



AGENDA REPORT

SAN CLEMENTE CITY COUNCIL MEETING
Meeting Date: June 7, 2022

Agenda Item 4L
Approvals:
City Manager ES *18*
Dept. Head JS
Attorney CT
Finance JW

Department: Public Works / Engineering
Prepared By: Zak Ponsen, Acting Deputy Public Works Director

Subject: *APPROVAL OF SPEED CUSHIONS ON THE 100 BLOCK OF AVENIDA BARCELONA.*

Fiscal Impact: Yes. If approved, the traffic calming project budget would be reduced by the estimated speed cushion construction cost which is currently \$40,000. The City has an Air Quality Improvement Fund with an amount of \$80,000 allocated for traffic calming projects. There are available funds in the Fiscal Year 2022 Traffic Calming budget for this project.

Summary: The Planning Commission and staff recommend City Council approval for the use of speed cushion traffic calming devices on the 100 block of Avenida Barcelona.

Discussion: A petition was received in July 2021 requesting an evaluation for speed cushions on the 100 block of Avenida Barcelona. Speed cushions are a traffic calming option available as part of the traffic calming program. The petition cited high traffic volumes and speeds that often exceed the speed limit. The petition was processed by staff in accordance with the City's adopted Traffic Calming Policy and Resource Manual and the results are presented below.

In the petition, residents also requested that the vertical delineators be removed from El Camino Real at the intersection with Esplanade. Their concern was the shifted/increased traffic from Esplanade to Avenida Barcelona and subsequently increased speeding, noise, and pollution issues. The evaluation of this concern is discussed in part 2 of this report.

Part 1 - Speed Cushions on 100 block of Avenida Barcelona

The process for evaluating a street for potential speed cushions involves two separate studies. The first is to review the project per the Traffic Calming Policy and Resource Manual. This is done in order to determine if the street qualifies for implementing traffic calming devices. If a speed cushion project meets the criteria of the Traffic Calming Policy and Resource Manual, it will then proceed to be analyzed per the City's specific speed hump/cushion policy.

Based on the City's Traffic Calming Policy and Resource Manual, the street met the minimum required point score to qualify for traffic calming treatments and satisfied the 67% support requirements. The data did indicate notable volume (2,212 vehicles per day) and 85th percentile speed (30 miles per hour (mph)) on the street.

Since the project met the minimum requirements to qualify for traffic calming, it was then analyzed per the City's specific speed hump/cushion policy. Avenida Barcelona meets the basic speed hump/cushion policy criteria for speed cushion installation, with the exception that the 85th percentile speed is slightly lower than required 32mph criteria. When all basic speed cushion criteria are met, a street can move forward to the Planning Commission if a majority (greater than 50%) are in favor of installation. If any criteria are not met (such as this project), a street can still move forward for Planning Commission consideration if at least 67% are in favor of installation. The petition received in July 2021 indicates that 43 of 48 parcels fronting the 100 block of Avenida Barcelona are in favor of installing speed cushions. This response translates to 90% in favor of installation, exceeding the minimum 67% requirement. Although the 100 block of Avenida Barcelona does not meet all the required criteria of the more detailed speed hump/cushion policy, staff is favorable of recommending speed cushion being installed due to the special circumstances of this block. This block includes a signalized intersection at its eastern connection to El Camino Real, and therefore serves for as a focal point for both local and out of town travelers.

Staff prepared an exhibit (Attachment 1) showing proposed speed cushion locations. The exhibit was shared with residents, particularly with those that had a speed cushion proposed to be located on their frontage. All adjacent residents have indicated support for the speed cushion locations as shown on Attachment 1.

The item was considered by the Planning Commission on May 4, 2022 (refer to Attachment 2 for this report to Planning Commission). The Planning Commission recommended the use of speed cushions on the 100 block of Avenida Barcelona; however, there was discussion after a public letter was received requesting a third row of speed cushions, reconfigured street striping, and a reconfiguration of the intersection of Avenida Barcelona and South Ola Vista. During those Planning Commission discussions it was determined that since those new design considerations were not a part of the publically noticed agenda item, that those items could not be considered at that time. The Planning Commission was favorable of adding language to their approval that the City Council direct staff to report back to the Planning Commission at a later date with additional traffic calming considerations for potential revised striping and potentially an electronic speed sign.

After the Planning Commission hearing staff received communications from another resident of the 100 block of Avenida Barcelona who was in favor of the project but asked that a third row of speed cushions be installed. The public letters/communications can be found in Attachment 3. All other phone calls received and speakers during the Planning Commission hearing have expressed support for the proposed speed cushions.

As part of the speed cushion analysis staff gets support from the adjacent home owners who reside directly adjacent to the proposed speed cushions. If Council directs staff to add a third row of cushions, this will cause the location of the cushions to be modified. Any such recommendation by City Council should include an approval of the approximate 50% cost increase, and direct staff to obtain support from the new residents that will be directly adjacent the new cushion locations. If Council wishes to add a recommendation for staff to reanalyze the striping and other traffic calming

features on the 100 block of Avenida Barcelona, then staff recommends that the analysis be done after the installation of the speed cushions since the cushions will likely change the street's speed/conditions, etc.

If City Council approves the speed cushion installation, staff recommends that the City Council appropriate required funds from the Traffic Calming budget.

Part 2 – Centerline Delineators at El Camino Real / Esplanade

At its September 15, 2020 meeting (see Attachment 4 for agenda report), City Council approved staff's recommendation of installing centerline delineators on El Camino Real at its intersection with Esplanade. This alternative was proposed by staff as Alternative 2 to improve traffic safety at the subject location. Most residents on Esplanade favored Alternative 1, which was the addition of left-turn pockets on El Camino Real at Esplanade. However, due to limited right-of-way to provide left-turn pockets on EL Camino Real and the loss of parking spaces on El Camino Real, the majority of business owners fronting El Camino Real had indicated a preference for Alternative 2. In their July 2021 petition, residents on the 100 block of Avenida Barcelona requested, for Alternative 1 to be re-considered since they believe traffic has been increased on Avenida Barcelona due to limiting turns onto Esplanade.

Centerline delineators on El Camino Real were installed on December 7, 2020, so this improvement is still considered a new countermeasure. In addition, in January 2021, City staff received grant funding from Caltrans to conduct a Local Road Safety Plan (LRSP) to address local roadway safety issues and needs. This section of El Camino Real is part of the LRSP analysis. However, due to the fact that the LRSP study has not been completed and it has been a short amount of time since the installation of delineators, very little data is available from a safety perspective. Therefore, staff does not recommend any additional changes or improvements at this point until further evaluation be completed based on adequate data regarding traffic safety and traffic circulation in the study area. If City Council request for further evaluation, staff recommends coming back later when more relevant data is available after the speed cushions on the 100 block of Avenida Barcelona have been in place for at least six months. Public feedback would also be part of the evaluation process.

Recommended

Action: STAFF AND THE PLANNING COMMISSION RECOMMEND THAT the City Council approve the use of speed cushion traffic calming treatments on the 100 block of Avenida Barcelona and authorize the use of funding from the Traffic Calming Project, CIP No. 39087 to complete the installations.

Attachments:

1. Proposed Speed Cushion Locations
2. May 4, 2022 Planning Commission Report
3. Email/letters from residents.
4. City Council Agenda Report, September 15, 2020

Notification: A notice of intention to consider the staff recommendation was distributed to parcels on the 100 block of Avenida Barcelona and within a 300-foot radius.



CITY OF SAN CLEMENTE
910 CL Negocio, Suite 100
San Clemente, CA 92673
Tel (949) 364-6100
Fax (949) 361-8316

LEGEND:

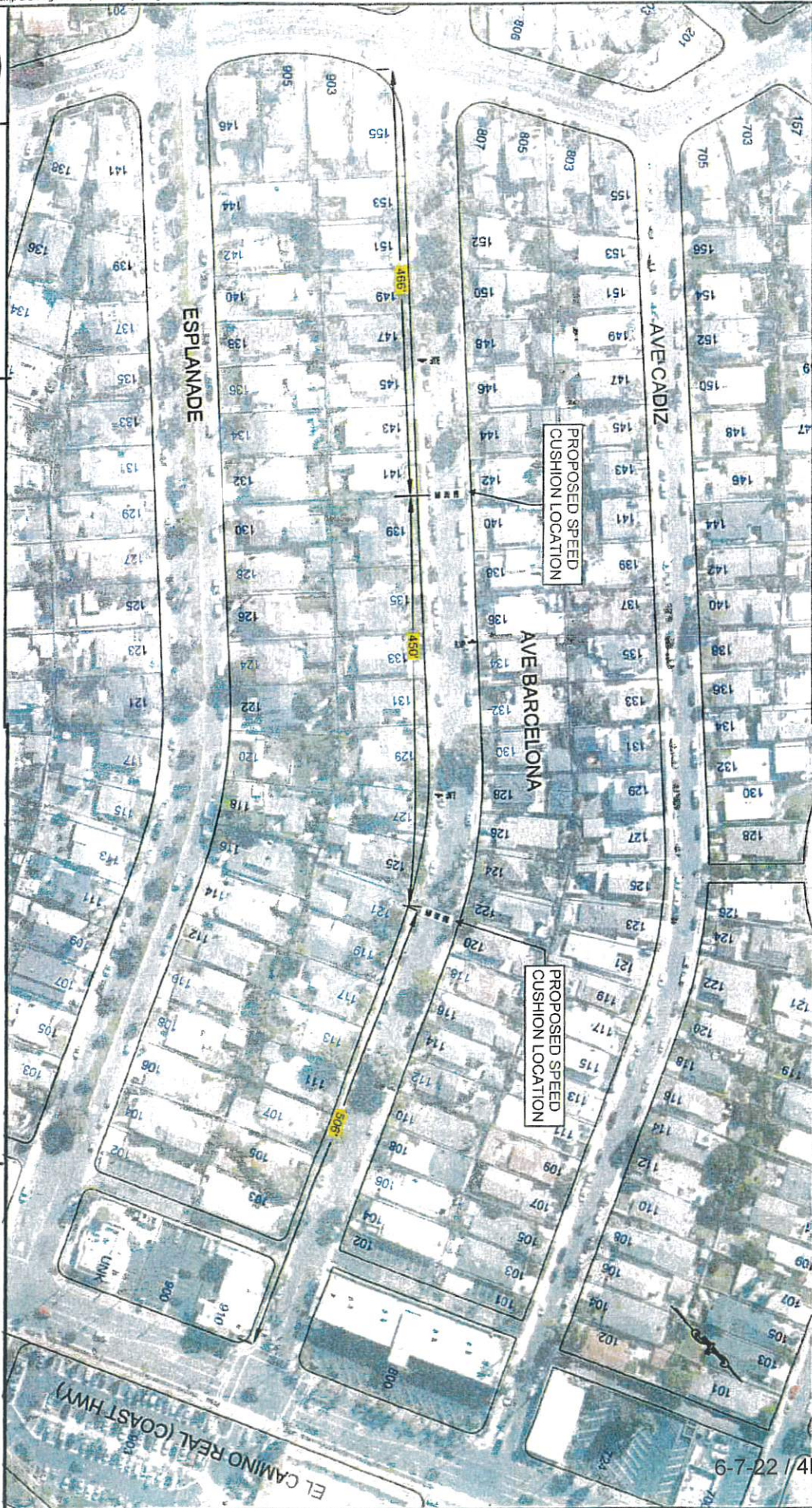


PROPOSED SPEED CUSHION LOCATION

ADVANCE WARNING SIGNS



ATTACHMENT 1 - LOCATION MAP
PROPOSED SPEED CUSHIONS
ON AVENIDA BARCELONA (100 BLOCK)





Memorandum Engineering Division

May 4, 2022

To: Planning Commission
From: Zachary Ponsen, Acting Deputy Public Works Director
Subject: **Speed Cushions on Avenida Barcelona, 100 Block**
Copies: Kiel Koger, Public Works Director/City Engineer
Jared Streeter, Orange County Sherriff's Department, Administrative Sergeant

ISSUE:

Should the Planning Commission forward a recommendation to the City Council to implement speed cushions on the 100 block of Avenida Barcelona?

