

**MINUTES OF THE REGULAR MEETING
OF THE CITY OF SAN CLEMENTE
PLANNING COMMISSION
January 22, 2014 @ 7:00 p.m.
City Council Chambers
100 Avenida Presidio
San Clemente, CA 92672**

1. CALL TO ORDER

Chair Darden called the Regular Meeting of the Planning Commission of the City of San Clemente to order at 7:05 p.m.

2. PLEDGE OF ALLEGIANCE

Commissioner Kaupp led the Pledge of Allegiance.

3. ROLL CALL

Commissioners Present: Wayne Eggleston, Michael Kaupp, Jim Ruehlin and Kathleen Ward; Chair pro tem Barton Crandell, Vice Chair Donald Brown and Chair Julia Darden

Commissioners Absent: None

Staff Present: Jim Pechous, City Planner
Sean Nicholas, Associate Planner
Amber Gregg, Associate Planner
Thomas Frank, Transportation Engineering Manager
Ajit Thind, Assistant City Attorney
Eileen White, Recording Secretary

4. SPECIAL ORDERS OF BUSINESS- None

5. MINUTES

A. Minutes from the Planning Commission Regular Study Session of December 18, 2013

IT WAS MOVED BY VICE CHAIR BROWN, SECONDED BY COMMISSIONER RUEHLIN, AND UNANIMOUSLY CARRIED to receive and file the minutes of the Regular Study Session of December 18, 2013, as submitted by staff.

B. Minutes from the Planning Commission Regular Meeting of December 18, 2013

IT WAS MOVED BY VICE CHAIR BROWN, SECONDED BY COMMISSIONER KAUPP, AND UNANIMOUSLY CARRIED to receive and file the minutes of the Regular Meeting of December 18, 2013, with the following revision:

Page 7, 3rd paragraph, replace "Option B" with "Option D"

6. ORAL AND WRITTEN COMMUNICATION - None

7. CONSENT CALENDAR

A. North El Camino Real Class I Bicycle Path (Frank)

Review the project scope and developed conceptual design and receive input from the public and the Planning Commission. Staff is recommending that the Planning Commission forward a recommendation to the City Council regarding the conceptual design 1) lane alignment and 2) median type for separating class I from travel lanes.

Thomas Frank, Transportation Engineering Manager, narrated a PowerPoint Presentation entitled, "North El Camino Real Class 1 Bicycle and Pedestrian Path Project, dated January 22, 2014." He reviewed the project's design and grant constraints; requested Commission provide input on barrier design and materials. Staff recommended the Commission forward a recommendation to City Council to approve the conceptual design for the project.

In response to questions from the Commissioners, Mr. Frank agreed to consider extending Beach Trail aesthetics to this area; endorsed wire fencing in lieu of the K-rail guard rail as a future project; speculated the Class 1 bike trail will be very popular with all users, with the Class 2 preferred by speed cyclists.

Jim Pechous, City Planner, commented that this area is one of the most important gateways into the City, as well as a scenic highway and scenic corridor. Further we can expect this temporary improvement to be in place for many years. He suggested because the new improvements are likely to be around for a long time and the importance of this northern entry point into San Clemente, the Commission consider recommending to the City Council adding funds to the project to include construction of a gateway.

Chair Darden opened the public hearing.

Email dated January 22, 2014 from Sera and Richard Benjamin, residents, supporting the proposed Class 1 protected bike/pedestrian facility.

Brenda Miller, resident, displayed counts from a 2010 survey of the Pacific Coast Bike Route that indicate the popularity of the route for bicyclists and pedestrians alike; supported high standard of landscaping for median areas; endorsed the bike trail improvements as part of the Safe Routes to School Program; advised that although there are collision risks tied to K-rail installations, when compared to the magnitude of harm that can occur to bicyclists and pedestrians from vehicles, the risks associated with K-rail are less significant; suggested the Commission consider decorative K-rail or 8-inch curb medians landscaped with Queen Palms or other trees in succession to help slow down traffic; suggested the trees could create a "root barrier" that may eventually eliminate need for other types of barriers. She noted that many parents feel the K-rail is more effective than medians in stopping distracted drivers from entering bike paths.

Frank Peters, Newport Beach resident and member of a bicycle oversight committee for the City of Newport Beach, endorsed the plan to create safer conditions for cyclists, and quoted Enrique Pandalosa, a bicycle safety advocate, who said, "When designing safe streets, think of 8-year old children, and design for them."

