact is significant and unavoidable.

Facts in Support of Finding

Implementation of Mitigation Measure 2-1 would reduce criteria air pollutant emissions from construction-related activities. However, due to the magnitude of emissions generated by future construction activities, and the uncertainty of the timing and development schedules for such future development projects, no mitigation measures are available that would ensure such future emissions could be reduced below SCAQMD's thresholds. Therefore, this impact is significant and unavoidable.

Mitigation Measures

MM 2-1 If, during subsequent project-level environmental review, construction-related criteria air pollutants are determined to have the potential to exceed the South Coast Air Quality Management District (SCAQMD) adopted thresholds of significance, the City of San Clemente Planning Department shall require that applicants for new development projects incorporate mitigation measures as identified in the CEQA document prepared for the project to reduce air pollutant emissions during construction activities. Mitigation measures that may be identified during the environmental review include, but are not limited to:

- Requiring fugitive dust control measures that exceed SCAQMD's Rule 403, such as:
 - Requiring use of nontoxic soil stabilizers to reduce wind erosion.
 - Applying water every four hours to active soil-disturbing activities.
 - Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.
- Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 (model year 2006 or newer) or Tier 4 (model year 2008 or newer) emission limits, applicable for engines between 50 and 750 horsepower
- Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.
- Limiting nonessential idling of construction equipment to no more than five consecutive minutes.
- Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the SCAQMD's website at: http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf.

(3) Potential Impact: Buildout of the proposed General Plan would generate long-term emissions that would exceed the SCAQMD's significance thresholds and would cumulatively contribute to the nonattainment designations of the SoCAB.

Finding: 3. The City makes Finding 3 and determines that this impact is significant and unavoidable.

Facts in Support of Finding

Goals and policies are included in the proposed General Plan that would reduce air pollutant emissions. Measures included as part of the Climate Action Plan to reduce idling, natural gas use, and encourage use of alternative-fueled vehicles would also reduce criteria air pollutants within the City. However, due to the magnitude of emissions generated by office, commercial, industrial, and warehousing land uses, no mitigation measures are available that would reduce impacts below SCAQMD's thresholds. Therefore, this impact is significant and unavoidable.

Mitigation Measures

Due to the magnitude of emissions generated by office, commercial, industrial, and warehousing land uses, no mitigation measures are available that would reduce impacts below SCAQMD's thresholds.

- (4) Potential Impact:** Buildout of the proposed General Plan could expose sensitive receptors to substantial toxic air contaminant concentrations.

Finding: 3. The City makes Finding 3 and determines that this impact is significant and unavoidable.

Facts in Support of Finding

Buildout of the proposed General Plan could result in new sources of criteria air pollutant emissions and/or toxic air contaminants near existing or planned sensitive receptors. Goals and policies are included in the proposed General Plan that would reduce concentrations of criteria air pollutant emissions and TACs generated by new development.

Review of projects by SCAQMD for permitted sources of air toxics (e.g., industrial facilities, dry cleaners, and gasoline dispensing facilities) would ensure health risks are minimized. Mitigation Measure 2-2 would ensure mobile sources of TACs not covered under SCAQMD permits are considered during subsequent project-level environmental review. Development of individual projects may achieve the incremental risk thresholds established by SCAQMD. However, the incremental increase in health risk associated with individual projects is considered cumulatively considerable and would contribute to already elevated levels of cancer and noncancer health risks in the SoCAB. Therefore, this impact would remain significant and unavoidable.

Mitigation Measures

- MM 2-2** New industrial or warehousing land uses that 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered transport refrigeration units (TRUs), and 2) are within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use, shall submit a health risk assessment

(HRA) to the City of San Clemente Planning Department prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment and the South Coast Air Quality Management District. If the HRA shows that the incremental cancer risk exceeds one in one hundred thousand (1.0E-05) or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that best available control technologies for toxics (T-BACTs) are capable of reducing potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms. T-BACTs may include, but are not limited to, restricting idling onsite or electrifying warehousing docks to reduce diesel particulate matter, or requiring use of newer equipment and/or vehicles. T-BACTs identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.

- (5) **Potential Impact:** Buildout of the proposed General Plan would site sensitive land uses near air pollution sources and therefore expose sensitive receptors to substantial pollutant concentrations.

Finding: 1. The City makes Finding 1 and determines that this impact is less than significant with the incorporation of the proposed mitigation measure.

Facts in Support of Finding

New development would be required to assess the localized air quality impacts from placement of new sensitive uses within the vicinity of air pollutant sources. In addition, Policy NR-5.01 would reduce impacts for future development projects to the extent feasible. However, sensitive receptors could be exposed to substantial pollutant concentrations near major sources of air pollutants in the absence of mitigation. Mitigation Measure 2-3 would ensure that placement of sensitive receptors near major sources of air pollutants would achieve the incremental risk thresholds. Therefore, this impact would be less than significant.

Mitigation Measures

- MM 2-3** The City of San Clemente shall evaluate new development proposals with sensitive land uses (e.g., residential, schools, day care centers) within the City for potential incompatibilities with regard to the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective* (April 2005). Applicants for sensitive land uses that are within California Air Resources Board's recommended buffer distances shall submit a health risk assessment (HRA) to the City of San Clemente prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment (OEHHA) and the South Coast Air Quality Management District. The latest OEHHA guidelines shall be used for the analysis,

including age sensitivity factors, breathing rates, and body weights appropriate for children age 0 to 6 years. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06) or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and noncancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to:

- Air intakes away from high-volume roadways and/or truck loading zones.
- Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters.

Mitigation measures identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the proposed project. The air intake design and MERV filter requirements shall be noted and/or reflected on all building plans submitted to the City and shall be verified by the City's Planning Department.

- (6) **Potential Impact:** Industrial land uses associated with buildout of the proposed General Plan have the potential to create objectionable odors that could affect a substantial number of people.

Finding: 1. The City makes Finding 1 and determines that this impact is less than significant with the incorporation of the proposed mitigation measure.

Facts in Support of Finding

Industrial land uses have the potential to generate objectionable odors. Examples of industrial projects are wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. Mitigation Measure 2-4 would ensure that odor impacts are minimized and facilities would comply with SCAQMD Rule 402. Therefore, this impact would be less than significant.

Mitigation Measures

- MM 2-4** If it is determined during project-level environmental review that a project has the potential to emit nuisance odors beyond the property line, an odor management plan shall be required, subject to Planning Director review and approval. Facilities that have the potential to generate nuisance odors include but are not limited to:

- Wastewater treatment plants
- Composting, greenwaste, or recycling facilities
- Fiberglass manufacturing facilities
- Painting/coating operations
- Large-capacity coffee roasters
- Food-processing facilities

If an odor management plan is determined to be required through CEQA review, the City shall require the project applicant to submit the plan prior to approval to ensure compliance with the South Coast Air Quality Management District's Rule 402, for nuisance odors. If applicable, the Odor Management Plan shall identify the best available control technologies for toxics (T-BACTs) that will be utilized to reduce potential odors to acceptable levels, including appropriate enforcement mechanisms. T-BACTs may include but are not limited to scrubbers (e.g., air pollution control devices) at the industrial facility. T-BACTs identified in the odor management plan shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.

B. BIOLOGICAL RESOURCES

- (1) **Potential Impact:** Buildout of the proposed Centennial General Plan could impact sensitive species.

Finding: 1. The City hereby makes Finding 1 and determines that this impact is less than significant with the incorporation of the proposed mitigation measures.

Facts in Support of Finding

General Plan Natural Resources Element policies NR-1.01, NR-1.02, NR-1.03, NR-1.04, NR-1.05, and NR-1.06, as well as Coastal Element policies C-2.02, C-2.05, C-2.06, C-2.07, C-2.08, C-2.09, C-2.10, C-2.11, and C-2.12, would reduce impacts to sensitive species. Mitigation Measure 3-1 requires applicants of future development projects that disturb vacant land to prepare biological resources surveys. Mitigation Measure 3-2 requires applicants of development projects that have the potential to affect listed species to obtain written authorization from the U.S. Fish and Wildlife Service that the grading or construction activity is in compliance with regulations on the "take" of the listed species that would directly or indirectly be impacted. Compliance with the requirements in these mitigation measures would reduce potential impacts to sensitive species to less than significant levels.

Mitigation Measures

- MM 3-1** The City of San Clemente shall require applicants for public and private development projects that disturb vacant land to prepare a biological resources survey. The biological resources survey shall

be conducted by a qualified biologist and submitted to the City's Planning Department. The biological resources survey shall include, but not be limited to: Analysis of available literature and biological databases, such as the California Natural Diversity Database, to determine sensitive biological resources that have been reported historically from the proposed development project vicinity; review of current land use and land ownership within the proposed development project vicinity; Assessment and mapping of vegetation communities present within the proposed development project vicinity; and general assessment of potential jurisdictional areas, including wetlands and riparian habitats.

- a) If the proposed development project site supports vegetation communities that may provide habitat for special status plant or wildlife species, a focused habitat assessment shall be conducted by a qualified biologist to determine the potential for special status plant and/or animal species to occur within or adjacent to the proposed development project area.
- b) If one or more special status species has the potential to occur within the proposed development project area, focused species surveys shall be conducted to determine the presence/absence of these species to adequately evaluate potential direct and/or indirect impacts to these species.
- c) If construction activities are not initiated immediately after focused surveys have been completed, additional preconstruction special status species surveys may be required, in accordance with the California Endangered Species Act and Federal Endangered Species Act, to ensure impacts are avoided or minimized to the extent feasible. If preconstruction activities are required, a qualified biologist would perform these surveys as required for each special status species that is known to occur or has a potential to occur within or adjacent to the proposed development project area.
- d) If sensitive biological resources, including mature trees or wildlife corridors are identified within or adjacent to the proposed development project area, as outlined in the biological resources report, the construction limits shall be clearly flagged to ensure impacts to sensitive biological resources and the wildlife corridor are avoided or minimized, to the extent feasible. Prior to implementing construction activities, the City of San Clemente shall require applicants to contract with a qualified biologist to verify that the flagging clearly delineates the construction limits and sensitive resources to be avoided.