BACKGROUND:

A petition was received in July 2021 requesting an evaluation for speed cushions on the 100 block of Avenida Barcelona. The petition cited high traffic volumes and speeds that often exceed the speed limit. The petition was processed by staff in accordance with the City's adopted Traffic Calming Policy and Resource Manual and the results are presented in the next section.

In the petition, residents also requested that the vertical delineators be removed from El Camino Real at the intersection with Esplanade. Their concern was the shifted/increased traffic from Esplanade to Avenida Barcelona and subsequently increased speeding, noise, and pollution issues. The evaluation of this concern is discussed in part 2 of this report.

Part 1 - Speed Cushions on 100 block of Avenida Barcelona

Based on the City's traffic calming program, the street met the minimum required point score to qualify for traffic calming treatments and satisfied the 67% support requirements. The data did indicate notable volume (2,212 vehicles per day) and 85th percentile speed (30 miles per hour (mph)) on the street.

The City's more specific speed hump/cushion policy indicates that this can move forward for a Planning Commission recommendation after first following the initial traffic calming evaluation (above). Avenida Barcelona meets the basic criteria for speed cushion installation, with the exception that the 85th percentile speed is slightly lower than 32mph. When all basic speed cushion criteria are met, a street

can move forward for recommendation if a majority (greater than 50%) are in favor of installation. If any criteria are not met, a street can still move forward for Planning Commission recommendation if at least 67% are in favor of installation. The petition received in July 2021 indicates that 48 of 50 parcels fronting the 100 block of Avenida Barcelona are in favor of installing speed cushions. This response translates to 96% in favor of installation, exceeding the minimum 67% requirement.

Staff prepared an exhibit showing proposed speed cushion locations. The exhibit was shared with residents, particularly with those that had a speed cushion proposed to be located on their frontage. All adjacent residents have indicated support for the speed cushion locations as shown on Attachment 3.

If the Planning Commission moves the project forward for City Council consideration, staff will recommend that the City Council appropriate required funds from the Traffic Calming budget.

Notices were distributed to parcels on and adjacent to the 100 block of Avenida Barcelona to inform that this issue would be considered at this meeting.

Part 2 – Centerline Delineators at El Camino Real / Esplanade

At its September 15, 2020 meeting (see attachment 1 for agenda report), City Council approved staff's recommendation of installing centerline delineators on El Camino Real at its intersection with Esplanade. This alternative was proposed by staff as Alternative 2 to improve traffic safety at the subject location. Most residents on Esplanade favored Alternative 1, which was the addition of left-turn pockets on El Camino Real at Esplanade. However, due to limited right-of-way to provide left-turn pockets on El Camino Real and the loss of parking spaces on El Camino Real, the majority of business owners fronting El Camino Real had indicated a preference for Alternative 2. In their July 2021 petition, residents on Avenida Barcelona requested, for Alternative 1 to be re-considered since they believe traffic has been increased on Avenida Barcelona due to limiting turns onto Esplanade.

Centerline delineators were installed on December 7, 2020, so this improvement is still considered as a new countermeasure. In addition, in January 2021, City staff received grant funding from Caltrans to conduct a Local Road Safety Plan (LRSP) to address local roadway safety issues and needs. This section of El Camino Real is part of the LRSP analysis. However, due to the fact that the LRSP study has not been completed and it has been a short amount of time since the installation of delineators, very little data is available from a safety perspective. Therefore, staff does not recommend any additional changes or improvements at this point until further evaluation be completed based on adequate data regarding traffic safety and traffic circulation in the study area. If City Council asks for further evaluation, staff would recommend coming back later when more relevant data is available after the speed cushions are in place for at least six months. Public feedback would also be part of the evaluation process.

RECOMMENDATION:

STAFF RECOMMENDS THAT Planning Commission forward to the City Council a recommendation to approve the use of speed cushion traffic calming treatments on the 100 block of Avenida Barcelona.

- Attachments: 1. Location Map
2. City Council Agenda Report, September 15, 2020

l:\cd\engineering\secure\admin\planning commission\2022\5-4-22\avenida barcelona\barcelona speed cushions.docx

Attachment 3

From: pcpubliccomment@san-clemente.org <pcpubliccomment@san-clemente.org>

Sent: Monday, April 25, 2022 11:13 AM

To: Acosta, Lisa <AcostaL@san-clemente.org>; Scott, Meredith <ScottM1@san-clemente.org>; Gallardo-

Daly, Cecilia <Gallardo-DalyC@san-clemente.org>; Atamian, Adam <AtamianA@san-clemente.org>

Subject: City of San Clemente, CA: PC Meeting Public Comment

A new entry to a form/survey has been submitted.

Form Name: Planning Commission - Public Comment Submittal
Date & Time: 04/25/2022 11:13 AM
Response #: 72
Submitter ID: 23265
IP address: 2600:8802:4600:6aa0::4bad
Time to complete: 18 min. , 41 sec.

Survey Details: Answers Only

Page 1

1. BRIAN HASKINS
2. San Clemente
3. [REDACTED]
4. 05/04/2022
5. Speed Cushions On Avenida Barcelona
6. (o) I request that my below comments be read at the Planning Commission meeting.
7. I live near Barcelona and Ola Vista. Recently a car rounding the corner crashed into my new truck resulting in a total loss. I helped extricate a man trapped in a car that impacted a tree across the street. He sustained significant injury. The next door neighbors' car was struck 3 times by out of control cars. The neighbor West of that was crashed in to also. I have seen many accidents at the intersection including clavicle fractures, hit and runs etc. The statistics of volume and speed do not capture the nature of the danger. Vehicles accelerating up the hill Northbound on Ola Vista (after slowing for the dips at Espianade) come to a sweeping right hand turn as they come to the crest of the hill. The surface is uneven and this leads to an unstable vehicle that loses control. Most of the accidents do not show up in reports. I do strongly support the traffic calming measure of Speed Cushions. The Westernmost cushion should be placed closer to Ola Vista as it is acceleration on the first "straightaway" that creates the problem. Consider 3 cushions. Consider narrowing the Eastbound entrance to 100 block Barcelona with raised dots. Consider a stripe on centerline on the curve near 121 Barcelona.

Thank you,
City of San Clemente, CA

This is an automated message generated by Granicus. Please do not reply directly to this email.

From: [REDACTED]
To: Potlsen, Zachary
Subject: speed bumps on Avenida Barcelona
Date: Thursday, May 19, 2022 10:05:37 PM
Importance: High

Very much appreciate the returned call.

Definitely support the installation of the speed bumps. In my opinion, 3 are needed with the first one being just below the alley where folks start to pickup speed on the steepest part of the street. Second one right at the curve & third one farther down toward Ola Vista.

Thanks,

Kyle Maurer
[REDACTED]



AGENDA REPORT

SAN CLEMENTE CITY COUNCIL MEETING
Meeting Date: September 15, 2020

Agenda Item 9B

Approvals:

City Manager [Signature]

Dept. Head [Signature]

Attorney _____

Finance [Signature]

Department: Public Works / Engineering Division
Prepared By: Nestor Mangohig, Senior Civil Engineer - Traffic

Subject: *EL CAMINO REAL/ESPLANADE INTERSECTION SAFETY IMPROVEMENT.*

Fiscal Impact: Yes. Improvements are estimated between \$3,000-\$10,000 depending on selected alternative.

Summary: The Planning Commission and staff recommend that the City Council approve the addition of delineators along the centerline of El Camino Real through the Esplanade intersection. This improvement will remove left turn conflict points at the intersection in response to collision history at this location while also maintaining on-street parking on the west side of El Camino Real between Esplanade and Avenida Santiago.

Discussion: City staff is exploring a modification at the El Camino Real/Esplanade intersection (see Attachment 1) based on recorded collision history at the location. The type of accidents recorded at this location in combination with vehicle turning activity associated with adjacent uses, suggest that the existing lack of a dedicated left turn area on El Camino Real can cause drivers to accept shorter gaps in opposing/conflicting traffic while performing left turns into and out of Esplanade and the commercial driveway opposite Esplanade.

Two modifications that can be implemented quickly are described below:

Alternative 1: Addition of left turn pockets on El Camino Real at Esplanade

The street width on El Camino Real can accommodate a left turn pocket in both the northbound and southbound directions at Esplanade. The vehicle cross section would be similar to El Camino Real at Avenida Barcelona, just north of the subject intersection. This concept is shown on Attachment 2.

Advantages:

- A dedicated left turn area would reduce rear-end and broadside-type conflicts by allowing vehicles wishing to make a left turn from El Camino Real to wait for a sufficient gap in oncoming traffic without concern of a car behind them rear ending them. Currently, it appears that some left turn drivers attempt to perform the left turn with less than ideal conflicting gaps.
- All left turn movements into and out of Esplanade and the commercial driveway opposite Esplanade would be maintained.
- Traffic would not be shifted to adjacent streets.

- Improved sight distance for vehicles entering El Camino Real from Esplanade and Avenida Santiago.
- Alternative 1 allows for additional phased modification if restrictions are found to be necessary beyond left turn pockets. If collision statistics do not demonstrate an improvement, raised delineators can be added on El Camino Real while maintaining the turn pockets. This would remove left turns out of Esplanade and the commercial center onto El Camino Real, but would continue to allow left-in, right-in, and right-out access. If further modification were found to be necessary, Alternative 2 would be proposed.

Disadvantages:

- Parking cannot be accommodated on the west side of El Camino Real between Esplanade and Avenida Santiago with the addition of left turn pockets at Esplanade. Parking is already prohibited on the west side of El Camino Real from Avenida Barcelona and Esplanade and on the east side of El Camino Real from Avenida Barcelona to Avenida Santiago. The recently constructed mixed-use development on the northwest corner of El Camino Real/Avenida Santiago filled in the site's previous driveway curb cuts on El Camino Real since the project parking supply is accessed from Avenida Santiago and at the rear of the site via the alley. It should be noted that the development satisfied all of its code-required parking on-site.

Alternative 2: Addition of delineators along El Camino Real centerline at Esplanade

As an alternative to providing left turn pockets on El Camino Real, vertical delineators can be placed along the El Camino Real centerline in the Esplanade intersection to restrict all left turns at the location, thereby removing all left turn-related conflict points at the location. Right-in, right-out access would continue to be maintained at Esplanade and the commercial driveway. This concept is shown on Attachment 3.

Advantages:

- Conflicting left turn movements would be eliminated from the intersection, removing the potential for rear-end, broadside, and head-on accidents related to left turns.
- Parking could continue to be accommodated on the west side of El Camino Real between Esplanade and Avenida Santiago.

Disadvantages:

- Inbound/outbound left turn access for Esplanade and the commercial driveway would be eliminated.
- Left turn commercial vehicle access would increase at the Avenida Barcelona traffic signal. Periodic disruption of through traffic on El Camino Real may increase due to left turn queues into the commercial development.
- Traffic would be expected to shift from Esplanade to Avenida Barcelona, Avenida Santiago and/or other east/west streets.

- Restrictive delineation may need to extend further to the south beyond Esplanade for approximately 50 feet to prevent the conflict area from simply moving to the next driveway that provides access to the commercial center.