Bret Gross, resident, endorsed the complete streets concept to accommodate multi users of streets, a concept working all over the world. The Class 1 lane will be used and enjoyed by many people, and it is a great opportunity to get families involved and enjoying the outdoor lifestyle in the beautiful weather. He commended all those involved in the project for their leadership and dedication; supported recommendation of approval to City Council.

Les Mikos, Laguna Beach resident, commended the City for their efforts to give people an alternative to driving cars and increasing safety within the alternative. He quoted Janett Sadik-Kahn, Transportation Commissioner for New York, who recommended experimenting in a temporary fashion with improvements that can be easily undone if not working in the intended manner.

Pete van Nuys, resident, endorsed the concept and commended Mr. Franks for his vision and work on the project. He believes the bike path will be a world-class facility and attract many runners, pedestrians, and cyclists. The path will be a major resort amenity and increase the perception of the City as an active destination. The path will connect the City's Beach Trail with Dana Point, another active destination city. He envisions the bike path to be as popular as the Beach Trail with residents and visitors alike; endorsed landscaping in the medians; supported addition of gateway feature to the project. He expressed concern at the

terminus of the bike path when it merges with the Class 2 bike trail and pedestrian sidewalk for safety reasons; questioned whether the K-rail could be eliminated at intersections to allow more entry and exit points as well as allow merging between the Class 1 and Class 2 bike paths in advance of the terminus.

Ellie Hammargran, resident, related difficulties getting parents to allow their children to ride their bikes to school for safety reasons. She started a successful "Walk and Roll" program to encourage kids to ride bikes and walk to Concordia Elementary School. She advocated installing either the K-rail or medians, as either option will increase safety for kids riding bikes, and protect kids from distracted drivers.

Gary Headrick, representing San Clemente Green, supported the Class 1 bike path to provide a safe place for recreational cyclists.

Richard Boyer, resident, supported the bike path as an extension of the Beach Trail and endorsed landscaping improvements. He believes both K-rail and curb medians create increased safety risks for cyclists, and cautioned that installation of any type of barrier can create unintended consequences.

Chair Darden closed the public hearing.

Commission Discussion:

Thomas Frank, Transportation Engineering Manager, supported elimination of the K-rail at the intersections to provide a transition zone; commented that starting and stopping of K-rail sections must be engineered to provide for crash cushioning and ensure uniformity. He advised that the K-rail used by the City of Dana Point provides for protection because there is not enough space for a six foot median. In the subject design proposed, there is a Class 2 bike lane as well as a median separating the traffic lanes and the Class 1 bike path. He noted the conceptual design presented this evening can accommodate either the K-rail or curb median design. He prefers the median over the K-rail for safety reasons, and commented that although many sidewalks are next to bike trails, he is not aware of any reported injuries. He noted the first 400 feet of the bike path transition zone from Dana Point has to be K-rail for space constraints, and commented that potential future improvements at the intersection may eliminate the need for K-rail.

Horizontal Layout:

Commissioner Ruehlin supported the concept overall, but expressed concern regarding safety at the southern start/terminus of the trail where the pedestrian, Class 1 and Class 2 bike lanes merge together; expressed concern that some vehicular bike riders may prefer riding in the Class 1

bike path rather than the Class 2, which may compromise safety for slower pedestrians/cyclists; commented that children may be confused as to the correct bike path they should using. He questioned whether the Class 1 and Class 2 bike paths could be merged into one larger bike path with 4-lane striping.

Mr. Frank advised that although a multiple lanes bike path would not be an option, a wider bike path would not necessarily provide vehicular riders an opportunity to travel faster than recreational riders/stroller/pedestrian traffic, as the slower traffic would just expand to fill the wider lane. He commented that vehicular cyclists overwhelmingly prefer riding in the Class 2 lane in order to go faster, have the option of merging into vehicular traffic lanes to avoid obstacles, and avoid slower traffic in the Class 1 lane. He noted that the new lanes will be signed, and the transition area at North Beach will be signed and striped to ensure users are aware of the lanes merging.

Following discussion, the Commissioners unanimously concurred to recommend City Council support the proposed horizontal concept with the understanding that staff continue refining the transition at Avenida Estacion to increase safety for all users. In addition the Commissioners supported the removal the K-rail barriers at intersections.

Barriers:

The Commissioners unanimously concurred to recommend City Council consider installing K-rail through the first 400 feet as required and installing medians for the remainder of the project, with as much landscaping as can be accommodated in the budget, including an abundance of vertical landscaping to create safety and security for all users.

Gateway:

The Commissioners unanimously recommended the City Council apply the new standards in the General Plan and increase the project funds to support creation of a gateway as part of this project.