- e) If sensitive biological resources are known to occur within or adjacent to the proposed development project area, as outlined in the biological resources report, the City of San Clemente shall require applicants to contract with a qualified biologist to develop and implement a project-specific contractor training program to educate project contractors on the sensitive biological resources within and adjacent to the proposed development project area and measures being implemented to avoid and/or minimize impacts to these species. Project Contractors shall be required to comply with the requirements of the program.
- f) If sensitive biological resources are present within or adjacent to the proposed development project area and impacts may result from construction activities, as outlined in the biological resources report, the City may require that a developer retain a qualified biological monitor to be present during all or a portion of the construction activities to ensure impacts to the sensitive biological resources are avoided or minimized to the extent feasible. The specific biological monitoring requirements shall be determined on a project-by-project basis. The qualified biological monitor shall be approved by the City on a project-by-project basis based on applicable experience with the sensitive biological resources that may be impacted by the proposed development project activities.

MM 3-2

The City of San Clemente shall require applicants of public and private development projects that have the potential to affect listed species to obtain written authorization from the U.S. Fish and Wildlife Service that the grading or construction activity is in compliance with regulations on the "take" of the listed species that would directly or indirectly be impacted. Any mitigation requirements set forth by such agencies shall be incorporated into the project's final design plans.

- (2) Potential Impact:** Buildout of the proposed General Plan could result in impacts to sensitive habitats.

Finding: 1. The City hereby makes Finding 1 and determines that this impact is less than significant with the incorporation of the proposed mitigation measures.

Facts in Support of Finding

General Plan Natural Resources Element policies NR-1.01, NR-1.02, NR-1.03, NR-1.04, NR-1.05, and NR-1.06, as well as Coastal Element policies C-2.02, C-2.05, C-2.06, C-2.07, C-2.08, C-2.09, C-2.10, C-2.11, and C-2.12, would reduce impacts to sensitive habitats. Mitigation Measure 3-1 requires applicants of future development projects that disturb undeveloped land to prepare biological resources surveys. Mitigation Measure 3-2 requires applicants of development projects that have the potential to affect listed species to obtain written authorization from the U.S. Fish and

Wildlife Service that the grading or construction activity is in compliance with regulations on the "take" of the listed species that would directly or indirectly be impacted. Compliance with the requirements in these mitigation measures would reduce potential impacts to sensitive habitats to less than significant levels.

Mitigation Measures

Mitigation Measures 3-1 and 3-2 apply.

- (3) **Potential Impact:** Buildout of the General Plan could impact jurisdictional waters and wetlands.

Findings: 1. The City hereby makes Finding 1 and determines that this impact is less than significant with the incorporation of the proposed mitigation measures.

Facts in Support of Finding

Projects considered for approval under the proposed General Plan could impact waters of the US, waters of the state, and wetlands. Such impacts would be subject to the requirements of applicable Section 404 permits from the Corps, Section 401 water quality certification, USFWS review, and CDFW 1600 Streambed Alteration Agreements. General Plan Natural Resources Element policies NR-1.02, 1.03, 1.04, 1.05, and 1.06 would reduce impacts to jurisdictional waters and wetlands.

Mitigation Measures 3-3 and 3-4 require applicants of development projects to comply with existing regulatory processes that protect biological resources in wetlands, waterways, and areas surrounding such features. These processes include performing a jurisdictional delineation report (MM 3-3) and obtaining the appropriate permits from the U.S. Army Corps of Engineers, California Department of Fish and Wildlife, and/or Santa Ana Regional Water Quality Control Board (MM 3-4). Compliance with these requirements would ensure that jurisdictional waters and wetlands are properly identified, that potential impacts to those features are identified, and that impacts are either avoided or minimized to a level that is less than significant.

Mitigation Measures

- MM 3-3** The City of San Clemente shall require applicants of development projects that have the potential to affect jurisdictional waters of the US pursuant to the Clean Water Act to contract with a qualified biologist to conduct a jurisdictional delineation following the methods outlined in the 1987 US Army Corps of Engineers Wetland Delineation Manual and the Regional Supplement to the USACE Wetland Delineation Manual: Arid West Region (2008) to map the extent of wetlands and nonwetland waters, determine jurisdiction, and assess potential impacts. The results of the delineation shall be presented in a wetland delineation letter report and shall be incorporated into the CEQA document(s) required for approval and permitting of the proposed development project.

MM 3-4 The City of San Clemente shall require applicants to obtain permits for development projects that have the potential to impact jurisdictional waters, wetlands, and riparian habitat under the jurisdiction of the US Army Corps of Engineers, California Department of Fish and Wildlife, and/or San Diego Regional Water Quality Control Board. The agency authorization would include impact avoidance and minimization measures as well as mitigation measures for unavoidable impacts. Specific avoidance, minimization, and mitigation measures for impacts to jurisdictional resources shall be determined through discussions with the regulatory agencies during the proposed development project permitting process and may include monetary contributions to a mitigation bank or habitat creation, restoration, or enhancement.

(4) Potential Impact: Buildout of the General Plan would impact wildlife movement.

Finding: 1. The City hereby makes Finding 1 and determines that this impact is less than significant with the incorporation of the proposed mitigation measure.

Facts in Support of Finding

General Plan Natural Resources Element policies NR-1.02, NR-1.03, and NR-1.06 would reduce impacts to habitat linkages. Any future street extension or development proposal in these areas designated open space could impact wildlife movement. Mitigation Measure 3-5 would ensure that habitat corridors and linkages are identified when development is proposed for open space areas. The measure would require applicants of projects proposed for open space areas to minimize their impact on wildlife movement.

Mitigation Measures

MM 3-5 The City of San Clemente shall require applicants of development projects that are within designated open space or identified as a major linkage/corridor (see Figure 5.3-6) to prepare a habitat connectivity evaluation. The results of the evaluation will be incorporated into the project's biological report required under Mitigation Measure 3-1. The habitat connectivity evaluation shall assess the potential for the project to adversely affect the intended functions of the wildlife corridor. The evaluation shall also identify project design features that would reduce potential impacts and maintain functionality of habitat and connectivity for wildlife movement. To this end, the City shall incorporate the following measures, into projects that would propose development within these areas:

- Avoid known sensitive biological resources
- Any lighting associated with the project in this area, including street lights and residential lights, shall be of the minimum

output required and shall be down-shielded to prevent excessive light bleed into adjacent areas

- Encourage development plans that maximize wildlife movement
- Provide buffers between development and sensitive habitat areas
- Any road crossings, bridges, culverts, etc., shall be constructed with soft bottoms with an openness ratio of at least 0.9 (openness ratio=height x width/length), and sized to accommodate the largest species that could use the facility, or as recommended by CDFW
- Use native, drought-resistant plant species in landscape design.

C. CULTURAL RESOURCES

(1) Potential Impact: Buildout of the proposed General Plan could impact archaeological resources or paleontological resources.

Finding: 1. The City hereby makes Finding 1 and determines that this impact is less than significant with the incorporation of the proposed mitigation measures.

Facts in Support of Finding

Existing federal, state, and local regulations address: the provision of studies to identify archaeological and paleontological resources; application review for projects that would potentially involve land disturbance; project-level standard conditions of approval that address unanticipated archaeological and or paleontological discoveries; and requirements to develop specific mitigation measures if resources are encountered during any development activity. The proposed Natural Resources Element contains policies that address the management of artifacts (see Policy NR-3.01) and the notification and inventory of archeological and paleontological resources (Policies NR-3.02 and 3.03). In the event of an unanticipated discovery of archaeological resources during grading and excavation of the site, Mitigation Measures 4-1 and 4-2 require qualified archaeologist and paleontologists to be onsite, assess the find, and develop a course of action to preserve the find.

Mitigation Measures

- MM 4-1** City staff shall require applicants for development permits to provide studies by qualified archaeologists assessing the cultural and historical significance of any known archaeological resources on or next to each respective development site; and assessing the sensitivity of sites for buried archaeological resources. On properties where resources are identified, or that are determined to be moderately to highly sensitive for buried archaeological

resources, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements and shall be implemented by the project applicants:

- a. An archaeologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.
- b. Should any cultural/scientific resources be discovered, no further grading shall occur in the area of the discovery until the Community Development Director concurs in writing that adequate provisions are in place to protect these resources.
- c. Unanticipated discoveries shall be evaluated for significance by an Orange County Certified Professional Archaeologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit materials to the California State University Fullerton or local archival facility, where available; and provide a comprehensive final report including appropriate records for the California Department of Parks and Recreation (Building, Structure, and Object Record; Archaeological Site Record; or District Record, as applicable).

MM 4-2

City staff shall require applicants for development permits to provide studies by qualified paleontologists assessing the sensitivity of sites for buried paleontological resources. On properties determined to be moderately to highly sensitive for paleontological resources, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified paleontologist. The mitigation plan shall include the following requirements and shall be implemented by the project applicants:

- a. A paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.
- b. Should any potentially significant fossil resources be discovered, no further grading shall occur in the area of the discovery until the Community Development Director concurs in writing that adequate provisions are in place to protect these resources.

- c. Unanticipated discoveries shall be evaluated for significance by an Orange County Certified Professional Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit materials to the California State University Fullerton or local archival facility, where available; and provide a comprehensive final report, including catalog with museum numbers.

D. GREENHOUSE GAS EMISSIONS

- (1) **Potential Impact:** Buildout of the proposed General Plan would not result in an increase in GHG emissions as a result of federal, state, and local GHG reduction measures; however, the City would not achieve the long-term (2050) GHG reductions goals under Executive Order S-03-05.

Findings: 2. The City makes Finding 2 and Finding 3. Additional statewide measures would be required to reduce GHG emissions to meet the 2050 goal, which is outside of the jurisdiction of the City. No feasible mitigation is available and this impact is significant and unavoidable.