Public Input Survey

A survey describing the two alternatives above was mailed to the site addresses on El Camino Real from Avenida Cadiz to south of Avenida Santiago as well as the residents of the 100 blocks of Avenida Barcelona, Esplanade, and Avenida Santiago. Attachment 4 shows the survey area and the response locations. A total of 168 surveys were mailed and 52 were returned, and results are summarized as follows:

- Alternative 1 – 36 in favor (69%)
- Alternative 2 – 12 in favor (23%)
- Leave as-is – 4 in favor (8%)

The majority of the residential respondents indicated a preference for Alternative 1, which maintains left turn access at Esplanade. This includes nine of nine (100%) of respondents from Avenida Barcelona, twelve of twelve respondents from Avenida Santiago (100%), and five of eight (62.5%) respondents from Esplanade. Residents on Avenida Barcelona and Avenida Santiago generally shared a common concern of increased traffic volumes on their residential street that could occur with Alternative 2. Several residents on Esplanade indicated that they did not want to lose direct access to their street from El Camino Real.

The majority of the respondents fronting El Camino Real indicated a preference for Alternative 2, which removes left turn access at Esplanade and the commercial driveway opposite Esplanade, while maintaining on-street parking on the west side of El Camino Real between Avenida Barcelona and Esplanade. Eight of ten (80%) of the El Camino Real respondents indicated a preference for Alternative 2.

At its regular August 19, 2020 meeting (see Attachment 5 for agenda report), the Planning Commission voted unanimously to recommend approval of Alternative 2 in order to remove left turn conflict points and to preserve parking spaces for the adjacent businesses. Staff recommended Alternative 1 at the hearing since it represented an incremental approach to eliminating turning movements at the intersection, ultimately leading to Alternative 2 if necessary; while also considering survey results citing concern over access and vehicle diversion. Both alternatives are viable and staff supports implementation of Alternative 2.

Staff is coordinating with the Orange County Transportation Authority (OCTA) to relocate the southbound OCTA bus stop most recently situated at the northwest corner of El Camino Real/Avenida Santiago. City staff and OCTA both support relocation of the bus stop closer to the intersection of Avenida Barcelona. Since parking is currently prohibited in the vicinity of Avenida Barcelona, there would be no impact to on-street parking at that location. The bus relocation allows on-street parking on the west side of El Camino Real, between Esplanade and Avenida Santiago, to remain in place. If the bus stop is not relocated, an additional 70-90 feet of red curb would be required on the El Camino Real block face north of Avenida Santiago

(approximately 3 to 4 eliminated on-street parking spaces) in order to satisfy OCTA requirements. Staff is pursuing the bus stop relocation independent of this item.

At the Planning Commission meeting, resident concern was raised regarding visibility for vehicles entering El Camino Real from Avenida Santiago. Previous to the recent redevelopment of the parcel on the northwest corner of El Camino Real/Avenida Santiago, the north side of Avenida Santiago was red curbed which allowed for increased visibility and room for turning vehicles. In order to facilitate turning movements into Avenida Santiago and improve visibility at the corner, red curb is recommended on the north side of Avenida Santiago between the El Camino Real curb return and the mixed-use development driveway (see Attachment 6). When cars are parked on both sides of Avenida Santiago near El Camino Real, sight distance is limited and the narrow remaining roadway width makes it difficult for vehicles to turn from El Camino Real onto Avenida Santiago without crossing the centerline. The resolution to formally enable the proposed parking prohibition is provided in Attachment 7.

It should be noted that City staff anticipates receiving grant funding from Caltrans for purposes of conducting a Local Road Safety Plan (LRSP) in late 2020 or early 2021. City Council authorized staff to pursue this funding in February 2020. It is anticipated that a citywide LRSP assessment could further evaluate potential additional options at the intersection and within the vicinity of El Camino Real/Esplanade.

Recommended

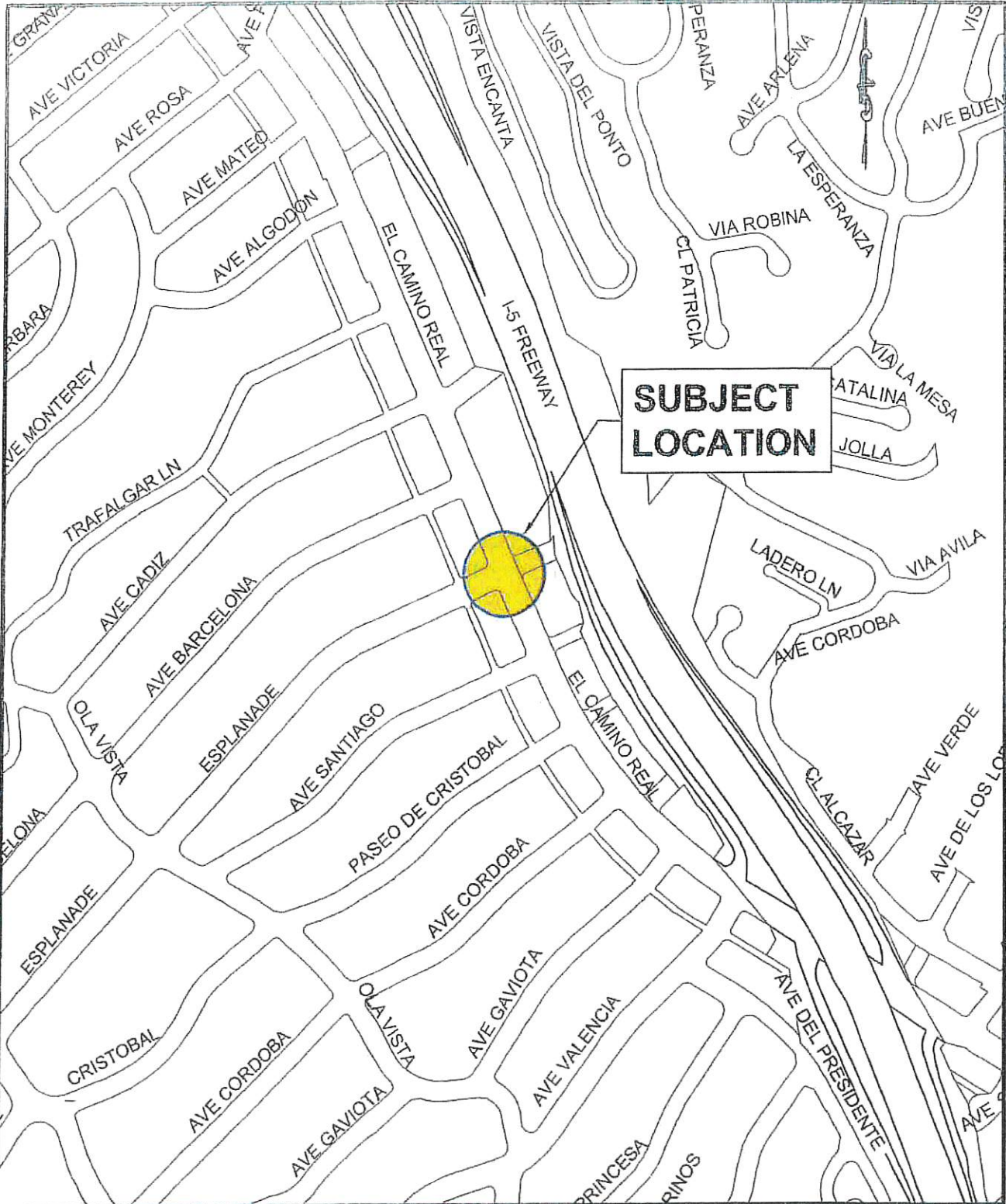
Action: STAFF RECOMMENDS THAT the City Council:

1. Approve the installation of centerline delineation on El Camino Real at its intersection with Esplanade in order to remove left turn conflict points; and
2. Adopt Resolution No. _____, entitled, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN CLEMENTE, CALIFORNIA, AMENDING MASTER TRAFFIC RESOLUTION NO. 1846, ESTABLISHING 'NO PARKING AREAS' ON AVENIDA SANTIAGO."

Attachments:

1. Location Map
2. Alternative 1 – Left Turn Pockets on El Camino Real at Esplanade
3. Alternative 2 – Centerline Delineators on El Camino Real at Esplanade
4. Public Input Results
5. Planning Commission Agenda Report, August 19, 2020
6. Location Map – Avenida Santiago No Parking Area
7. Resolution – Avenida Santiago No Parking Area

Notification: A notice of intention to consider this item was sent to properties within 300 feet of the subject intersection.



**SUBJECT
LOCATION**

s:\graphics\graphics_col\autorcad engr drawings\traffic\location maps.dwg 8.10.2020



CITY OF SAN CLEMENTE
 910 Calle Negocio, Suite 100
 San Clemente, CA 92673
 Tel (949) 361-6100
 Fax (949) 361-8316

LOCATION MAP
 EL CAMINO REAL/ESPLANADE
 INTERSECTION SAFETY IMPROVEMENT



s:\grat-graphics_cad\autocad engr drawings\traffic\2020\ecr - barcelona to esplanade.dwg 8.12.2020



CITY OF SAN CLEMENTE
 910 Calle Negocio, Suite 100
 San Clemente, CA 92673
 Tel (949) 361-6100
 Fax (949) 361-8316

ALTERNATIVE 1

**PROPOSED
 LEFT TURN POCKETS
 EL CAMINO REAL AT ESPLANADE**

0-15-20 / 9B-6

6-7-22 / 4L-15



s:\graphics\graphics_cd\autocad engr drawings\traffic\2020\ecr - barcelona to esplanade.dwg 8.12.2020






CITY OF SAN CLEMENTE
 910 Calle Negocio, Suite 100
 San Clemente, CA 92673
 Tel (949) 361-6100
 Fax (949) 361-8316

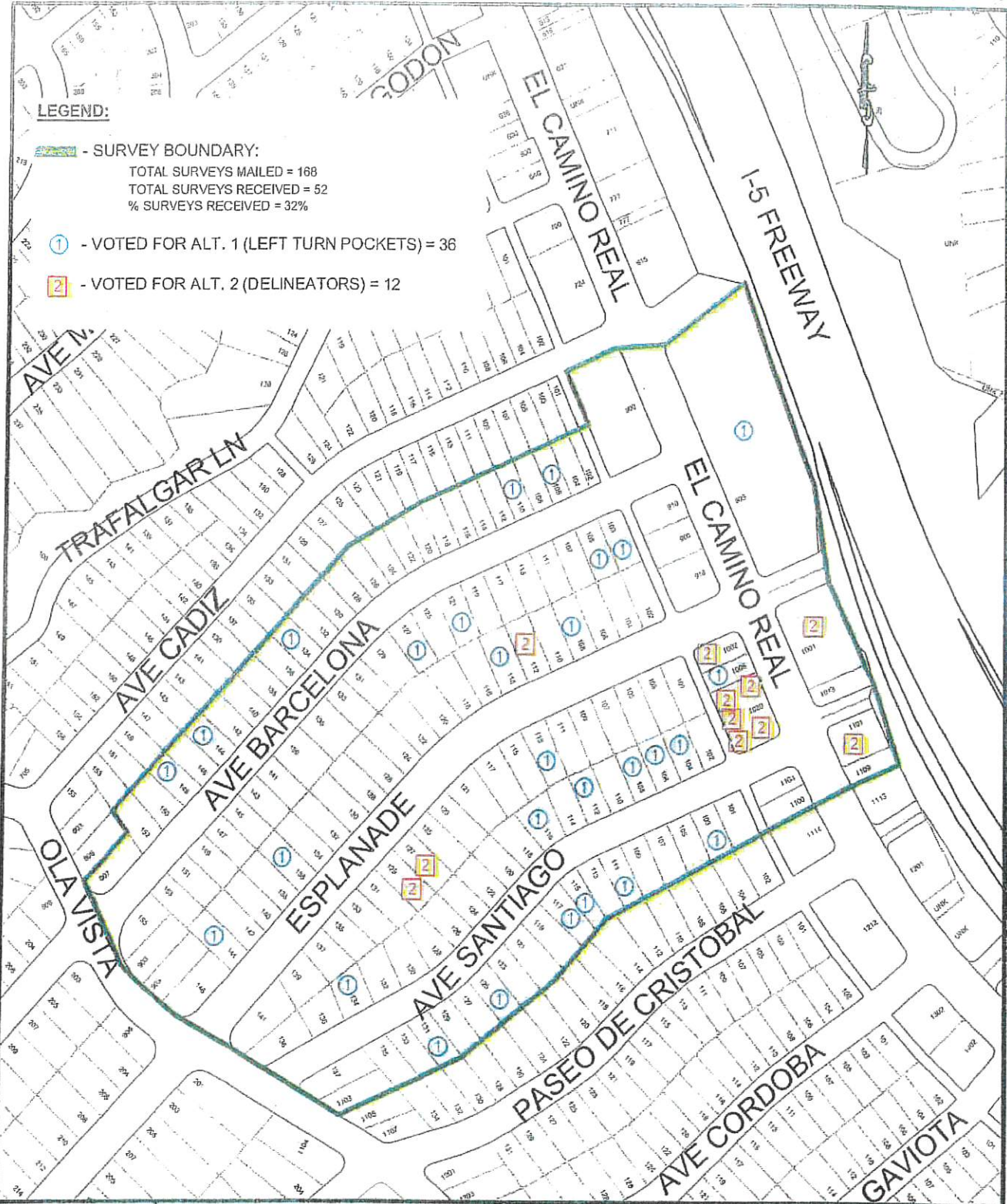
ALTERNATIVE 2
PROPOSED
CENTERLINE DELINEATORS
EL CAMINO REAL AT ESPLANADE

9-15-20 / 9B-7

6-7-22 / 4L-16

LEGEND:

-  - SURVEY BOUNDARY:
TOTAL SURVEYS MAILED = 168
TOTAL SURVEYS RECEIVED = 52
% SURVEYS RECEIVED = 32%
-  - VOTED FOR ALT. 1 (LEFT TURN POCKETS) = 36
-  - VOTED FOR ALT. 2 (DELINEATORS) = 12



s:\graphics\graphics_cdlautocad engr drawings\trafficlocation maps.dwg 8.11.2020



CITY OF SAN CLEMENTE
 910 Calle Negocio, Suite 100
 San Clemente, CA 92673
 Tel (949) 361-6100
 Fax (949) 361-8316

PUBLIC INPUT RESULT

**EL CAMINO REAL/ESPLANADE
 INTERSECTION SAFETY IMPROVEMENT**



Memorandum Engineering Division

August 19, 2020

To: Planning Commission
From: Nestor Mangohig, Senior Civil Engineer - Traffic
Subject: El Camino Real/Esplanade Intersection Safety Improvement
Copies: Tom Bonigut, Public Works Director/City Engineer
 Ziad Mazboudi, Deputy Public Works Director
 Paul Ketcham, Orange County Sherriff's Department, Administrative Sergeant

ISSUE:

Should the Planning Commission forward a recommendation to the City Council to modify the intersection of El Camino Real/Esplanade?

BACKGROUND:

City staff is exploring a modification at the El Camino Real/Esplanade intersection (see Attachment 1) based on recorded collision history at the location. The type of accidents recorded at this location in combination with vehicle turning activity associated with adjacent uses, suggest that the existing lack of a dedicated left turn area on El Camino Real can cause drivers to accept shorter gaps in opposing/conflicting traffic while performing left turns into and out of Esplanade and the commercial driveway opposite Esplanade.

Two cost-effective modifications are described below:

Alternative 1: Addition of left turn pockets on El Camino Real at Esplanade

The street width on El Camino Real can accommodate a left turn pocket in both the northbound and southbound directions at Esplanade. The vehicle cross section would be similar to El Camino Real at Avenida Barcelona, just north of the subject intersection. This concept is shown on Attachment 2.

Advantages:

- A dedicated left turn area would reduce rear-end and broadside-type conflicts by allowing vehicles wishing to make a left turn from El Camino Real to wait for a sufficient gap in oncoming traffic without concern of a car behind them rear ending them. Currently, it appears that some left turn drivers attempt to perform the left turn with less than ideal conflicting gaps.
- All left turn movements into and out of Esplanade and the commercial driveway opposite Esplanade would be maintained.

- Traffic would not be shifted to adjacent streets.
- The existing OCTA bus stop at the northwest corner of El Camino Real/Avenida Santiago serving southbound El Camino Real could remain in place with the addition of left turn pockets.
- Improved sight distance for vehicles entering El Camino Real from Esplanade and Avenida Santiago.
- Alternative 1 allows for additional phased modification if restrictions are found to be necessary beyond left turn pockets. If collision statistics do not demonstrate an improvement, raised delineators can be added on El Camino Real while maintaining the turn pockets. This would remove left turns out of Esplanade and the commercial center onto El Camino Real, but would continue to allow left-in, right-in, and right-out access. If further modification were found to be necessary, Alternative 2 would be proposed.

Disadvantages:

- Parking cannot be accommodated on the west side of El Camino Real between Esplanade and Avenida Santiago with the addition of left turn pockets at Esplanade. Parking is already prohibited on the west side of El Camino Real from Avenida Barcelona and Esplanade and on the east side of El Camino Real from Avenida Barcelona to Avenida Santiago. The recently constructed mixed-use development on the northwest corner of El Camino Real/Avenida Santiago filled in the site's previous driveway curb cuts on El Camino Real since the project parking supply is accessed from Avenida Santiago and at the rear of the site via the alley. It should be noted that the development satisfied all of its code-required parking on-site.

Alternative 2: Addition of delineators along El Camino Real centerline at Esplanade

As an alternative to providing left turn pockets on El Camino Real, vertical delineators can be placed along the El Camino Real centerline in the Esplanade intersection to restrict all left turns at the location. Right-in, right-out access would continue to be maintained at Esplanade and the commercial driveway. This concept is shown on Attachment 3.

Advantages:

- Conflicting left turn movements would be eliminated from the intersection, removing the potential for rear-end, broadside, and head-on accidents related to left turns.
- Parking could continue to be accommodated on the west side of El Camino Real between Esplanade and Avenida Santiago.

Disadvantages:

- Inbound/outbound left turn access for Esplanade and the commercial driveway would be eliminated.
- Left turn commercial vehicle access would increase at the Avenida Barcelona traffic signal. Periodic disruption of through traffic on El Camino Real may increase due to left turn queues into the commercial development.
- Traffic would be expected to shift from Esplanade to Avenida Barcelona, Avenida Santiago and/or other east/west streets.

- Restrictive delineation may need to extend further to the south beyond Esplanade for approximately 50 feet to prevent the conflict area from simply moving to the next driveway that provides access to the commercial center.

A public input survey describing the two alternatives above was mailed to the site addresses on El Camino Real from Avenida Cadiz to south of Avenida Santiago as well as the residents of the 100 blocks of Avenida Barcelona, Esplanade, and Avenida Santiago. Attachment 4 shows the survey area and the response locations. A total of 168 surveys were mailed and 52 were returned, and results are summarized as follows:

- Alternative 1 – 36 in favor (69%)
- Alternative 2 – 12 in favor (23%)
- Leave as-is – 4 in favor (8%)

The majority of the residential respondents indicated a preference for Alternative 1, which maintains left turn access at Esplanade. This includes nine of nine (100%) of respondents from Avenida Barcelona, twelve of twelve respondents from Avenida Santiago (100%), and five of eight (62.5%) respondents from Esplanade. Residents on Avenida Barcelona and Avenida Santiago generally shared a common concern of increased traffic volumes on their residential street that could occur with Alternative 2. Several residents on Esplanade indicated that they did not want to lose direct access to their street from El Camino Real.

The majority of the respondents fronting El Camino Real indicated a preference for Alternative 2, which removes left turn access at Esplanade and the commercial driveway opposite Esplanade, while maintaining on-street parking on the west side of El Camino Real between Avenida Barcelona and Esplanade. Eight of ten (80%) of the El Camino Real respondents indicated a preference for Alternative 2.

Staff continues to coordinate with the Orange County Transportation Authority (OCTA) regarding placement of an existing southbound OCTA bus stop at the northwest corner of El Camino Real/Avenida Santiago should Alternative 2 ultimately be selected by City Council. Options being explored include remaining at its current location, moving the stop to the southwest corner of El Camino Real/Avenida Santiago, or moving closer to Avenida Barcelona.

Given the advantages and disadvantages of each alternative, with consideration given to the survey responses, staff recommends Alternative 1. The recommendation attempts to balance safety without burdening the adjacent residential neighborhoods. Although the map shows a 'no new parking' area related to Alternative 1, it is important to note that much of the block was recently a no parking area prior to redevelopment. Alternative 1 is viewed as the less restrictive alternative that still provides options up to, and including, implementation of Alternative 2, should it be found that additional modifications are necessary beyond Alternative 1.

Notices were mailed to addresses within 300 feet of the subject intersection to inform that the item would be considered at this meeting, and tentatively at the City Council meeting on September 15, 2020.

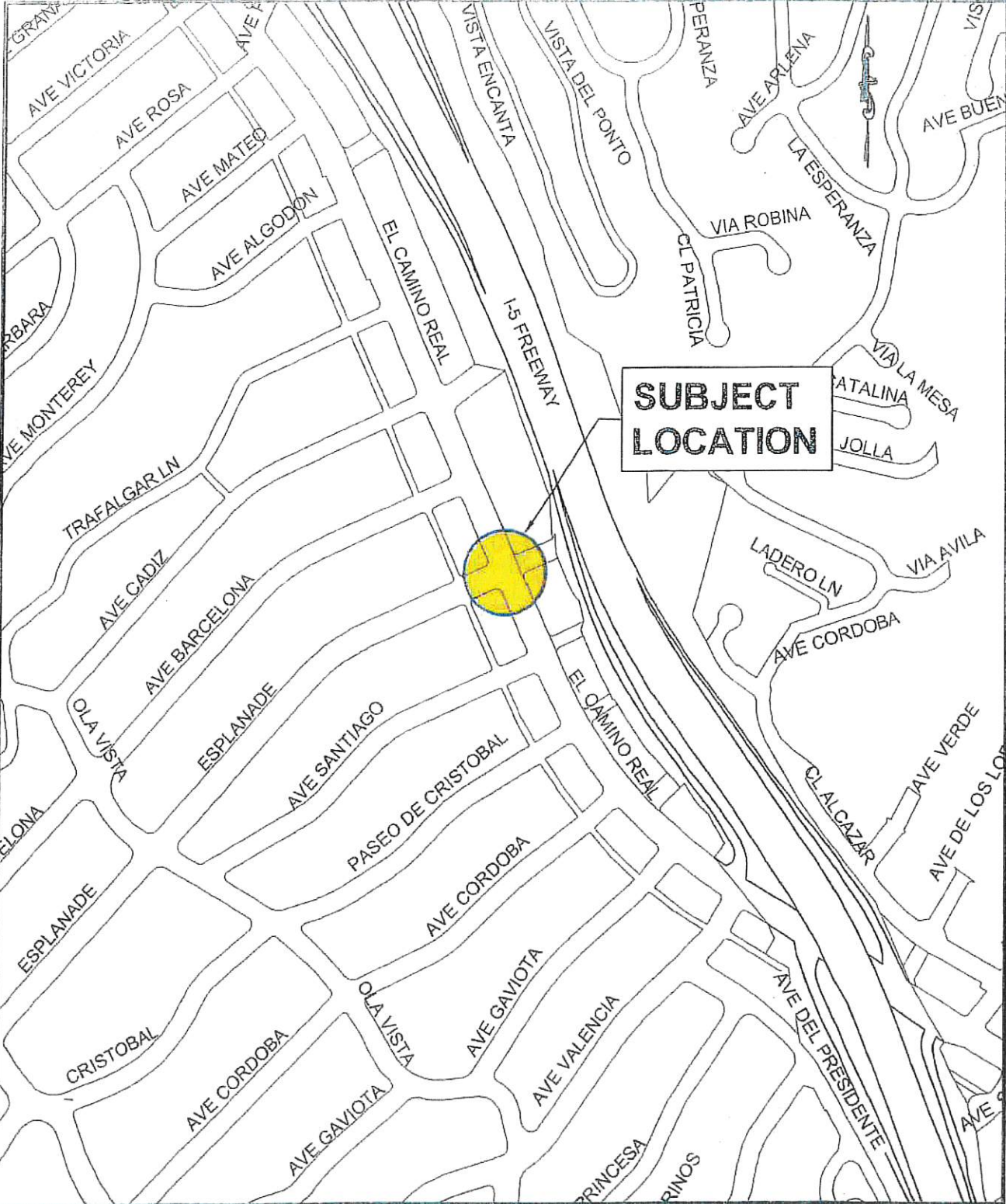
RECOMMENDATION:

STAFF RECOMMENDS THAT Planning Commission forward to the City Council a recommendation to implement Alternative 1, addition of left turn pockets on El Camino Real at Esplanade.