The Commissioners commended Tom Frank, Brenda Miller, and all those involved in the project for their efforts; supported allotting as much funds as possible to landscaping installation in the medians; emphasized the importance of following guidelines in the General Plan and creating a gateway entry to the City along with the project.

8. PUBLIC HEARING

A. **2316 South El Camino Real – Conditional Use Permit 13-249/Architectural Permit 13-251/Site Plan Permit 13-252 – La Ventura Event Center** (Gregg)

A request to consider a new two-story commercial building for a special event facility totaling 9,293 square feet and an off-site parking agreement at 2316 South El Camino Real. The project is located in the Neighborhood Commercial zoning district (NC3) and the legal description is Lots 3 and 4, Block 10, Tract 852, and Assessor's Parcel Number 690-446-17.

Jim Pechous, City Planner, recommended the Commission table this item to allow the applicant and nearby property owner to discuss easement issues.

IT WAS MOVED BY COMMISSIONER EGGLESTON, SECONDED BY COMMISSIONER RUEHLIN, AND UNANIMOUSLY CARRIED TO TABLE 2316 SOUTH EL CAMINO REAL – CONDITIONAL USE PERMIT 13-249/ARCHITECTURAL PERMIT 13-251/SITE PLAN PERMIT 13-252 – LA VENTURA EVENT CENTER.

[AGENDA ITEM TABLED.]

B. **130 Calle Iglesia – Conditional Use Permit 13-481 – Bill Brewster Racing and Manufacturing** (Nicholas)

A request to consider establishing an automotive repair facility for the Bill Brewster Racing and Manufacturing company located at 130 Calle Iglesia within the Business Park planning area four within the Rancho San Clemente Specific Plan. The legal description is Lot 3, of Tract 13467, Assessor's Parcel Number 690-641-03.

Sean Nicholas, Associate Planner, summarized the staff report; displayed site plans for the Commissioners' consideration; recommended approval of the request as conditioned.

In response to questions from the Commissioners, Mr. Nicholas stated that staff decided not to include the elimination of the delivery bay as a condition of approval to allow flexibility for potential future tenants and advised the Commission they may include it as a condition of approval if they desire; advised conditions of approval require that all repair and manufacturing be done indoors as well as require that all vehicles on site for auto repair or associated with active work must be stored indoors; commented that the required number of spaces for the use are being provided on site.

Scott Brewster, applicant, has owned the business for 40 years. They are moving to new location in order to accommodate business growth. The

new space will allow them to protect all cars being serviced from sun damage, dirt, etc. They only work on Porsches and run a professional organization.

Chair Darden opened the public hearing.

Barry Berg, resident and Porsche owner, supported the nationally known business and the new business proposal.

Chair Darden closed the public hearing.

Several Commissioners endorsed the move from the existing location to the business park as a more appropriate location for the use.

IT WAS MOVED BY COMMISSIONER KAUPP, SECONDED BY VICE CHAIR BROWN, AND UNANIMOUSLY CARRIED TO ADOPT RESOLUTION NO. PC 14-001 A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN CLEMENTE, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT 13-481, BILL BREWSTER RACING AND MANUFACTURING, A REQUEST TO ALLOW FOR A NEW AUTOMOTIVE REPAIR FACILITY LOCATED AT 130 CALLE IGLESIA.

[DECISION FINAL. SUBJECT TO APPEAL OR CALL UP BY COUNCIL]

C. **1832 North El Camino Real – Conditional Use Permit 13-478/Minor Cultural Heritage Permit 14-004 – North Beach, Beach Parking Lot**
(Gregg)

A request to consider a 33 space beach parking lot and associated accessory structures located at 1832 North El Camino Real within the Commercial (C-2-GZ) zoning district. The legal description is Lots 4-8, of Tract 972, and Assessor's Parcel Number 057-192-04.

Amber Gregg, Associate Planner, narrated a PowerPoint Presentation entitled, "North Beach, Beach Parking Lot, CUP 13-478 & MCHP 14-04, dated January 22, 2014." Staff recommended the Commission recommend City Council approval of the request as conditioned.

Art Guy, City's landscape architect consultant, advised the electrical outlets intended for tree lighting will be on a separate circuit and can feature locking lids so they can be depowered and/or protected from unauthorized usage; estimated the proposed bike racks can hold 5 or 6 bikes; described the trees proposed for the site, which are intended to provide as much shade as possible but still maintain a low profile to protect the view corridor; agreed to research and/or consult with Dennis Reed regarding blight issues associated with the melaleuca trees and choose blight resistant strains if possible.