Facts in Support of Finding

The City of San Clemente's Climate Action Plan is included as part of the proposed project. The CAP sets GHG reduction targets for the City to achieve. Additionally, the CAP includes measures for the City to implement in support of achieving the reduction targets. As shown in Table 5.6-8 of the DEIR, the policies in the proposed General Plan are consistent with the CAP. No other additional measures to reduce GHG emissions are available.

The City's CAP would ensure that GHG emissions from buildout of the proposed General Plan would be minimized. However, additional statewide measures would be necessary to reduce GHG emissions under the proposed General Plan to meet the long-term GHG reduction goals under Executive Order S-03-05, which identified a goal to reduce GHG emissions to 80 percent of 1990 levels by 2050. CARB is currently updating the Scoping Plan to identify additional measures to achieve the long-term GHG reduction targets. At this time, there is no plan past 2020 that achieves the long-term GHG reduction goal established under S-03-05. As identified by the California Council on Science and Technology, the state cannot meet the 2050 goal without major advancements in technology. Since no additional statewide measures are currently available, this impact would remain significant and unavoidable.

Mitigation Measures

No additional measures to reduce GHG emissions are available

E. NOISE

- (1) Potential Impact:** Buildout of the Proposed Land Use Plan would result in an increase in traffic on local roadways in the City of San Clemente, which would substantially increase the existing noise environment.

Finding: 3. The City makes Finding 3 and determines that this impact is significant and unavoidable.

Facts in Support of Finding

Mitigation Measure 10-1 would reduce potential noise impacts on new and existing land uses by requiring that sensitive uses incorporate acoustical improvements that comply with the City's Noise Compatibility Criteria and the California State Building Code and California Noise Insulation Standards (Title 24 and 21 of the California Code of Regulations). Long-term noise impacts to new land uses would be less than significant. Traffic noise increases would occur over a period of many years and would not be readily discernible because traffic and noise would increase steadily over time over a long period. However, the future ambient noise would be substantially higher when compared to 2012 conditions at noise-sensitive receptors along two roadway segments: Avenida Pico from Avenida La Pata to Camino La Pedriza and Avenida La Pata from Calle Saluda to Avenida Vista Hermosa.

Mitigation Measures

MM 10-1 Prior to the issuance of building permits for projects that involve a noise-sensitive use within the 65 dBA CNEL contour (i.e., areas in or above 65 dBA CNEL) along major roadways, freeways, and railroads, the project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features (e.g., setbacks, berms, or sound walls), and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling) to ensure compliance with the City's Noise Compatibility Criteria and the California State Building Code and California Noise Insulation Standards (Title 24 and 21 of the California Code of Regulations).

- (2) Potential Impact:** New noise-sensitive uses could be exposed to elevated noise levels from transportation sources.

Finding: 1. The City hereby makes Finding 1 and determines that this impact is less than significant with the incorporation of the proposed mitigation measure.

Facts in Support of Finding

Mitigation Measure 10-1 (land use compatibility) would reduce potential noise impacts to new uses. Mitigation Measure 10-1 would reduce potential noise impacts on new land uses by requiring that sensitive uses incorporate acoustical improvements that comply with the City's Noise Compatibility Criteria and the California State Building Code and California Noise Insulation Standards (Title 24 and 21 of the California Code of Regulations). With implementation of Mitigation Measure 10-1, long-term noise impacts to new land uses would be reduced to less than significant levels.

Mitigation Measures

Mitigation Measure 10-1 applies.

- (3) **Potential Impact:** Construction activities associated with buildout of the individual land uses and projects for implementation of the General Plan would substantially elevate noise levels in the vicinity of noise-sensitive land uses.

Finding: 3. The City makes Finding 3 and determines that this impact is significant and unavoidable.

Facts in Support of Finding

Mitigation Measure 10-2 (construction-related noise) would reduce impacts associated with construction activities to the extent feasible. However, due to the potential for proximity of construction activities to sensitive uses and potential longevity of construction activities there could be a substantial temporary or periodic increase in ambient noise levels during construction.

Mitigation Measures

MM 10-2 Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. Mitigation measures such as installation of temporary sound barriers for construction activities that occur adjacent to occupied noise-sensitive structures, equipping construction equipment with mufflers, and reducing nonessential idling of construction equipment to no more than five minutes shall be incorporated into the construction operations to reduce construction-related noise to the extent feasible.

- (4) **Potential Impact:** Buildout of the individual land uses and projects for implementation of the General Plan would expose sensitive uses to strong levels of groundborne vibration.

Finding: 3. The City makes Finding 3 and determines that this impact is significant and unavoidable.

Facts in Support of Finding

Mitigation Measure 10-3 requires new development within 200 feet of a railroad track to prepare an acoustic analysis and incorporate design features to meet FTA's acceptable vibration standard. This would reduce potential train-related vibration impacts to new uses below the thresholds. Mitigation Measure 10-5 heavy industrial projects in the Los Molinos area are required to provide evidence that vibration due to the operation of machinery would not adversely affect nearby vibration sensitive uses, which would reduce potential vibration impacts from industrial uses to less-than-significant levels. Mitigation Measure 10-4 would reduce vibration impacts associated with construction activities to the extent feasible. However, due to the potential for proximity of construction activities to sensitive uses and potential longevity of construction activities, vibration would be significant.

Mitigation Measures

- MM 10-3** New development that occurs within 200 feet of a railroad track (according to the FTA's vibration screening distances) shall be evaluated for potential vibration impacts. The project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features and/or required building construction improvements to ensure that vibration impacts would remain below acceptable levels of 0.08 RMS in/sec for residential uses.
- MM 10-4** Individual projects that use vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers, near sensitive receptors shall be evaluated for potential vibration impacts. If construction-related vibration is determined to be perceptible at vibration-sensitive uses (i.e., exceed the Federal Transit Administrations vibration annoyance criterion of 78 VdB), additional requirements, such as use of less-vibration-intensive equipment or construction techniques, shall be implemented during construction (e.g., drilled piles to eliminate use of vibration-intensive pile driver).
- MM 10-5** Industrial projects in the Los Molinos area are required to provide evidence that vibration due to the operation of machinery would not adversely affect nearby vibration sensitive uses such as commercial, hotel, institutional, and residential uses. Vibration related to the operation of mechanical equipment shall not exceed 78 VdB, which is the level that is considered to be significant at vibration-sensitive uses. This can be accomplished with vibration reducing measures such as but not limited to equipment placement, equipment selection, vibration dampers, operation mode (speed, power, frequency).

F. TRANSPORTATION AND TRAFFIC

- (1) **Potential Impact:** Project-related trip generation would impact levels of service for the existing area roadway system.

Finding: 3. The City makes Finding 3 and determines that this impact is significant and unavoidable.

Facts in Support of Finding

Adoption of the Centennial General Plan would eliminate the City's policy which requires the evaluation of roadway segment LOS. Therefore, adoption of the Centennial General Plan will eliminate the requirement to evaluate roadway segment LOS from future traffic studies and impacts to roadway segments. The roadway segment analyses provide a program level evaluation of traffic conditions, this type of analysis is often used at the General Plan level to assist in determining the roadway functional classification (number of through lanes) needed to meet traffic demand. The LOS for each roadway segment is largely a function of the adjacent intersection operations. Intersection LOS provides a better tool for measuring traffic impacts in the City than roadway segment LOS since bottlenecks typically occur at the intersection. If the adjacent intersections are operating at an acceptable LOS during peak hour conditions, then it is likely that the roadway segment will also operate at an acceptable LOS even if the v/c ratio indicates that the ADT may approach or exceed the roadway capacity. In addition, the City's roadway segment LOS metric requires the use of daily volumes and capacities, where the peak hour data utilized in intersection LOS metric gives a more precise description of traffic conditions. With adoption of the Centennial General Plan, impacts to roadway segments are considered less than significant and no mitigation is required.

The proposed General Plan would result in significant impacts to nine roadway intersections. The Alternative Land Use Alternative would eliminate seven of the nine roadway intersection impacts associated with buildout of the Centennial General Plan. Mitigation would be required at Avenida Vista Hermosa/Camino Vera Cruz and Avenida Pico/Los Molinos. Mitigation Measure 14-1 would reduce impacts to less than significant. However, there is no guarantee that the adequate right-of-way could be obtained for the required improvement to Vista Hermosa/Camino Vera Cruz, since the land is not owned by the City and reaching an agreement to purchase the land may be infeasible. Therefore, impacts would remain significant and unavoidable.

Mitigation Measures

- MM 14-1** Table 5.14-15 (below) shows the intersection improvements that would be required categorized by each traffic scenario (i.e. "No FTC Conditions," "With FTC Conditions," etc.) to meet City's intersection minimum level of service.

Table 5.14-15 Summary of Intersection Impacts and Mitigation Measures

Intersection	Mitigation Measures	Scenario			
		No FTC	With FTC	With FTC and RD Alts	With FTC TE
Avenida Vista Hermosa and Camino Vera Cruz	Widen the intersection to provide an additional eastbound through and westbound through lane on Avenida Vista Hermosa, and a northbound left turn lane on Camino Vera Cruz. This mitigation will require public right-of-way acquisition and signal modifications.	X			
	Widen the intersection to provide an additional northbound left turn lane on Camino Vera Cruz. Restripe the westbound right turn lane on Avenida Vista Hermosa to a through lane. This mitigation will require that the Avenida Vista Hermosa westbound receiving leg have three lanes. This mitigation will require public right-of-way acquisition and signal modifications.				X
Avenida Pico and Los Molinos	Restripe the Los Molinos northbound approach to have one northbound left turn and one northbound shared through-right turn lane. This mitigation will require signal modifications.	X			
	Restripe the Los Molinos northbound approach to have one northbound shared through-left turn and one northbound right turn lane. This mitigation will require signal modifications.		X		
	Restripe the Avenida Pico northbound approach to have one northbound shared left-through lane and one northbound right turn lane. This mitigation will require public right-of-way acquisition and signal modifications.			X	
	Restripe the Los Molinos northbound approach to have one northbound shared left-through lane and one northbound right turn lane. Restripe the Avenida Pico westbound approach to have two left turn lanes, and two through lanes. This mitigation will require the Los Molinos southbound receiving have two receiving lanes. This mitigation will require public right-of-way acquisition and signal modifications.				X

6. FINDINGS REGARDING ALTERNATIVES

A. ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS

The following is a discussion of the land use alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in the DEIR.