Attachments: 1. Location Map

- 2. Alternative 1 – Left Turn Pockets on El Camino Real at Esplanade**
- 3. Alternative 2 – Centerline Delineators on El Camino Real at Esplanade**
- 4. Public Input Results**

\\sd\engineering\secure\admin\planning commission\2020\08-16-20\el camino real-esplanade intersection safety improvement\ecr-esplanade intersection safety improvement.docx



**SUBJECT
LOCATION**

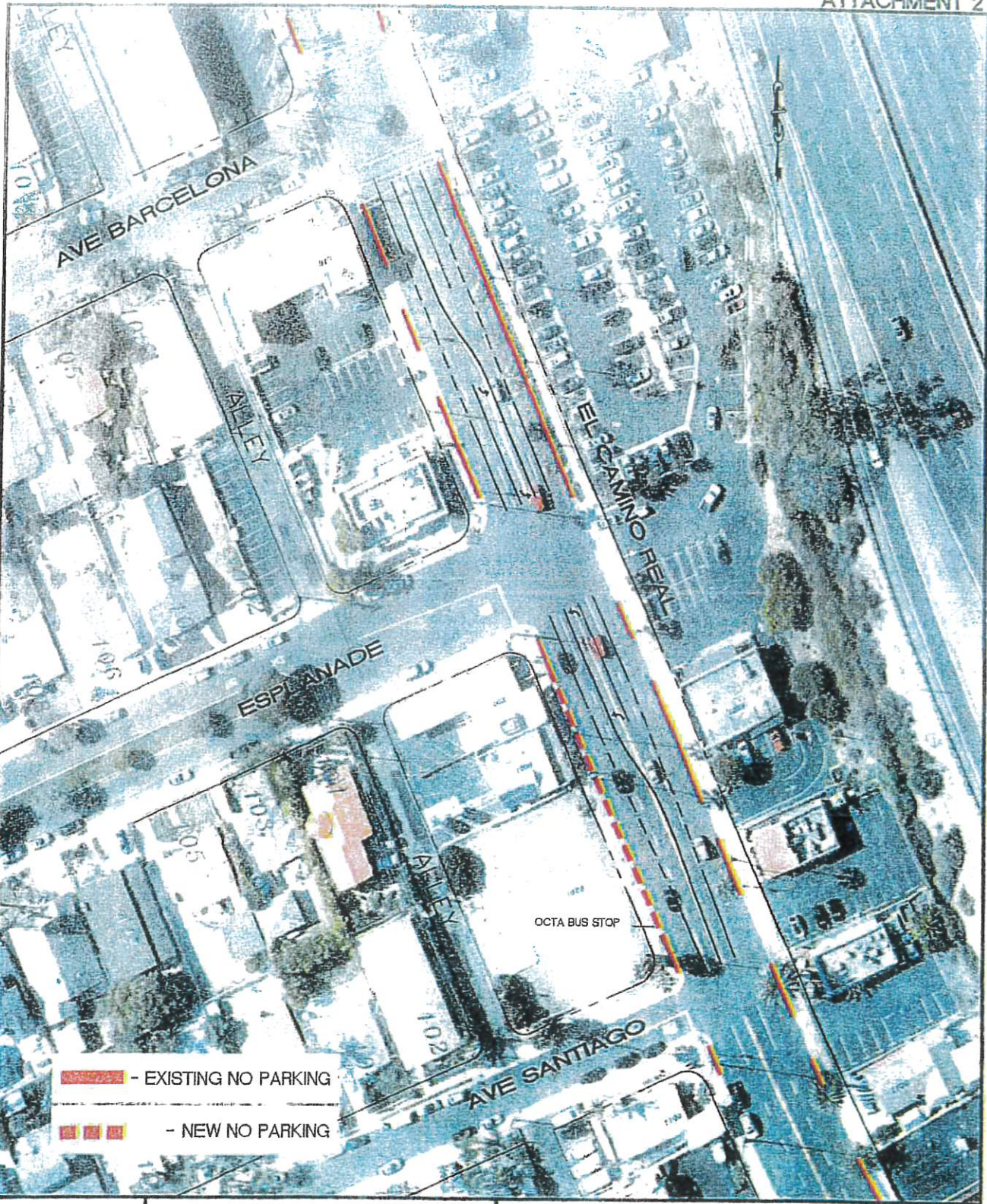
s:\graphics\graphics_cohautocad engr drawings\traffic\location maps.dwg 8.10.2020



CITY OF SAN CLEMENTE
 910 Calle Negocio, Suite 100
 San Clemente, CA 92673
 Tel (949) 361-6100
 Fax (949) 361-8316

LOCATION MAP
EL CAMINO REAL/ESPLANE
INTERSECTION SAFETY IMPROVEMENT

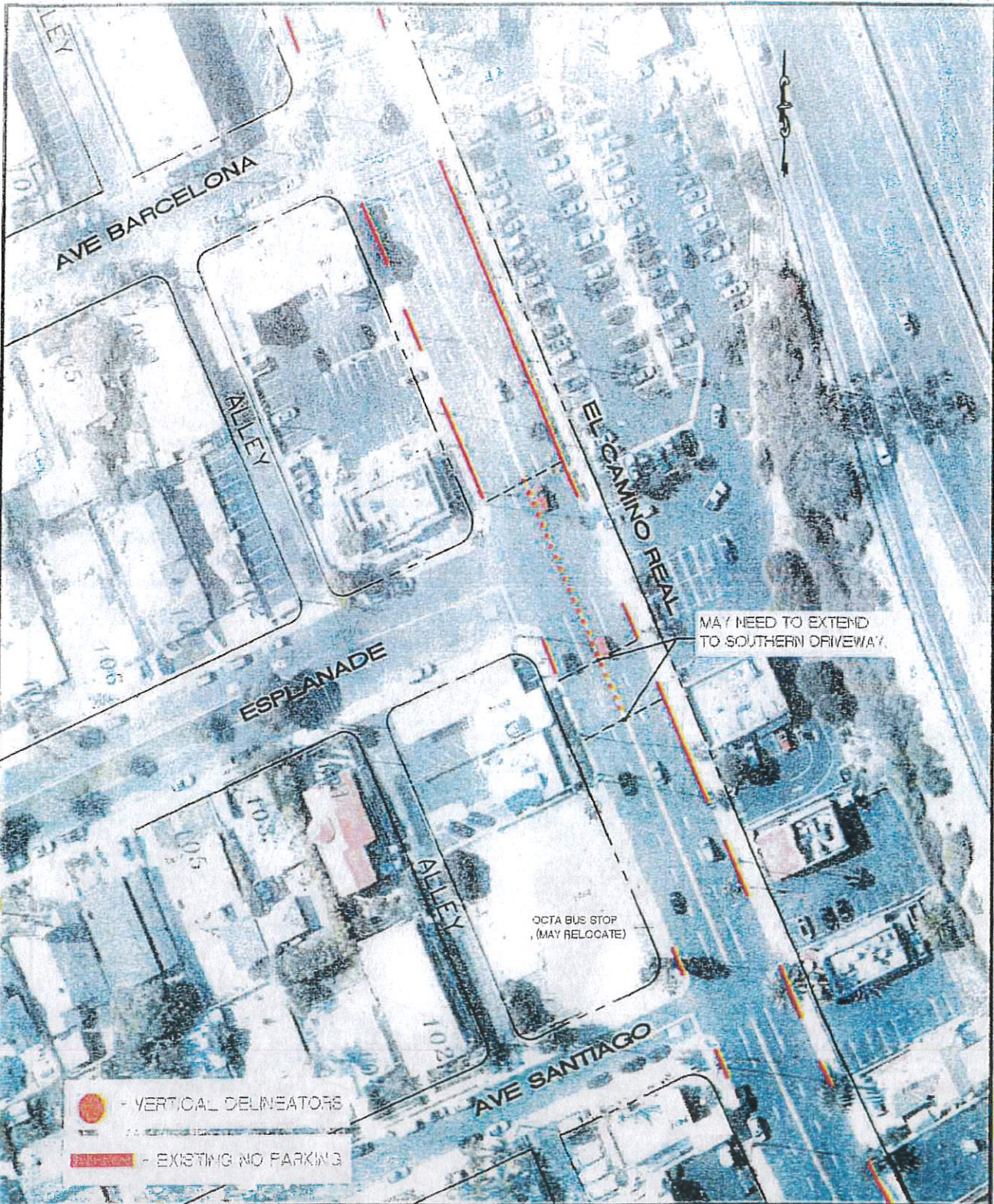
s:\grip...-graphics_cd\autocad engr drawings\traffic\2020\ecr - barcelona to esplanade.dwg 8.12.2020



CITY OF SAN CLEMENTE
 910 Calle Negocio, Suite 100
 San Clemente, CA 92673
 Tel (949) 361-6100
 Fax (949) 361-8316

ALTERNATIVE 1

**PROPOSED
 LEFT TURN POCKETS
 EL CAMINO REAL AT ESPLANADE**



8.12.2020

s:\graphics\graphics_cd\autocad engr drawings\traffic\2020\ecr - barcelona to esplanade.dwg




CITY OF SAN CLEMENTE
 910 Calle Negocio, Suite 100
 San Clemente, CA 92673
 Tel (949) 361-6100
 Fax (949) 361-8316