Handan Cirit, the City's Principal Civil Engineer for CIP projects, advised the recommended estimated budget for the project is \$740,000 for construction phase in next year's fiscal budget. The actual cost will be determined when the public bids are submitted next summer.

In response to questions, Ms. Gregg advised that a condition can be added to require the shade trees be pruned to provide shade; advised murals and/or tiles could be added to the 4-foot wall along El Camino Real if directed by the Commission; noted that new businesses in the area must provide their own parking on site unless asking for parking waivers.

City Planner Pechous stated that the 42 inch tall Spanish-style wall along El Camino Real is proposed to be setback with landscaping in front; advised that potential use by the homeless is being discouraged with transparent and low level landscaping that will inhibit camping/creation of homeless living areas; noted additional bike racks can be added if warranted.

Commissioner Eggleston stressed the importance of securing electrical outlets to prohibit unauthorized usage; suggested banners be installed on poles and placed in the grass areas instead of temporary installation on the beautiful archway.

Chair Darden suggested the City consider using green painted lines on the parking lot surface, similar to enlightened communities like Corona del Mar and Newport Beach; instead of the standard white. The green striping is more elegant, allows the vegetation to be more prominent, and places less emphasis on the parking lot surface.

Handan agreed to speak to the Public Works Director about potential for green striping; commented that the City standard is white. Because parking lot painting is contracted out, a change in color will affect the existing contract and create inconsistent parking standards throughout the City.

IT WAS MOVED BY COMMISSIONER KAUPP, SECONDED BY COMMISSIONER RUEHLIN, AND UNANIMOUSLY CARRIED TO ADOPT RESOLUTION NO. 14-002, A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN CLEMENTE, CALIFORNIA, RECOMMENDING CITY COUNCIL APPROVAL OF CONDITIONAL USE PERMIT 13-478 AND MINOR CULTURAL HERITAGE PERMIT 14-004, NORTH BEACH, BEACH PARKING LOT, A REQUEST TO CONSIDER THE CONSTRUCTION OF A 33 SPACE BEACH PARKING LOT LOCATED AT 1832 NORTH EL CAMINO REAL, with the following revisions:

Recommend that City Council consider the parking lot be striped with green instead of the standard white.

Add standard condition of approval (used in the El Camino Real Ralph's application) that requires the shade trees to be pruned to stay as trees.

[ACTION SUBJECT TO CITY COUNCIL APPROVAL]

9. NEW BUSINESS - None

10. OLD BUSINESS – None

11. REPORTS OF COMMISSIONERS/STAFF

- A. Tentative Future Agenda
- B. Minutes from the Zoning Administrator meeting of December 18, 2013
- C. Minutes from the Zoning Administrator meeting of January 8, 2014
- D. Staff Waiver 13-508, 800 S. El Camino Real
- E. Staff Waiver 13-509, 242 Avenida Granada
- F. Staff Waiver 13-510, 104 Avenida Barcelona
- G. Staff Waiver 13-518, 815 Calle Mendoza
- H. Staff Waiver 13-524, 129 W. Avenida Cadiz
- I. Staff Waiver 13-525, 140 W. Escalones
- J. Staff Waiver 14-002, 423 Avenida Granada #53
- K. Staff Waiver 14-006, 918/920 S. El Camino Real
- L. Staff Waiver 14-007, 320 Encino Lane
- M. Staff Waiver 14-012, 209 Avenida Victoria
- N. Staff Waiver 14-013, 305 Avenida Cabrillo

Commissioner Ruehlin reported that 3 Commissioners joined a group that recently hiked to the highest point in San Clemente, appropriately named San Clemente Summit; recommended all make the trip and experience the beautiful views.

Vice Chair Brown reported that at the last the Coastal Advisory Committee, the Committee elected to approach the City Council concerning a street sweeping ordinance that would increase the number of streets within the City that are signed to prohibit car parking on street sweeping days.

Chair Darden thanked Vice Chair Brown for copies of the informative article on the Pasadena Streetscape.

12. ADJOURNMENT

IT WAS MOVED BY COMMISSIONER KAUPP, SECONDED BY COMMISSIONER RUEHLIN, AND UNANIMOUSLY CARRIED to adjourn at

9:57 p.m. to the Study Session to be held at 6:00 p.m. on February 5, 2014, in Council Chambers at City Hall located at 100 Avenida Presidio, San Clemente, CA.

Respectfully submitted,



Julia Darden, Chair

Attest:



Jim Pechous, City Planner