1. Alternative Development Areas

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (Guidelines Sec. 15126[5][B][1]). The proposed project is a general plan update for the

City of San Clemente. The General Plan is specific to the City and its jurisdiction; it is also specific to the natural, social, and cultural environments within the City. The City does not have jurisdiction over areas outside of its boundaries and sphere of influence, and therefore cannot impose General Plan policies on such areas. Therefore, an alternative development area for the proposed project is impracticable.

2. No Growth/No Development Alternative

The No Project/No Development Alternative would prohibit all new development, restricting urban growth to its current extent. The population would remain at existing levels, approximately 64,208 residents. No alterations to the City would occur (with the exception of previously approved development), and all residential development and commercial and industrial uses would generally remain in their current conditions. Some minor population growth could occur within the City, to the extent that existing residential units or units that have already been approved could accommodate additional residents (e.g., a decrease in vacancy rates). None of the impacts of the proposed General Plan would result. Future conditions within the City, except for the impacts of regional growth, would generally be the same as existing conditions, which were described in the environmental setting section for each environmental topic.

Implementation of this alternative would not provide adequate housing supply required to meet the City's obligations to provide its fair share of affordable housing. In addition, development under this alternative would not expand mixed-use development in North Beach/North El Camino Real (Focus Area 4) or South El Camino Real Area – West of I-5 (Focus Area 7). This alternative would not create a new Medical Office Overlay in Camino de Estrella/Camino de Los Mares (Focus Area 1) or a Professional Business Overlay in Los Molinos (Focus Area 3). Since the floor area ratio (FAR) would not be increased in these areas, this alternative would not improve the jobs/housing balance of the region, potentially reducing the number of vehicle miles traveled (VMT) in the South Coast Air Basin (SoCAB). It should also be noted that this alternative would not achieve many of the objectives established for the project. As a result, this alternative has been rejected from further consideration.

B. ALTERNATIVES SELECTED FOR ANALYSIS

The following three alternatives have been determined to represent a reasonable range of alternatives that could potentially attain most of the basic objectives of the project and have the potential to avoid or substantially lessen one or more of the significant effects of the project.

- No Project/1993 Adopted General Plan Alternative
- Alternative Land Use Alternative
- Reduced Intensity Alternative

1. Alternatives Comparison

The following statistical analysis provides a summary of general socioeconomic buildout projections determined by the four land use alternatives, including the proposed project.

It is important to note that these are not growth projections. That is, they do not anticipate what is likely to occur by a certain time horizon, but rather provide a buildout scenario that would only occur if all the areas of the City were to develop to the capacities yielded by the land use alternatives. The following statistics were developed as a tool to understand better the difference between the alternatives analyzed in the DEIR. Table 3 identifies City-wide information regarding dwelling unit, population, and employment projections, and also provides the jobs to housing ratio for each of the alternatives.

Table 3 Statistical Summary Comparison

	Existing 2013	Proposed Project	No Project/1993 Adopted General Plan Alternative	Alternative Land Use Plan Alternative	Reduced Intensity Alternative
Dwelling Units	25,982	29,567	29,054	29,567	25,610
Population	64,208	76,547	75,343	76,547	68,892
Nonresidential square feet	8,045,000	18,139,484	17,393,045	15,701,484	13,604,813
Employment	27,700	39,313	37,742	34,029	29,485
Jobs-to-Housing Ratio	1.07	1.33	1.30	1.15	1.10

a) No Project/1993 Adopted General Plan Alternative

Description: Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate and analyze the impacts of the "No-Project" Alternative. When the project is the revision of an existing land use or regulatory plan, policy, or ongoing operation, the no-project alternative is the continuation of the plan, policy, or operation into the future. Therefore, in the No Project/1993 Adopted General Plan Alternative, the current Land Use Plan would remain in effect. All proposed changes to the focus areas would not occur; therefore, the maximum FAR in the Rancho San Clemente Business Park would remain at 0.5 and the Shorecliffs Golf Course would remain Commercial (Coastal and Recreation Serving), which allows hotel and ancillary facilities. Development in accordance with the 1993 General Plan would continue to occur allowing for a total of: 29,054 residential units, 5,058,456 square feet (sf) of retail, 7,615,574 sf of office, 3,007,941 sf of industrial, and 1,711,074 sf of institutional uses. This alternative would not include adoption of the Climate Action Plan or Bicycle and Pedestrian Master Plan.

Environmental Effects: The No-Project/1993 Adopted General Plan Alternative would have similar impacts for aesthetics, biological resources, cultural resources, geology and soils, hydrology and water quality, and population and housing. Impacts would be slightly reduced for hazards and hazardous materials, public services, recreation, and utilities and service systems. In addition, while it would substantially reduce significant impacts with regard to air quality, GHG, noise, and traffic, these impacts would not be eliminated.

Ability to Achieve Project Objectives: The adoption of the No-Project/1993 Adopted General Plan Alternative would allow development that may not be compatible with the City's new goals and objectives. In addition, such development would not provide the mix of uses and housing that would be allowed under the Centennial General Plan. The No-Project/1993 Adopted General Plan Alternative fails to provide a new General Plan

(Objective 1), establish a living and web-based General Plan (Objective 2), or ensure consistency between the housing sites identified in the adopted Housing Element and the Land Use Element (Objective 8). Furthermore, the alternative also does not promote mixed-use development (Objective 6), locate mixed uses near regional employment and activity centers (Objective 6), or promote multimodal transportation (Objective 10), which is encouraged to reduce vehicle miles traveled (VMT) and associated air quality and GHG emissions. For these same reasons, this alternative would be inconsistent with SCAG's Compass Blueprint for the region.

Feasibility: Since the No-Project/1993 Adopted General Plan Alternative would allow the continuation of the adopted General Plan, the feasibility of this alternative would rely upon the feasibility of the allowed land uses.

Finding: In comparison to the proposed project, the No-Project/1993 Adopted General Plan Alternative would reduce but not eliminate significant unavoidable impacts to air quality, GHG, noise, and traffic. From a policy standpoint, the No-Project/1993 Adopted General Plan Alternative does not meet the City's goals and objectives. It fails to provide a new General Plan (Objective 1), establish a living and web-based General Plan (Objective 2), or ensure consistency between the housing sites identified in the adopted Housing Element and the Land Use Element (Objective 8). Furthermore, the alternative also does not promote mixed-use development (Objective 6), locate mixed uses near regional employment and activity centers (Objective 6), or promote multimodal transportation (Objective 10), which is encouraged to reduce vehicle miles traveled (VMT) and associated air quality and GHG emissions. For these same reasons, this alternative would be inconsistent with SCAG's Compass Blueprint for the region. Since this fails to eliminate significant unavoidable impacts and to meet most of the basic project objectives, it has been rejected by the City.

b) Alternative Land Use Plan Alternative

Description: The Alternative Land Use Plan was selected to reduce traffic impacts along Avenida Pico. Under this alternative, all aspects of the proposed Centennial General Plan would remain the same except that no change in maximum FAR would occur in the Rancho San Clemente Business Park (Focus Area 2). Development intensities prescribed in the adopted General Plan would still apply to this focus area. Compared to the proposed project, this would result in a reduction of 2,438,000 sf of nonresidential uses by reducing commercial development by 116 thousand square feet (tsf), reducing office development by 3,982 tsf, increasing industrial development by 1,496 tsf, and increasing institutional development by 164 tsf.

Environmental Effects: The Alternative Land Use Plan would result in substantial reductions of impacts related to air quality, GHG emissions, noise, and traffic. However, these impacts would not be eliminated and would remain significant and unavoidable. Impacts would also be reduced for public services and utilities and service systems. This alternative would have similar impacts as the proposed project to aesthetics, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning and recreation. Impacts related to population and housing would be slightly greater than the proposed project under this alternative.

Ability to Achieve Project Objectives: The adoption of the Alternative Land Use Plan Alternative would attain most of the project objectives described in Section 7.1.2, Project Objectives. However, because this alternative would result in less flexibility for growth of commercial and office uses citywide, it would to a lesser extent than the proposed project promote sustainable economic vitality and economic growth (Objective 4). Because smaller growth in commercial and office space would offer less job opportunities for current and future residents of San Clemente, buildout of this alternative would require more out-commuting, resulting in a lower reduction of per-capita vehicle miles traveled (VMT) for the region. Therefore, its adoption would achieve consistency with AB 32 and SB 375 (Objective 9), although to a lesser degree than the proposed project. However, the alternative's reduction of traffic impacts along Avenida Pico would ensure that roadway design in the City could accommodate traffic generated from land uses (Objective 11) to a greater degree than the proposed project.

Feasibility: The Alternative Land Use Plan Alternative is considered physically and environmentally feasible.

Finding: This alternative would reduce significant air quality, GHG, noise and traffic impacts. The Alternative Land Use Plan Alternative would eliminate seven of the nine significant unavoidable roadway intersection impacts as compared to the project. Mitigation measures would be required at the intersections of Avenida Vista Hermosa/Camino Vera Cruz and Avenida Pico/Los Molinos. This alternative would meet most of the project objectives. In addition, the alternative's reduction of traffic impacts along Avenida Pico would ensure that roadway design in the City could accommodate traffic generated from land uses (Objective 11) to a greater degree than the proposed project. Therefore, the City finds that this alternative is environmentally superior to the project and is selected as a feasible project alternative. Therefore, the project will be modified so that no change in maximum FAR would occur in the Rancho San Clemente Business Park (Focus Area 2).

c) Reduced Intensity Alternative

Description: The Reduced Intensity Alternative was selected to reduce significant and unavoidable impacts related to air quality, GHG emissions, noise, and traffic. This alternative would reduce development intensity at General Plan buildout by 25 percent for nonresidential uses and 10 percent for residential uses. The reduction would occur citywide. Note that this alternative would result in lower buildout development intensity than allowed under the 1993 General Plan; for instance, at buildout this alternative would permit development of 26,610 residential units and about 13.6 million square feet of nonresidential land uses; corresponding figures for the 1993 General Plan are 29,054 units and 17.4 million square feet.