ALTERNATIVE 2
PROPOSED
CENTERLINE DELINEATORS
EL CAMINO REAL AT ESPLANADE


9-15-20 / 9B-15

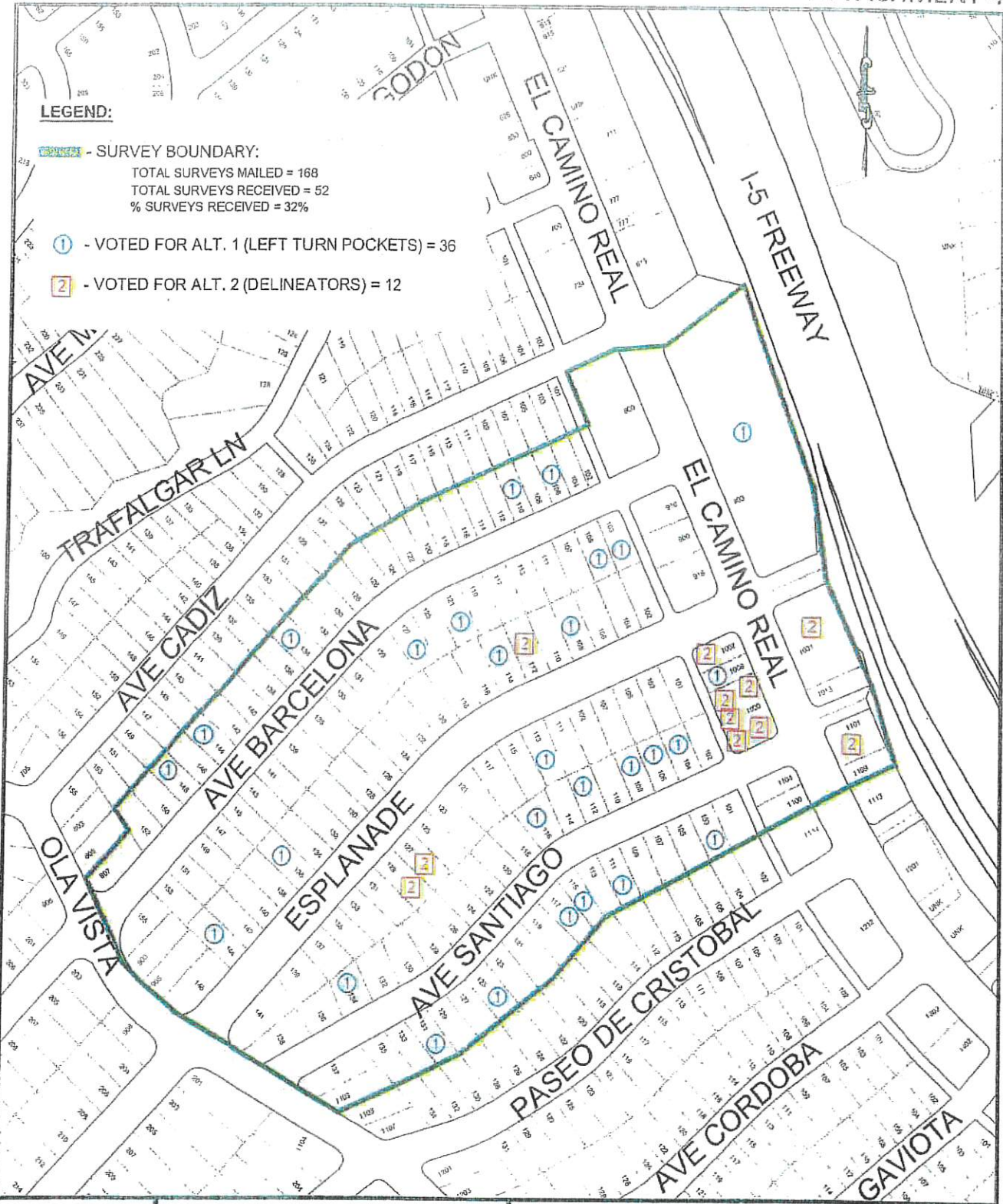
6-7-22 / 4L-24

LEGEND:

 - SURVEY BOUNDARY:
 TOTAL SURVEYS MAILED = 168
 TOTAL SURVEYS RECEIVED = 52
 % SURVEYS RECEIVED = 32%

 - VOTED FOR ALT. 1 (LEFT TURN POCKETS) = 36

 - VOTED FOR ALT. 2 (DELINEATORS) = 12

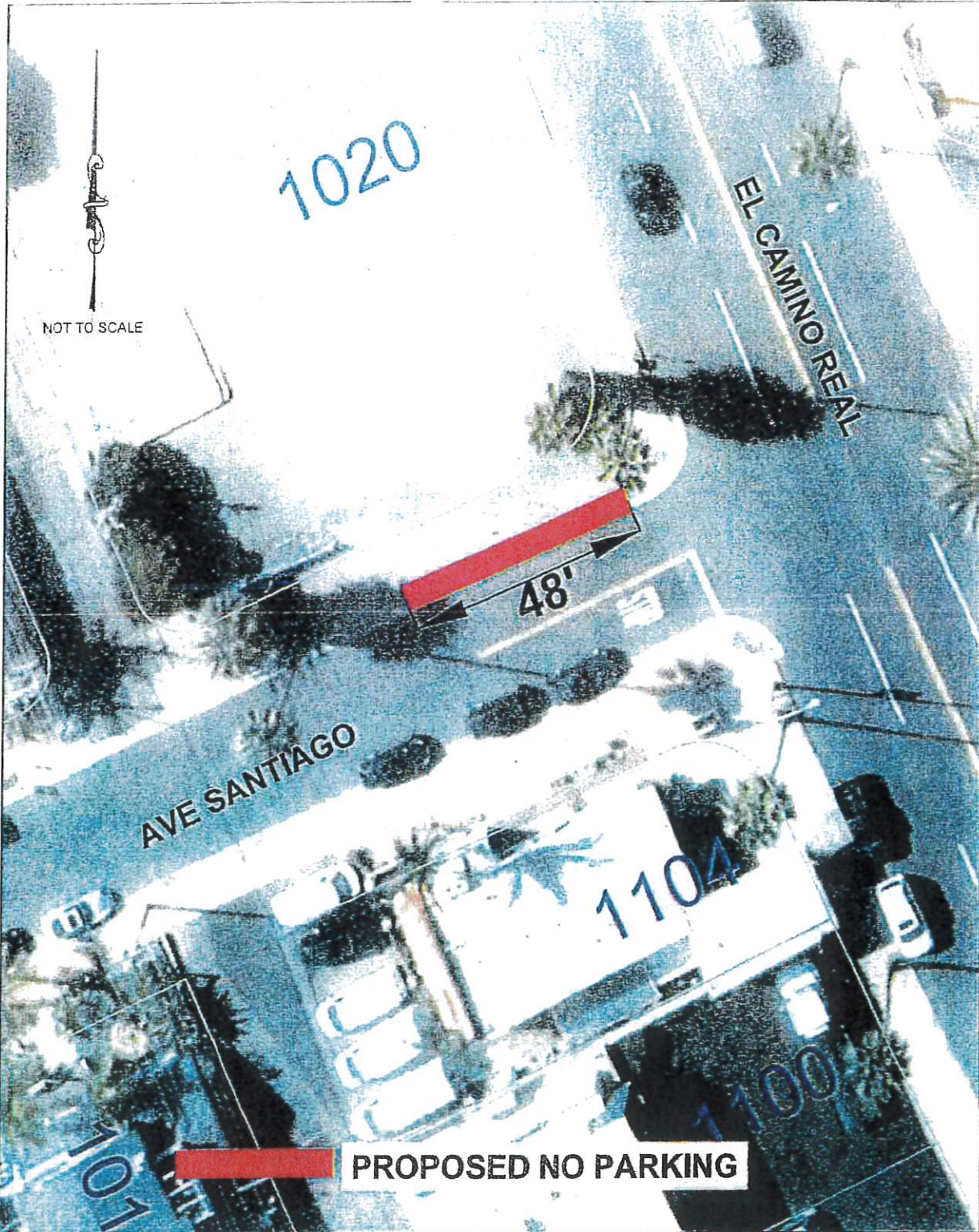


s:\gmap...graphics_cdlautocad engr drawings\traffic\location maps.dwg 8.11.2020



CITY OF SAN CLEMENTE
 910 Calle Negocio, Suite 100
 San Clemente, CA 92673
 Tel (949) 361-6100
 Fax (949) 361-8316

PUBLIC INPUT RESULT
EL CAMINO REAL/ESPLANADE
INTERSECTION SAFETY IMPROVEMENT



S:\public\CMMS\GIS\Users Files\Johns Diana\CAD\Location Plan (Admin Report).dwg Wednesday, August 26, 2020 2:24:30 PM



City of San Clemente

910 Calle Negocio, Suite 100
San Clemente, CA 92673
Tel (949) 361-6100
Fax (949) 361-8316

LOCATION MAP

**PROPOSED PARKING PROHIBITION
ON AVE SANTIAGO**

ATTACHMENT 7

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
SAN CLEMENTE, CALIFORNIA, AMENDING MASTER
TRAFFIC RESOLUTION NO. 1846, ESTABLISHING 'NO
PARKING AREAS' ON AVENIDA SANTIAGO

WHEREAS, the City reviews various locations to improve safety and traffic conditions; and

WHEREAS, the City of San Clemente Planning Commission ("Planning Commission"), at its regular meeting of August 19, 2020 made a recommendation to the City of San Clemente City Council ("City Council") to establish parking prohibition at the location listed below; and

WHEREAS, the City Council has considered the recommendation by the Planning Commission, and the information provided by City staff and now wishes to implement the recommended parking prohibition.

NOW, THEREFORE, The City Council of the City of San Clemente does hereby resolve as follows:

Section 1. The above recitals are true and correct.

Section 2. The Master Traffic Resolution No. 1846, Section 23, entitled "No Parking Areas", is hereby amended by adding subsection:

23.s-13a Avenida Santiago, north side, from the northwest curb return at El Camino Real in westerly direction for a distance of 48 feet.

Section 3. 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 _____ day of _____, _____.

ATTEST:

City Clerk of the City of
San Clemente, California

Mayor Pro Tem of the City of San
Clemente, California

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

I, JOANNE BAADÉ, City Clerk of the City of San Clemente, California, do hereby certify that Resolution No. _____ was adopted at a regular meeting of the City Council of the City of San Clemente held on the _____ day of _____, _____, by the following vote:

AYES:

NOES:

ABSENT:

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

CITY CLERK of the City of
San Clemente, California

Approved as to form:

City Attorney



AGENDA REPORT

SAN CLEMENTE CITY COUNCIL MEETING
Meeting Date: June 7, 2022

Agenda Item 4L
Approvals:
City Manager ES
Dept. Head [Signature]
Attorney [Signature]
Finance [Signature]

Department: Public Works / Engineering
Prepared By: Zak Ponsen, Acting Deputy Public Works Director

Subject: *APPROVAL OF SPEED CUSHIONS ON THE 100 BLOCK OF AVENIDA BARCELONA.*

Fiscal Impact: Yes. If approved, the traffic calming project budget would be reduced by the estimated speed cushion construction cost which is currently \$40,000. The City has an Air Quality Improvement Fund with an amount of \$80,000 allocated for traffic calming projects. There are available funds in the Fiscal Year 2022 Traffic Calming budget for this project.

Summary: The Planning Commission and staff recommend City Council approval for the use of speed cushion traffic calming devices on the 100 block of Avenida Barcelona.

Discussion: A petition was received in July 2021 requesting an evaluation for speed cushions on the 100 block of Avenida Barcelona. Speed cushions are a traffic calming option available as part of the traffic calming program. The petition cited high traffic volumes and speeds that often exceed the speed limit. The petition was processed by staff in accordance with the City's adopted Traffic Calming Policy and Resource Manual and the results are presented below.

In the petition, residents also requested that the vertical delineators be removed from El Camino Real at the intersection with Esplanade. Their concern was the shifted/increased traffic from Esplanade to Avenida Barcelona and subsequently increased speeding, noise, and pollution issues. The evaluation of this concern is discussed in part 2 of this report.

Part 1 - Speed Cushions on 100 block of Avenida Barcelona

The process for evaluating a street for potential speed cushions involves two separate studies. The first is to review the project per the Traffic Calming Policy and Resource Manual. This is done in order to determine if the street qualifies for implementing traffic calming devices. If a speed cushion project meets the criteria of the Traffic Calming Policy and Resource Manual, it will then proceed to be analyzed per the City's specific speed hump/cushion policy.

Based on the City's Traffic Calming Policy and Resource Manual, the street met the minimum required point score to qualify for traffic calming treatments and satisfied the 67% support requirements. The data did indicate notable volume (2,212 vehicles per day) and 85th percentile speed (30 miles per hour (mph)) on the street.

Since the project met the minimum requirements to qualify for traffic calming, it was then analyzed per the City's specific speed hump/cushion policy. Avenida Barcelona meets the basic speed hump/cushion policy criteria for speed cushion installation, with the exception that the 85th percentile speed is slightly lower than required 32mph criteria. When all basic speed cushion criteria are met, a street can move forward to the Planning Commission if a majority (greater than 50%) are in favor of installation. If any criteria are not met (such as this project), a street can still move forward for Planning Commission consideration if at least 67% are in favor of installation. The petition received in July 2021 indicates that 43 of 48 parcels fronting the 100 block of Avenida Barcelona are in favor of installing speed cushions. This response translates to 90% in favor of installation, exceeding the minimum 67% requirement. Although the 100 block of Avenida Barcelona does not meet all the required criteria of the more detailed speed hump/cushion policy, staff is favorable of recommending speed cushion being installed due to the special circumstances of this block. This block includes a signalized intersection at its eastern connection to El Camino Real, and therefore serves for as a focal point for both local and out of town travelers.

Staff prepared an exhibit (Attachment 1) showing proposed speed cushion locations. The exhibit was shared with residents, particularly with those that had a speed cushion proposed to be located on their frontage. All adjacent residents have indicated support for the speed cushion locations as shown on Attachment 1.

The item was considered by the Planning Commission on May 4, 2022 (refer to Attachment 2 for this report to Planning Commission). The Planning Commission recommended the use of speed cushions on the 100 block of Avenida Barcelona; however, there was discussion after a public letter was received requesting a third row of speed cushions, reconfigured street striping, and a reconfiguration of the intersection of Avenida Barcelona and South Ola Vista. During those Planning Commission discussions it was determined that since those new design considerations were not a part of the publically noticed agenda item, that those items could not be considered at that time. The Planning Commission was favorable of adding language to their approval that the City Council direct staff to report back to the Planning Commission at a later date with additional traffic calming considerations for potential revised striping and potentially an electronic speed sign.

After the Planning Commission hearing staff received communications from another resident of the 100 block of Avenida Barcelona who was in favor of the project but asked that a third row of speed cushions be installed. The public letters/communications can be found in Attachment 3. All other phone calls received and speakers during the Planning Commission hearing have expressed support for the proposed speed cushions.

As part of the speed cushion analysis staff gets support from the adjacent home owners who reside directly adjacent to the proposed speed cushions. If Council directs staff to add a third row of cushions, this will cause the location of the cushions to be modified. Any such recommendation by City Council should include an approval of the approximate 50% cost increase, and direct staff to obtain support from the new residents that will be directly adjacent the new cushion locations. If Council wishes to add a recommendation for staff to reanalyze the striping and other traffic calming

features on the 100 block of Avenida Barcelona, then staff recommends that the analysis be done after the installation of the speed cushions since the cushions will likely change the street's speed/conditions, etc.

If City Council approves the speed cushion installation, staff recommends that the City Council appropriate required funds from the Traffic Calming budget.

Part 2 – Centerline Delineators at El Camino Real / Esplanade

At its September 15, 2020 meeting (see Attachment 4 for agenda report), City Council approved staff's recommendation of installing centerline delineators on El Camino Real at its intersection with Esplanade. This alternative was proposed by staff as Alternative 2 to improve traffic safety at the subject location. Most residents on Esplanade favored Alternative 1, which was the addition of left-turn pockets on El Camino Real at Esplanade. However, due to limited right-of-way to provide left-turn pockets on EL Camino Real and the loss of parking spaces on El Camino Real, the majority of business owners fronting El Camino Real had indicated a preference for Alternative 2. In their July 2021 petition, residents on the 100 block of Avenida Barcelona requested, for Alternative 1 to be re-considered since they believe traffic has been increased on Avenida Barcelona due to limiting turns onto Esplanade.

Centerline delineators on El Camino Real were installed on December 7, 2020, so this improvement is still considered a new countermeasure. In addition, in January 2021, City staff received grant funding from Caltrans to conduct a Local Road Safety Plan (LRSP) to address local roadway safety issues and needs. This section of El Camino Real is part of the LRSP analysis. However, due to the fact that the LRSP study has not been completed and it has been a short amount of time since the installation of delineators, very little data is available from a safety perspective. Therefore, staff does not recommend any additional changes or improvements at this point until further evaluation be completed based on adequate data regarding traffic safety and traffic circulation in the study area. If City Council request for further evaluation, staff recommends coming back later when more relevant data is available after the speed cushions on the 100 block of Avenida Barcelona have been in place for at least six months. Public feedback would also be part of the evaluation process.

Recommended

Action: STAFF AND THE PLANNING COMMISSION RECOMMEND THAT the City Council approve the use of speed cushion traffic calming treatments on the 100 block of Avenida Barcelona and authorize the use of funding from the Traffic Calming Project, CIP No. 39087 to complete the installations.

Attachments:

1. Proposed Speed Cushion Locations
2. May 4, 2022 Planning Commission Report
3. Email/letters from residents.
4. City Council Agenda Report, September 15, 2020

Notification: A notice of intention to consider the staff recommendation was distributed to parcels on the 100 block of Avenida Barcelona and within a 300-foot radius.

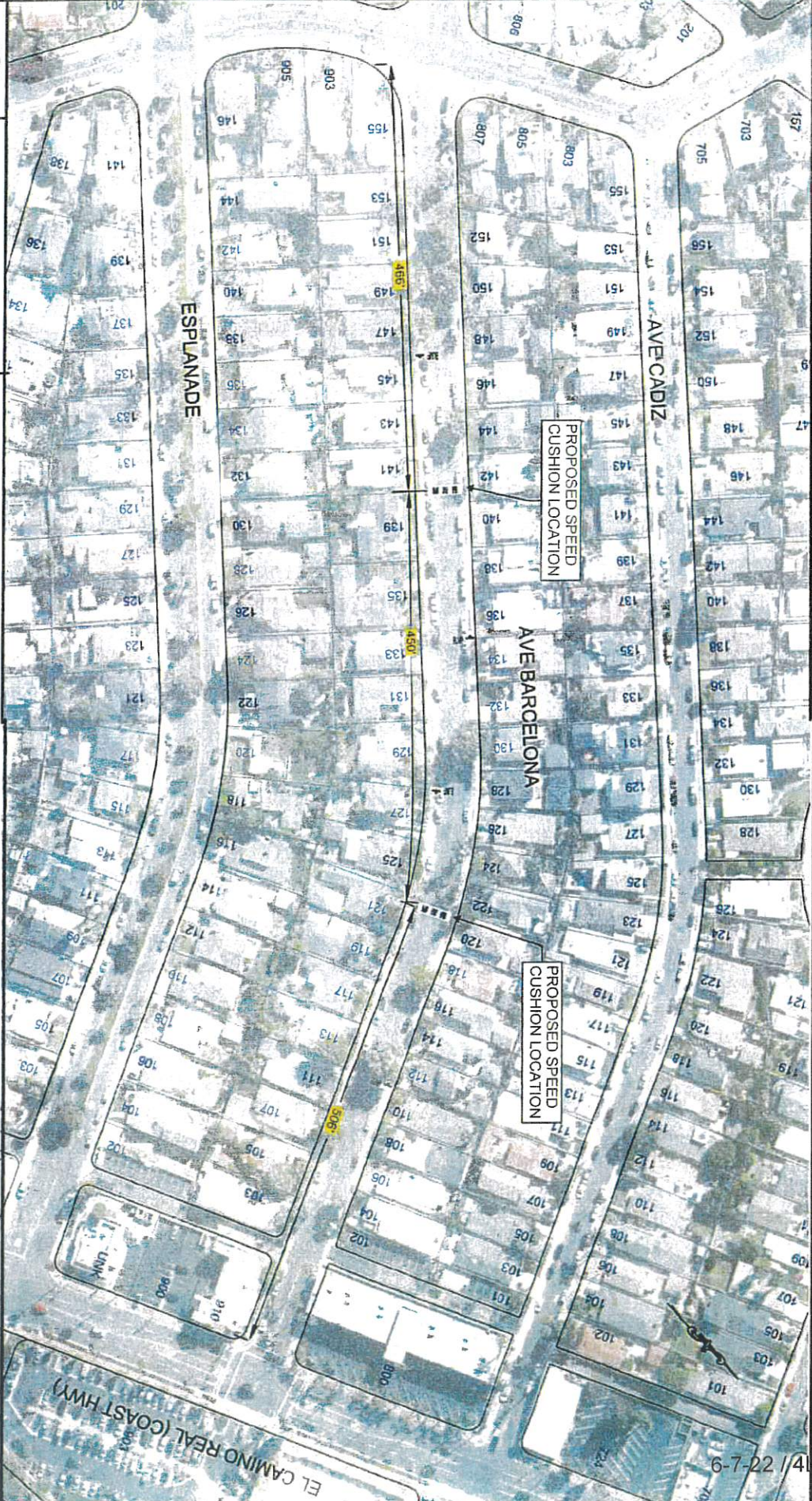


CITY OF SAN CLEMENTE
910 CL Negocio, Suite 100
San Clemente, CA 92673
Tel (949) 361-6100
Fax (949) 361-8316

LEGEND:

- PROPOSED SPEED CUSHION LOCATION
- ADVANCE WARNING SIGNS

ATTACHMENT 1 - LOCATION MAP
PROPOSED SPEED CUSHIONS
ON AVENIDA BARCELONA (100 BLOCK)





Memorandum Engineering Division

May 4, 2022

To: Planning Commission
From: Zachary Ponsen, Acting Deputy Public Works Director
Subject: **Speed Cushions on Avenida Barcelona, 100 Block**
Copies: Kiel Koger, Public Works Director/City Engineer
Jared Streeeter, Orange County Sherriff's Department, Administrative Sergeant

ISSUE:

Should the Planning Commission forward a recommendation to the City Council to implement speed cushions on the 100 block of Avenida Barcelona?

BACKGROUND:

A petition was received in July 2021 requesting an evaluation for speed cushions on the 100 block of Avenida Barcelona. The petition cited high traffic volumes and speeds that often exceed the speed limit. The petition was processed by staff in accordance with the City's adopted Traffic Calming Policy and Resource Manual and the results are presented in the next section.

In the petition, residents also requested that the vertical delineators be removed from El Camino Real at the intersection with Esplanade. Their concern was the shifted/increased traffic from Esplanade to Avenida Barcelona and subsequently increased speeding, noise, and pollution issues. The evaluation of this concern is discussed in part 2 of this report.

Part 1 - Speed Cushions on 100 block of Avenida Barcelona

Based on the City's traffic calming program, the street met the minimum required point score to qualify for traffic calming treatments and satisfied the 67% support requirements. The data did indicate notable volume (2,212 vehicles per day) and 85th percentile speed (30 miles per hour (mph)) on the street.

The City's more specific speed hump/cushion policy indicates that this can move forward for a Planning Commission recommendation after first following the initial traffic calming evaluation (above). Avenida Barcelona meets the basic criteria for speed cushion installation, with the exception that the 85th percentile speed is slightly lower than 32mph. When all basic speed cushion criteria are met, a street

can move forward for recommendation if a majority (greater than 50%) are in favor of installation. If any criteria are not met, a street can still move forward for Planning Commission recommendation if at least 67% are in favor of installation. The petition received in July 2021 indicates that 48 of 50 parcels fronting the 100 block of Avenida Barcelona are in favor of installing speed cushions. This response translates to 96% in favor of installation, exceeding the minimum 67% requirement.

Staff prepared an exhibit showing proposed speed cushion locations. The exhibit was shared with residents, particularly with those that had a speed cushion proposed to be located on their frontage. All adjacent residents have indicated support for the speed cushion locations as shown on Attachment 3.

If the Planning Commission moves the project forward for City Council consideration, staff will recommend that the City Council appropriate required funds from the Traffic Calming budget.

Notices were distributed to parcels on and adjacent to the 100 block of Avenida Barcelona to inform that this issue would be considered at this meeting.