Environmental Effects: The Reduced Intensity Alternative would result in substantial reductions of impacts related to air quality, GHG emissions, noise, and traffic. However, these impacts would not be eliminated and would remain significant and unavoidable. Impacts related to hazards and hazardous materials, public services, recreation, and utilities and service systems would be reduced. The Reduced Intensity Alternative would result in similar impacts as the proposed project to aesthetics, biological resources, cultural resources, geology and soils, hydrology and water quality, and land use and planning.

Ability to Achieve Project Objectives: Although the Reduced Intensity Alternative meets some of the objectives established for the project, the reduction in nonresidential square footage may reduce the City's ability to reduce per-capita VMT for the region (Objective 9) compared to the proposed project, which is one of the goals of SCAG's Compass Blueprint for High Quality Transit Areas. Because this alternative would result in lower buildout development intensity than allowed under the 1993 General Plan, it would not provide as many new opportunities for infill growth (Objective 5) or mixed use development (Objective 6). For these reasons, it would also, to a lesser degree than the proposed project, promote economic vitality and job growth (Objective 5). Due to the significant reduction in nonresidential square footage, the Reduced Intensity Alternative would alter land uses but would not provide the same degree of flexibility in locating future businesses. Since there would be less opportunity to locate new nonresidential uses or increase intensity within Focus Areas of the city, this alternative would not promote sustainable economic vitality to the same degree as the proposed project (Objective 4).

Feasibility: This alternative is considered physically feasible. However, this alternative would require significant revisions to the General Plan Land Use Plan or implementation of development caps.

Finding: While the Reduced Intensity Alternative would lessen some of the environmental effects of the proposed project, it would not eliminate any significant and unavoidable impacts. For these reasons, the City rejects this alternative.

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**STATEMENT OF OVERRIDING CONSIDERATIONS
FOR THE CENTENNIAL GENERAL PLAN
FINAL ENVIRONMENTAL IMPACT REPORT,
SAN CLEMENTE, CALIFORNIA**

STATE CLEARINGHOUSE NO. 2013041021

1. INTRODUCTION

The City is the Lead Agency under CEQA for preparation, review, and certification of the Final EIR for the Centennial General Plan. As the Lead Agency, the City is also responsible for determining the potential environmental impacts of the proposed action and which of those impacts are significant, and which can be mitigated through imposition of mitigation measures to avoid or minimize those impacts to a level of less than significant. CEQA then requires the Lead Agency to balance the benefits of a proposed action against its significant unavoidable adverse environmental impacts in determining whether or not to approve the proposed Project. In making this determination the City is guided by State CEQA Guidelines Section 15093 which provides as follows:

CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposal (sic) project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

In addition, Public Resources Code Section 21081(b) requires that where a public agency finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in an EIR and thereby leave significant unavoidable effects, the public agency must also find that overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects of the project.

Pursuant to Public Resources Code Section 21081(b) and the State CEQA Guidelines Section 15093, the City has balanced the benefits of the proposed project against the following unavoidable adverse impacts associated with the proposed Project and has

adopted all feasible mitigation measures with respect to these impacts. The City also has examined alternatives to the proposed Project, none of which both meet the Project objectives and is environmentally preferable to the proposed project for the reasons discussed in the Findings and Facts in Support of Findings.

The San Clemente City Council, the Lead Agency for this Project, and having reviewed the Final EIR for the Centennial General Plan, and reviewed all written materials within the City's public record and heard all oral testimony presented at public hearings, adopts this Statement of Overriding Considerations, which has balanced the benefits of the Project against its significant unavoidable adverse environmental impacts in reaching its decision to approve the Project.

2. SIGNIFICANT UNAVOIDABLE ADVERSE ENVIRONMENTAL IMPACTS

Although most potential project impacts have been substantially avoided or mitigated, as described in the Findings and Facts in Support of Findings, there remain some project impacts for which complete mitigation is not feasible. For some impacts, mitigation measures were identified and adopted by the Lead Agency, however, even with implementation of the measures, the City finds that the impact cannot be reduced to a level of less than significant. The impacts and alternatives are described below and were also addressed in the Findings.

The EIR identified the following unavoidable adverse impacts of the proposed project:

A. AIR QUALITY

- (1) The proposed General Plan would not be consistent with the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP) because buildout of the Land Use Plan would exceed the current population and employment estimates and would contribute. However, there are no mitigation measures available that would reduce impacts associated with inconsistency with the AQMP to the nonattainment designations of the South Coast Air Basin (SoCAB).
- (2) Even with incorporation of all feasible mitigation measures, construction activities associated with buildout of the proposed General Plan could generate short-term emissions that exceed the SCAQMD's significance thresholds and would cumulatively contribute to the nonattainment designations of the SoCAB.
- (3) Buildout of the proposed General Plan would generate long-term emissions that would exceed the SCAQMD's significance thresholds and would cumulatively contribute to the nonattainment designations of the SoCAB. Due to the magnitude of emissions generated by office, commercial, industrial, and warehousing land uses, no mitigation measures are available that would reduce impacts below SCAQMD's thresholds.

The Alternative Land Use Alternative was selected by the City to reduce traffic impacts. Adoption of this alternative would also reduce air quality impacts due to the reduction of approximately 2.4 million square feet of nonresidential uses. This would reduce construction impacts due to less building construction and operational

impacts due to the reduction in vehicle trips. However, air quality emissions would still exceed SCAQMD's thresholds and would remain significant and unavoidable.

- (4) Buildout of the proposed General Plan could expose sensitive receptors to substantial toxic air contaminant concentrations. Mitigation measures would ensure that individual developments achieve the incremental risk thresholds established by SCAQMD. However, the incremental increase in health risk associated with individual projects is considered cumulatively considerable and would contribute to already elevated levels of cancer and noncancer health risks in the SoCAB. Therefore, this impact would remain significant and unavoidable.

B. GREENHOUSE GAS EMISSIONS

- (1) Buildout of the proposed General Plan would not result in an increase in GHG emissions as a result of federal, state, and local GHG reduction measures. The City of San Clemente's Climate Action Plan is included as part of the proposed project. The CAP sets GHG reduction targets for the City to achieve and includes measures for the City to implement in support of achieving the reduction targets. The policies in the proposed General Plan are consistent with the CAP. No other additional measures to reduce GHG emissions are available.

Although the General Plan would not result in significant emissions from buildout, the City would not achieve the long-term (2050) GHG reductions goals under Executive Order S-03-05, which identified a goal to reduce GHG emissions to 80 percent of 1990 levels by 2050. There are no additional feasible mitigation measures that would reduce this impact to less than significant. Statewide measures are required to reduce GHG emissions under the proposed General Plan to meet the long-term GHG reduction goals under Executive Order S-03-05. CARB is currently updating the Scoping Plan to identify additional measures to achieve the long-term GHG reduction targets. At this time, there is no plan past 2020 that achieves the long-term GHG reduction goal established under S-03-05. As identified by the California Council on Science and Technology, the state cannot meet the 2050 goal without major advancements in technology. Since no additional statewide measures are currently available, this impact would remain significant and unavoidable.

C. NOISE

- (1) There are no feasible mitigation measures that would reduce noise impacts to existing sensitive land uses resulting from an increase in traffic on local roadways in the City of San Clemente. The future ambient noise would be substantially higher when compared to 2012 conditions at noise-sensitive receptors along two roadway segments: Avenida Pico from Avenida La Pata to Camino La Pedriza and Avenida La Pata from Calle Saluda to Avenida Vista Hermosa. Impacts would be significant and unavoidable.
- (2) Construction activities associated with buildout of the individual land uses and projects for implementation of the General Plan would substantially elevate noise levels in the vicinity of noise-sensitive land uses. Even with the incorporation of mitigation measures there could be a substantial temporary or periodic increase in

ambient noise levels during construction. Impacts would be significant and unavoidable.

- (3) Buildout of the individual land uses and projects for implementation of the General Plan would expose sensitive uses to strong levels of groundborne vibration. Even with the incorporation of mitigation measures there could be a substantial vibration impacts during construction. This impact is temporary Impacts would be significant and unavoidable.

D. TRANSPORTATION AND TRAFFIC

- (1) With incorporation of the Alternative Land Use Alternative, project-related trip generation would impact levels of service for the existing area roadway system resulting in impacts to two roadway intersections: Avenida Vista Hermosa/Camino Vera Cruz and Avenida Pico/Los Molinos. Mitigation measure 14-1 would reduce impacts to less than significant. However, there is no guarantee that the adequate right-of-way could be obtained for the required improvement to Avenida Vista Hermosa/Camino Vera Cruz, since the land is not owned by the City and reaching an agreement to purchase the land may be infeasible. Therefore, impacts would remain significant and unavoidable.

E. ALTERNATIVES

The EIR evaluated three alternatives to the project and analyzed whether these alternatives could avoid or substantially lessen the unavoidable environmental impacts of the proposed project. Some of the alternatives lessened some of the unavoidable impacts of the proposed project and resulted in different or increased environmental impacts. Consequently for the reasons set forth in Section 6 of the Facts and Findings two of the alternatives were not considered feasible the No Project/1993 Adopted General Plan Alternative and the Reduced Intensity Alternative.

The Alternative Land Use Plan Alternative was determined to be environmentally superior to the project and feasible and therefore was selected to be adopted by City Council. The project is modified so that no change in maximum FAR would occur in the Rancho San Clemente Business Park (Focus Area 2). Development intensities prescribed in the 1993 Adopted General Plan would apply to this focus area. This would change the project by reducing 2,438,000 sf of nonresidential uses.

3. CONSIDERATIONS IN SUPPORT OF THE STATEMENT OF OVERRIDING CONSIDERATIONS

The following section describes the benefits of the project that outweigh the project's unavoidable adverse effects and provides specific reasons for considering the project acceptable even though the Final EIR has indicated that there will be significant project impacts that are infeasible to mitigate.

A. IMPLEMENTS THE OBJECTIVES ESTABLISHED FOR THE PROJECT

The City established the following objectives for the San Clemente Centennial General Plan project to aid decision-makers in their review of the project and associated environmental impacts:

- Provide a new General Plan that establishes the goals and policies to create a built environment that fosters the enjoyment, financial stability, and well-being of the entire community.
- Craft a General Plan that is a living, web-based document, designed to adjust continuously to new opportunities and challenges.
- Integrate environmental analysis in the early planning phases, creating a self-mitigating General Plan, to the extent feasible.
- Create a plan that promotes sustainable economic vitality and fiscal responsibility.
- Identify and plan new opportunities for infill growth in key focus areas of the City. Opportunities must reflect the City's vision and be consistent with the Guiding Principles (below) established early on during the planning process.
 - Small-Town Feel. Maintain San Clemente's small-town feel: where neighbors know neighbors and merchants, the scale of the built environment does not overwhelm, and the downtown "T-Zone"—the heart of the Spanish village by the sea—is everybody's neighborhood.
 - Arts/Culture. Celebrate and cultivate San Clemente's surf, beach, and arts culture, through community events, preservation of landmarks, and support of the arts community.
 - Public Safety. Maintain and enhance personal safety (real and perceived), and maintain preparedness for catastrophic events.
 - Beach and Ocean. Protect and create spaces and places to enjoy a memorable beach experience on and off the sand.
 - Education and Information. Seek out and provide a state-of-the-art, comprehensive life-long learning and information environment.
 - Mobility. Develop and maintain programs and efficient connective transportation networks (e.g., pathways, trails, roads, transit, and telecommuting) that satisfy competing needs for the movement of people and goods.
 - Natural Environment. Preserve and enhance natural resources and open space, prevent and reduce pollution, and protect the

public's vistas of and access to coastal, hillside, and canyon lands.

- ✱ Fiscal Sustainability. Practice economically and fiscally responsible municipal decision making to avoid shifting today's costs to future generations.
 - Economic Prosperity. Promote economic growth and prosperity that leverages our local assets and complements the other guiding principles.
 - Historic Architecture/Preservation. Preserve and restore historic resources to showcase the city's authentic local identity and catalyze economic activity.
- Support mixed use development where it is compatible with surrounding uses.
 - Reconcile General Plan buildout projections with regional and subregional estimates for growth.
 - Incorporate housing sites identified in the adopted Housing Element with the Land Use Element.
 - Ensure consistency with AB 32, SB 375 and other recent State mandates
 - Incorporate new goals, policies, and programs that balance multiple modes of transportation and meet the requirements of the Complete Streets Act.
 - Ensure that roadway design, transit systems, and nonmotorized transportation systems are balanced against the context of the places that they are serving or attempting to connect.

B. IMPLEMENTS THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENT'S HIGH QUALITY TRANSIT AREAS

SCAG identified two locations in the central portion of the City along the I-5 corridor as High Quality Transit Areas (HQTA). An HQTA is a walkable transit village or corridor that is within one half-mile of a well-serviced transit corridor. The purpose of identifying these areas is to balance employment, housing, and services on a regional level to reduce vehicle miles traveled, reduce air pollutant emissions, enhance livability, expand prosperity, and increase sustainability in the SCAG region. Policy ED-2.05 of the General Plan requires that the City give priority to City initiatives, investments, council decisions and the allocation of City resources, and development approvals that improve the jobs-housing ratio by creating job opportunities for residents and housing opportunities for employees.

The Centennial General Plan is consistent with the HQTA map, because it creates mixed uses and encourages business around the I-5 corridor to reduce vehicle miles

traveled. It creates a mixed-use overlay for the portion of the North Beach/North El Camino Focus Area to allow for horizontal or vertical mix of commercial and residential uses. It also increases the Neighborhood Commercial FAR from 0.35 to 0.50 to incentivize development of vacant lots and transition of auto-related uses. Further, within the Los Molinos Focus Area it creates a professional business overlay and increases FAR to 0.75. Future development in this area is required to accommodate a future rail transit station and ensure consistency with the affordable housing overlay. The General Plan would increase livability by providing higher density housing opportunities along the I-5 corridor and future potential rail routes. The General Plan is consistent with SCAG's vision for the area and proposed implementation of the HQTAs goals in that it accommodates population growth in the SCAG region, encourages growth in existing and emerging centers and along major transportation corridors, encourages mixed-use opportunities, and promotes employment opportunities in the housing-rich city.

C. IMPROVES THE JOBS-TO-HOUSING BALANCE IN THE REGION

SCAG projects the City to be housing-rich, with a jobs-housing ratio of approximately 1.06 in 2035. The 2035 SCAG projections forecast an increase of approximately 5,100 people over 27 years. This equates to an average increase in population of approximately 0.3 percent per year. In comparison, the proposed Land Use Plan, as Modified by the Alternative Land Use Plan Alternative, would result in a population increase of 13,347 people over those 27 years or about 0.8 percent per year.

The number of jobs projected at buildout of the General Plan, as Modified by the Alternative Land Use Plan Alternative, would also be higher than SCAG's projections for year 2035. The proposed project incorporating the Alternative Land Use Plan would create 34,029 jobs compared to SCAG's 26,600 jobs. As a result, the City's jobs-housing ratio with the proposed project would be higher at buildout (1.10) than projected by SCAG for the year 2035 (1.06). Therefore, buildout of the General Plan would result in both population and employment growth that has not been forecast by SCAG, but would improve the jobs-housing balance by creating more jobs in a housing-rich area. Therefore, it will bring a more balanced distribution of housing and employment opportunities in the area. More employment opportunities in the City would reduce the need for people to travel north to other parts of Orange County or south to San Diego County to work. This helps create a more sustainable economy in the SCAG region and reduce total VMT of the region, which improves air quality and reduces GHG emissions.

D. REPRESENTS A GUIDING FRAMEWORK FOR FUTURE DEVELOPMENT

Even without the implementation of the Centennial General Plan, SCAG projects population growth in the in South Orange County to increase from 643,015 in 2020 to 666,482 in 2035. This 14.5 percent increase will require development to accommodate housing, employment, and public service needs. Development in San Clemente is inevitable. The Centennial General Plan would shape development and create compatibility between the existing and proposed land uses. Without a comprehensive guiding framework of planning principles to outline development within the city and concentrate development within the focus areas, development would occur under the 1993 Adopted General Plan without consistent goals. The Centennial General Plan would help maintain balanced land uses, the phasing of development to ensure

appropriate timing and placement of utilities and services, and create a stronger sense of community than would occur without this type of planning document.

However, Centennial General Plan is more than just a policy and land use plan; it has components that are meant to guide government and community interaction and maintain the future sustainability of the economic, physical, and social development goals. These documents and programs include the Bicycle and Pedestrian Master Plan, and Strategic Implementation Plan for tracking, budgeting, and feedback. The Centennial General Plan is a living, web-based document, designed to adjust continuously to new opportunities and challenges. Through the continual upkeep of the Centennial General Plan, development throughout all of San Clemente would be comprehensive and unified.

E. THE CENTENNIAL GENERAL PLAN PRINCIPLES WORK TO IMPROVE QUALITY OF LIFE AND THE PHYSICAL ENVIRONMENT

Although development in San Clemente would have significant impacts on the environment (such as those on air quality, greenhouse gas emissions, noise, and transportation), a number of the policies would reduce these impacts on the environment and promote more environmentally sustainable development than would otherwise result in the development of San Clemente. These types of policies include those that:

- Preserve historic resources (HP-1.01 through HP-4.04, BPR-1.07)
- Manage the roadway network and encourage multimodal and complete streets system of transportation (M-1.01 through M-1.24 and M-2.01 through M-2.55)
- Maintain and conserve natural resources (BPR-3.01 through BPR-3.10, BPR-4.01 through BPR-4.08, NR-1.01 through 2.08)
- Encourage health and wellness (BPR-6.01 through 6.13)
- Improve air quality and reduce greenhouse gas emissions (NR-5.01 through 6.10 and PSFU-9.01 through PSFU-9.10)
- Promote water quality (PSFU-7.01 through 7.13)

F. CONCLUSION

For the abovementioned reasons, implementation of Centennial General Plan would have environmental, economic, and social benefits that outweigh the unavoidable adverse environmental impacts of the physical development of the City. The Centennial General Plan would help reach regional goals for land use, transportation, and economic stability; improve the jobs-to-housing ratio; require environmentally sustainable development; reduce regional VMT; and provide a guiding framework for future development together through multiple collaborative documents.

**MITIGATION
MONITORING
PROGRAM
FOR:**

CENTENNIAL

GENERAL PLAN

SCH NO. 2013041021

prepared for:

**CITY OF SAN
CLEMENTE**

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JANUARY 2014

**MITIGATION
MONITORING
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JANUARY 2014

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APPENDIX A. GENERAL PLAN MITIGATION MEASURE PROGRAM
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1. Introduction

1.1 PURPOSE OF MITIGATION MONITORING PROGRAM

This Mitigation Monitoring Program is a tool to verify compliance with the mitigation measures outlined in the Final Environmental Impact Report (FEIR), State Clearinghouse No. 20130-1021. The Mitigation Monitoring Program was prepared in conformance with Section 21081.6 of the Public Resources Code and City of San Clemente Monitoring Requirements. Section 21081.6 states:

- (a) When making findings required by paragraph (1) of subdivision (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:
 - (1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program.
 - (2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.

1.2 EIR SUMMARY

The proposed project is a new San Clemente "Centennial" General Plan that meets California Code requirements for a general plan, a Strategic Implementation Program that implements the goals and policies of the General Plan, a Climate Action Plan, and the San Clemente Bicycle and Pedestrian Master Plan. The proposed General Plan revises the 1995 General Plan land use map, elements required by the State of California, and optional elements. The exception is the Housing Element, which was adopted separately in July 2011 and which is being updated separately from the new General Plan.

The San Clemente Centennial General Plan would allow development of up to 3,585 additional dwellings and up to 2,981,980 additional square feet of non-residential floor area, for totals of up to 29,567 residential dwelling units, 4,428,332 square feet of retail use, 3,834,477 square feet of office use, 2,981,980 square feet of industrial use, and 1,894,695 square feet institutional use.

1. Introduction

Proposed changes in land use and/or land use intensity are located predominantly in eight (8) "focus areas:" Camino de Estrella/Camino de Los Mares, Rancho San Clemente Business Park, Los Molinos, North Beach/North El Camino Real, Del Mar, T Zone, Pier Bowl, South El Camino Real Area (West of Interstate 5), and South El Camino Real (East of Interstate 5).

1.3 PROJECT LOCATION

The City of San Clemente is in the southeastern corner of Orange County and is surrounded by the Pacific Ocean to the southwest, the cities of Dana Point and San Juan Capistrano to the northwest, unincorporated areas of Orange County to the north, and San Onofre State Beach and Camp Pendleton in unincorporated San Diego County to the southeast.

1.4 ENVIRONMENTAL IMPACTS

1.4.1 Impacts Considered Less Than Significant

Impacts to the following resources were identified as less than significant in the initial study or the DEIR:

- Aesthetics
- Agricultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Utilities and Service Systems

1.4.2 Potentially Significant Adverse Impacts That Can Be Mitigated, Avoided, or Substantially Lessened

Impacts to the following resources were identified in the DEIR as less than significant after implementation of mitigation measures set forth in the DEIR:

- Biological Resources
- Cultural Resources

1. Introduction

1.4.3 Unavoidable Significant Adverse Impacts

Impacts to the following resources were identified as significant and unavoidable:

- Air Quality
- Greenhouse Gas Emissions
- Noise
- Transportation and Traffic

RESOLUTION NO. 14-01
APPROVED BY THE BOARD OF SUPERVISORS

1. Introduction

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2. Mitigation Monitoring Process

2.1 MITIGATION MONITORING PROGRAM ORGANIZATION

Overall MMRP management is the responsibility of the City. The City's technical consultants (CEQA consultant, project engineer, biological consultant, noise consultant, archeologist, paleontologist, traffic consultant, etc.) may perform related monitoring tasks under the direction of the environmental monitor (if they are contracted by the City).

2.1.1 City of San Clemente

The City is the designated lead agency for the MMRP. The City is responsible for review of all monitoring reports, enforcement actions, and document disposition. The City will rely on information provided by individual monitors (e.g., CEQA consultant, project engineer, noise consultant, archeologist, paleontologist, biologist, geologist, traffic consultant) as accurate and up to date, and will field-check mitigation measure status as required.

2.1.2 Mitigation Monitoring Team

The City may hire technical subconsultants, as needed, to assist with monitoring implementation and compliance of mitigation measures. Implementation includes in field monitoring and compliance report preparation. Implementation disputes are brought to the City Planner.

The following summarizes key positions in the MMRP and their respective functions:

Monitoring Team

- **Technical Advisors:** Responsible for monitoring in respective areas of expertise (CEQA consultant, project engineer, biological consultant, noise consultant, archeologist, paleontologist, and traffic consultant). Report directly to the environmental monitor.
- **City Planner:** Responsible for report review and first phase of dispute resolution.
- **Monitoring Program Manager:** Responsible for coordination of mitigation monitoring team, technical consultants, and report preparation. Responsible for overall program administration and document/report clearinghouse.

2. Mitigation Monitoring Process

2.2 ARBITRATION RESOLUTION

If the mitigation monitor identifies a mitigation measure that, in the opinion of the monitor, has not been implemented or has not been implemented correctly, the problem will be brought before the City Planner for resolution. The decision of the City Planner is final, unless appealed to the City Manager. The City Planner will have the authority to issue stop work orders until the dispute is resolved.

2.3 ENFORCEMENT

Agencies may enforce conditions of approval through their existing police power, using stop work orders, fines, infraction citations, or in some cases, notice of violation for tax purposes.

3. Mitigation Monitoring Requirements

Mitigation measures have been categorized in matrix format, as shown in Table 3-1. The matrix identifies the environmental factor, specific mitigation measures, schedule, and responsible monitor. The mitigation matrix will serve as the basis for scheduling the implementation of, and compliance with, all mitigation measures.

RESOLUTION NO. 14-01
CITY OF CHICAGO

3. Mitigation Monitoring Requirements

As presented by staff,

3. Mitigation Monitoring Requirements

Table 3-1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation and Monitoring Action	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>5.2 AIR QUALITY</p> <p>2-1</p> <p>If, during subsequent project-level environmental review, construction-related criteria air pollutants are determined to have the potential to exceed the South Coast Air Quality Management District (SCAQMD) adopted thresholds of significance, the City of San Clemente Planning Department shall require that applicants for new development projects incorporate mitigation measures as identified in the CEQA document prepared for the project to reduce air pollutant emissions during construction activities. Mitigation measures that may be identified during the environmental review include but are not limited to:</p> <ul style="list-style-type: none"> • Requiring fugitive dust control measures that exceed SCAQMD's Rule 403, such as: <ul style="list-style-type: none"> ○ Requiring use of non-toxic soil stabilizers to reduce wind erosion. ○ Applying water every four hours to active soil-disturbing activities. ○ Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials. • Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 (model year 2006 or newer) or Tier 4 (model year 2008 or newer) emission limits applicable for engines between 50 and 750 horsepower. • Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards. • Limiting nonessential idling of construction equipment to no more than five consecutive minutes. • Using Super-Compliant VDC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufacturers can be found on the SCAQMD's website at: http://www.aqmd.gov/prdas/rochures/Super- 	<p>Applicants for new developments and project construction-contractors are responsible to implement SCAQMD rules; requires periodic inspection</p>	<p>Prior to construction and periodically during grading</p>	<p>Community Development Director</p>	<p></p>

3. Mitigation Monitoring Requirements

Table 3-1 Mitigation Monitoring Requirements

Mitigation Measure Compliant_AIM.pdf.	Responsibility for Implementation and Monitoring Action	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>2-2 New industrial or warehousing land uses that 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered transport refrigeration units (TRUs); and 2) are within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City of San Clemente Planning Department prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment and the South Coast Air Quality Management District. If the HRA shows that the incremental cancer risk exceeds one in one hundred thousand (1.0E-05) or the appropriate cancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that best available control technologies for toxics (T-BACTs) are capable of reducing potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms. T-BACTs may include, but are not limited to, restricting idling onsite or electrifying warehousing docks to reduce diesel particulate matter, or requiring use of newer equipment and/or vehicles. T-BACTs identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.</p>	<p>Applicants for certain new industrial or warehousing developments to prepare and submit an HRA</p>	<p>Prior to grading permits</p>	<p>Community Development Director</p>	
<p>2-3 The City of San Clemente shall evaluate new development proposals with sensitive land uses (e.g., residential, schools, day care centers) within the City for potential incompatibilities with regard to the California Air Resources Board's Air Quality and Land Use Handbook: A Community Health Perspective (April 2005). Applicants for sensitive land uses that are within California Air Resources Board's recommended buffer distances shall submit a health risk assessment (HRA) to the City of San Clemente prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard</p>	<p>Applicants for sensitive land uses that are within the recommended buffer distances from specified types of sources of hazardous air emissions to prepare an HRA</p>	<p>Prior to grading permits</p>	<p>Community Development Director</p>	

3. Mitigation Monitoring Requirements

Table 3-1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation and Monitoring Action	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>Assessment (OEHA) and the South Coast Air Quality Management District. The latest OEHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children age 0 to 6 years. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06) or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and noncancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to:</p> <ul style="list-style-type: none"> • Air intakes away from high-volume roadways and/or truck loading zones. • Heating ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters. <p>Mitigation measures identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the proposed project. The air intake design and MERV filter requirements shall be noted and/or reflected on all building plans submitted to the City and shall be verified by the City's Planning Department.</p>	<p>Project applicant to prepare and submit an odor management plan for specified uses</p>	<p>Prior to grading permits</p>	<p>Community Development Director</p>	
<p>If it is determined during project-level environmental review that a project has the potential to emit nuisance odors beyond the property line, an odor management plan shall be required, subject to Planning Director review and approval. Facilities that have the potential to generate nuisance odors include but are not limited to:</p> <ul style="list-style-type: none"> • Wastewater treatment plants • Composting, greenwaste, or recycling facilities • Fiberglass manufacturing facilities 				

3. Mitigation Monitoring Requirements

Table 3-1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation and Monitoring Action	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> • Painting/coating operations • Large-capacity coffee roasters • Food-processing facilities <p>If an odor management plan is determined to be required through CEQA review, the City shall require the project applicant to submit the plan prior to approval to ensure compliance with the South Coast Air Quality Management District's Rule 402, for nuisance odors. If applicable, the Odor Management Plan shall identify the best available control technologies for toxics (T-BACTs) that will be utilized to reduce potential odors to acceptable levels, including appropriate scrubbers (e.g., air pollution control devices) at the industrial facility. T-BACTs identified in the odor management plan shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.</p>				
5.3 BIOLOGICAL RESOURCES				
<p>3-1</p> <p>The City of San Clemente shall require applicants for public and private development projects that disturb vacant land to prepare a biological resources survey. The biological resources survey shall be conducted by a qualified biologist and submitted to the City's Planning Department. The biological resources survey shall include, but not be limited to: Analysis of available literature and biological databases, such as the California Natural Diversity Database, to determine sensitive biological resources that have been reported historically from the proposed development project vicinity; review of current land use and land ownership within the proposed development project vicinity; Assessment and mapping of vegetation communities present within the proposed development project vicinity; and general assessment of potential jurisdictional areas, including wetlands and riparian habitats.</p> <p>a. If the proposed development project site supports vegetation communities or mature trees that may provide habitat for special</p>	<p>Applicants of future development projects that disturb undeveloped land to prepare and submit biological resources survey</p>	<p>Prior to discretionary approval</p>	<p>Community Development Director</p>	

3. Mitigation Monitoring Requirements

Table 3-1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation and Monitoring Action	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Completion)
<p>a. status plant or wildlife species, a focused habitat assessment shall be conducted by a qualified biologist to determine the potential for special status plant and/or animal species to occur within or adjacent to the proposed development project area.</p> <p>b. If one or more special status species has the potential to occur within the proposed development project area, focused species surveys shall be conducted to determine the presence/absence of these species to adequately evaluate potential direct and/or indirect impacts to these species.</p> <p>c. If construction activities are not initiated immediately after focused surveys have been completed, additional preconstruction special status species surveys may be required, in accordance with the California Endangered Species Act and Federal Endangered Species Act, to ensure impacts are avoided or minimized to the extent feasible. If preconstruction activities are required, a qualified biologist would perform these surveys as required for each special status species that is known to occur or has a potential to occur within or adjacent to the proposed development project area.</p> <p>d. If sensitive biological resources, including mature trees or wildlife corridors, are identified within or adjacent to the proposed development project area, as outlined in the biological resources report, the construction limits shall be clearly flagged to ensure impacts to sensitive biological resources and the wildlife corridor are avoided or minimized, to the extent feasible. Prior to implementing construction activities, the City of San Clemente shall require applicants to contract with a qualified biologist to verify that the flagging clearly delineates the construction limits and sensitive resources to be avoided.</p> <p>e. If sensitive biological resources are known to occur within or</p>				

3. Mitigation Monitoring Requirements

Table 3-1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation and Monitoring Action	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>adjacent to the proposed development project area, as outlined in the biological resources report, the City of San Clemente shall require applicants to contract with a qualified biologist to develop and implement a project-specific contractor training program to educate project contractors on the sensitive biological resources within and adjacent to the proposed development project area and measures being implemented to avoid and/or minimize impacts to these species. Project Contractors shall be required to comply with the requirements of the program.</p> <p>f. If sensitive biological resources are present within or adjacent to the proposed development project area and impacts may result from construction activities, as outlined in the biological resources report, the City may require that a developer retain a qualified biological monitor to be present during all or a portion of the construction activities to ensure impacts to the sensitive biological resources are avoided or minimized to the extent feasible. The specific biological monitoring requirements shall be determined on a project-by-project basis. The qualified biological monitor shall be approved by the City on a project-by-project basis based on applicable experience with the sensitive biological resources that may be impacted by the proposed development project activities.</p>				
<p>3-2 The City of San Clemente shall require applicants of public and private development projects that have the potential to affect listed species to obtain written authorization from the U.S. Fish and Wildlife Service that the grading or construction activity is in compliance with regulations on the "take" of the listed species that would directly or indirectly be impacted. Any mitigation requirements set forth by such agencies shall be incorporated into the project's final design plans.</p>	<p>Applicants of development projects that have the potential to affect listed species</p>	<p>Prior to discretionary approval</p>	<p>Community Development Director</p>	
<p>3-3 The City of San Clemente shall require applicants of development projects that have the potential to affect jurisdictional waters of the US pursuant to the Clean Water Act to contract with a qualified biologist to conduct a jurisdictional delineation following the methods outlined</p>	<p>Applicants of development projects that have the potential to affect jurisdictional resources</p>	<p>Prior to discretionary approval</p>	<p>Community Development Director</p>	

3. Mitigation Monitoring Requirements

Table 3-1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation and Monitoring Action	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>in the 1987 US Army Corps of Engineers Wetland Delineation Manual and the Regional Supplement to the USACE Wetland Delineation Manual, Arid West Region (2008) to map the extent of wetlands and nonwetland waters, determine jurisdiction, and assess potential impacts. The results of the delineation shall be presented in a wetland delineation letter report and shall be incorporated into the CEQA documents) required for approval and permitting of the proposed development project.</p>	<p>Applicants of development projects that have the potential to affect jurisdictional resources</p>	<p>Prior to discretionary approval</p>	<p>Community Development Director</p>	
<p>The City of San Clemente shall require applicants to obtain permits for development projects that have the potential to impact jurisdictional waters, wetlands, and riparian habitat under the jurisdiction of the US Army Corps of Engineers, California Department of Fish and Wildlife, and/or San Diego Regional Water Quality Control Board. The agency authorization would include impact avoidance and minimization measures as well as mitigation measures for unavoidable impacts. Specific avoidance, minimization, and mitigation measures for impacts to jurisdictional resources shall be determined through discussions with the regulatory agencies during the proposed development project permitting process and may include monetary contributions to a mitigation bank or habitat creation, restoration, or enhancement.</p>	<p>Applicants of future development projects that are within designated open space or identified as a major linkage/corridor</p>	<p>Prior to grading permits</p>	<p>Community Development Director</p>	
<p>The City of San Clemente shall require applicants of development projects that are within designated open space or identified as a major linkage/corridor (see Figure 5.3-6) to prepare a habitat connectivity evaluation. The results of the evaluation will be incorporated into the project's biological report required under Mitigation Measure 3-1. The habitat connectivity evaluation shall assess the potential for the project to adversely affect the intended functions of the wildlife corridor. The evaluation shall also identify project design features that would reduce potential impacts and maintain functionality of habitat and connectivity for wildlife movement. To this end, the City shall incorporate the following measures into projects that would propose development within these areas:</p> <ul style="list-style-type: none"> • Avoid known sensitive biological resources • Any lighting associated with the project in this area, including 				

3. Mitigation Monitoring Requirements

Table 3-1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation and Monitoring Action	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>street lights and residential lights, shall be of the minimum output required and shall be down-shielded to prevent excessive light bleed into adjacent areas</p> <ul style="list-style-type: none"> • Encourage development plans that maximize wildlife movement • Provide buffers between development and sensitive habitat areas • Any road crossings, bridges, culverts, etc., shall be constructed with soft bottoms with an openness ratio of at least 0.9 (openness ratio=height x width/length), and sized to accommodate the largest species that could use the facility, or as recommended by CDFW • Use native, drought-resistant plant species in landscape design 				
<p>5.4 CULTURAL RESOURCES</p>				
<p>4-1 City staff shall require applicants for development permits to provide studies by qualified archaeologists assessing the cultural and historical significance of any known archaeological resources on or next to each respective development site; and assessing the sensitivity of sites for buried archaeological resources. On properties where resources are identified, or that are determined to be moderately to highly sensitive for buried archaeological resources, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements and shall be implemented by the project applicants</p> <ol style="list-style-type: none"> a. An archaeologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities. b. Should any cultural/scientific resources be discovered, no further grading shall occur in the area of the discovery until the Community Development Director concurs in writing that 	<p>Applicants for development permits</p>	<p>Prior to grading permits</p>	<p>Community Development Director</p>	

3. Mitigation Monitoring Requirements

Table 3-1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation and Monitoring Action	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>adequate provisions are in place to protect these resources.</p> <p>c. Unanticipated discoveries shall be evaluated for significance by an Orange County Certified Professional Archaeologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit materials to the California State University Fullerton or local archival facility where available; and provide a comprehensive final report including appropriate records for the California Department of Parks and Recreation (Building, Structure, and Object Record; Archaeological Site Record; or District Record, as applicable).</p>				
<p>4-2 City staff shall require applicants for development permits to provide studies by qualified paleontologists assessing the sensitivity of sites for buried paleontological resources. On properties determined to be moderately to highly sensitive for paleontological resources, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified paleontologist. The mitigation plan shall include the following requirements and shall be implemented by the project applicants:</p> <p>a. A paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.</p> <p>b. Should any potentially significant fossil resources be discovered, no further grading shall occur in the area of the discovery until the Community Development Director concurs in writing that adequate provisions are in place to protect these resources.</p> <p>c. Unanticipated discoveries shall be evaluated for significance by an Orange County Certified Professional Paleontologist. If significance criteria are met, then the project shall be required to</p>	<p>Applicants for development permits</p>	<p>Prior to grading permits</p>	<p>Community Development Director</p>	

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3. Mitigation Monitoring Requirements

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4. Mitigation Monitoring Reports

Mitigation monitoring reports are required to document compliance with the Mitigation Monitoring Program and to dispute arbitration enforcement resolution. Specific reports include:

Field Check Report
Implementation Compliance Report
Arbitration/Enforcement Report

4.1 FIELD CHECK REPORT

Field check reports are required to record in-field compliance and conditions.

4.2 IMPLEMENTATION COMPLIANCE REPORT

The Implementation Compliance Report (ICR) is prepared to document the implementation of mitigation measures on a phased basis, based on the information in Table 3-1. The report summarizes implementation compliance, including mitigation measures, date completed, and monitor's signature.

4.3 ARBITRATION/ENFORCEMENT REPORT

The Arbitration/Enforcement Report (AER) is prepared to document the outcome of arbitration committee review and becomes a portion of the ICR.

4. Mitigation Monitoring Reports

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5. Community Involvement

Monitoring reports are public documents and are available for review by the general public. Discrepancies in monitoring reports can be taken to the arbitration committee by the general public.

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CITY OF DALLAS, TEXAS

5. Community Involvement

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6. Report Preparation

6.1 LIST OF PREPARERS

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6. Report Preparation

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