Part 2 – Centerline Delineators at El Camino Real / Esplanade

At its September 15, 2020 meeting (see attachment 1 for agenda report), City Council approved staff's recommendation of installing centerline delineators on El Camino Real at its intersection with Esplanade. This alternative was proposed by staff as Alternative 2 to improve traffic safety at the subject location. Most residents on Esplanade favored Alternative 1, which was the addition of left-turn pockets on El Camino Real at Esplanade. However, due to limited right-of-way to provide left-turn pockets on El Camino Real and the loss of parking spaces on El Camino Real, the majority of business owners fronting El Camino Real had indicated a preference for Alternative 2. In their July 2021 petition, residents on Avenida Barcelona requested, for Alternative 1 to be re-considered since they believe traffic has been increased on Avenida Barcelona due to limiting turns onto Esplanade.

Centerline delineators were installed on December 7, 2020, so this improvement is still considered as a new countermeasure. In addition, in January 2021, City staff received grant funding from Caltrans to conduct a Local Road Safety Plan (LRSP) to address local roadway safety issues and needs. This section of El Camino Real is part of the LRSP analysis. However, due to the fact that the LRSP study has not been completed and it has been a short amount of time since the installation of delineators, very little data is available from a safety perspective. Therefore, staff does not recommend any additional changes or improvements at this point until further evaluation be completed based on adequate data regarding traffic safety and traffic circulation in the study area. If City Council asks for further evaluation, staff would recommend coming back later when more relevant data is available after the speed cushions are in place for at least six months. Public feedback would also be part of the evaluation process.

RECOMMENDATION:

STAFF RECOMMENDS THAT Planning Commission forward to the City Council a recommendation to approve the use of speed cushion traffic calming treatments on the 100 block of Avenida Barcelona.

- Attachments: 1. Location Map
2. City Council Agenda Report, September 15, 2020

I:\cd\engineering\secure\admin\planning commission\2022\5-4-22\avenida barcelona\barcelona speed cushions.docx

Attachment 3

From: pcpubliccomment@san-clemente.org <pcpubliccomment@san-clemente.org>
Sent: Monday, April 25, 2022 11:13 AM
To: Acosta, Lisa <AcostaL@san-clemente.org>; Scott, Meredith <ScottM1@san-clemente.org>; Gallardo-Daly, Cecilia <Gallardo-DalyC@san-clemente.org>; Atamian, Adam <AtamianA@san-clemente.org>
Subject: City of San Clemente, CA: PC Meeting Public Comment

A new entry to a form/survey has been submitted.

Form Name: Planning Commission - Public Comment Submittal
Date & Time: 04/25/2022 11:13 AM
Response #: 72
Submitter ID: 23265
IP address: 2600:8802:4600:6aa0::4bad
Time to complete: 18 min. , 41 sec.

Survey Details: Answers Only

Page 1

1. BRIAN HASKINS
2. San Clemente
3. [REDACTED]
4. 05/04/2022
5. Speed Cushions On Avenida Barcelona
6. (o) I request that my below comments be read at the Planning Commission meeting.
7. I live near Barcelona and Ola Vista. Recently a car rounding the corner crashed into my new truck resulting in a total loss. I helped extricate a man trapped in a car that impacted a tree across the street. He sustained significant injury. The next door neighbors' car was struck 3 times by out of control cars. The neighbor West of that was crashed in to also. I have seen many accidents at the intersection including clavicle fractures, hit and runs etc. The statistics of volume and speed do not capture the nature of the danger. Vehicles accelerating up the hill Northbound on Ola Vista (after slowing for the dips at Esplanade) come to a sweeping right hand turn as they come to the crest of the hill. The surface is uneven and this leads to an unstable vehicle that loses control. Most of the accidents do not show up in reports. I do strongly support the traffic calming measure of Speed Cushions. The Westernmost cushion should be placed closer to Ola Vista as it is acceleration on the first "straightaway" that creates the problem. Consider 3 cushions. Consider narrowing the Eastbound entrance to 100 block Barcelona with raised dots. Consider a stripe on centerline on the curve near 121 Barcelona.

Thank you,
City of San Clemente, CA

This is an automated message generated by Granicus. Please do not reply directly to this email.

6-7-22 / 4L-8

From: [REDACTED]
To: Pohnan, Zachary
Subject: speed bumps on Avenida Barcelona
Date: Thursday, May 19, 2022, 10:05:37 PM
Importance: High

Very much appreciate the returned call.

Definitely support the installation of the speed bumps. In my opinion, 3 are needed with the first one being just below the alley where folks start to pickup speed on the steepest part of the street. Second one right at the curve & third one farther down toward Ola Vista.

Thanks,

Kyle Maurer
[REDACTED]



AGENDA REPORT

SAN CLEMENTE CITY COUNCIL MEETING
Meeting Date: September 15, 2020

ATTACHMENT 4

Agenda Item 9B

Approvals:

City Manager [Signature]

Dept. Head [Signature]

Attorney _____

Finance [Signature]

Department: Public Works / Engineering Division
Prepared By: Nestor Mangohig, Senior Civil Engineer - Traffic

Subject: *EL CAMINO REAL/ESPLANADE INTERSECTION SAFETY IMPROVEMENT.*

Fiscal Impact: Yes. Improvements are estimated between \$3,000-\$10,000 depending on selected alternative.

Summary: The Planning Commission and staff recommend that the City Council approve the addition of delineators along the centerline of El Camino Real through the Esplanade intersection. This improvement will remove left turn conflict points at the intersection in response to collision history at this location while also maintaining on-street parking on the west side of El Camino Real between Esplanade and Avenida Santiago.

Discussion: City staff is exploring a modification at the El Camino Real/Esplanade intersection (see Attachment 1) based on recorded collision history at the location. The type of accidents recorded at this location in combination with vehicle turning activity associated with adjacent uses, suggest that the existing lack of a dedicated left turn area on El Camino Real can cause drivers to accept shorter gaps in opposing/conflicting traffic while performing left turns into and out of Esplanade and the commercial driveway opposite Esplanade.

Two modifications that can be implemented quickly are described below:

Alternative 1: Addition of left turn pockets on El Camino Real at Esplanade

The street width on El Camino Real can accommodate a left turn pocket in both the northbound and southbound directions at Esplanade. The vehicle cross section would be similar to El Camino Real at Avenida Barcelona, just north of the subject intersection. This concept is shown on Attachment 2.

Advantages:

- A dedicated left turn area would reduce rear-end and broadside-type conflicts by allowing vehicles wishing to make a left turn from El Camino Real to wait for a sufficient gap in oncoming traffic without concern of a car behind them rear ending them. Currently, it appears that some left turn drivers attempt to perform the left turn with less than ideal conflicting gaps.
- All left turn movements into and out of Esplanade and the commercial driveway opposite Esplanade would be maintained.
- Traffic would not be shifted to adjacent streets.

- Improved sight distance for vehicles entering El Camino Real from Esplanade and Avenida Santiago.
- Alternative 1 allows for additional phased modification if restrictions are found to be necessary beyond left turn pockets. If collision statistics do not demonstrate an improvement, raised delineators can be added on El Camino Real while maintaining the turn pockets. This would remove left turns out of Esplanade and the commercial center onto El Camino Real, but would continue to allow left-in, right-in, and right-out access. If further modification were found to be necessary, Alternative 2 would be proposed.

Disadvantages:

- Parking cannot be accommodated on the west side of El Camino Real between Esplanade and Avenida Santiago with the addition of left turn pockets at Esplanade. Parking is already prohibited on the west side of El Camino Real from Avenida Barcelona and Esplanade and on the east side of El Camino Real from Avenida Barcelona to Avenida Santiago. The recently constructed mixed-use development on the northwest corner of El Camino Real/Avenida Santiago filled in the site's previous driveway curb cuts on El Camino Real since the project parking supply is accessed from Avenida Santiago and at the rear of the site via the alley. It should be noted that the development satisfied all of its code-required parking on-site.

Alternative 2: Addition of delineators along El Camino Real centerline at Esplanade

As an alternative to providing left turn pockets on El Camino Real, vertical delineators can be placed along the El Camino Real centerline in the Esplanade intersection to restrict all left turns at the location, thereby removing all left turn-related conflict points at the location. Right-in, right-out access would continue to be maintained at Esplanade and the commercial driveway. This concept is shown on Attachment 3.

Advantages:

- Conflicting left turn movements would be eliminated from the intersection, removing the potential for rear-end, broadside, and head-on accidents related to left turns.
- Parking could continue to be accommodated on the west side of El Camino Real between Esplanade and Avenida Santiago.

Disadvantages:

- Inbound/outbound left turn access for Esplanade and the commercial driveway would be eliminated.
- Left turn commercial vehicle access would increase at the Avenida Barcelona traffic signal. Periodic disruption of through traffic on El Camino Real may increase due to left turn queues into the commercial development.
- Traffic would be expected to shift from Esplanade to Avenida Barcelona, Avenida Santiago and/or other east/west streets.

- Restrictive delineation may need to extend further to the south beyond Esplanade for approximately 50 feet to prevent the conflict area from simply moving to the next driveway that provides access to the commercial center.

Public Input Survey

A survey describing the two alternatives above was mailed to the site addresses on El Camino Real from Avenida Cadiz to south of Avenida Santiago as well as the residents of the 100 blocks of Avenida Barcelona, Esplanade, and Avenida Santiago. Attachment 4 shows the survey area and the response locations. A total of 168 surveys were mailed and 52 were returned, and results are summarized as follows:

- Alternative 1 – 36 in favor (69%)
- Alternative 2 – 12 in favor (23%)
- Leave as-is – 4 in favor (8%)

The majority of the residential respondents indicated a preference for Alternative 1, which maintains left turn access at Esplanade. This includes nine of nine (100%) of respondents from Avenida Barcelona, twelve of twelve respondents from Avenida Santiago (100%), and five of eight (62.5%) respondents from Esplanade. Residents on Avenida Barcelona and Avenida Santiago generally shared a common concern of increased traffic volumes on their residential street that could occur with Alternative 2. Several residents on Esplanade indicated that they did not want to lose direct access to their street from El Camino Real.

The majority of the respondents fronting El Camino Real indicated a preference for Alternative 2, which removes left turn access at Esplanade and the commercial driveway opposite Esplanade, while maintaining on-street parking on the west side of El Camino Real between Avenida Barcelona and Esplanade. Eight of ten (80%) of the El Camino Real respondents indicated a preference for Alternative 2.

At its regular August 19, 2020 meeting (see Attachment 5 for agenda report), the Planning Commission voted unanimously to recommend approval of Alternative 2 in order to remove left turn conflict points and to preserve parking spaces for the adjacent businesses. Staff recommended Alternative 1 at the hearing since it represented an incremental approach to eliminating turning movements at the intersection, ultimately leading to Alternative 2 if necessary; while also considering survey results citing concern over access and vehicle diversion. Both alternatives are viable and staff supports implementation of Alternative 2.

Staff is coordinating with the Orange County Transportation Authority (OCTA) to relocate the southbound OCTA bus stop most recently situated at the northwest corner of El Camino Real/Avenida Santiago. City staff and OCTA both support relocation of the bus stop closer to the intersection of Avenida Barcelona. Since parking is currently prohibited in the vicinity of Avenida Barcelona, there would be no impact to on-street parking at that location. The bus relocation allows on-street parking on the west side of El Camino Real, between Esplanade and Avenida Santiago, to remain in place. If the bus stop is not relocated, an additional 70-90 feet of red curb would be required on the El Camino Real block face north of Avenida Santiago

(approximately 3 to 4 eliminated on-street parking spaces) in order to satisfy OCTA requirements. Staff is pursuing the bus stop relocation independent of this item.

At the Planning Commission meeting, resident concern was raised regarding visibility for vehicles entering El Camino Real from Avenida Santiago. Previous to the recent redevelopment of the parcel on the northwest corner of El Camino Real/Avenida Santiago, the north side of Avenida Santiago was red curbed which allowed for increased visibility and room for turning vehicles. In order to facilitate turning movements into Avenida Santiago and improve visibility at the corner, red curb is recommended on the north side of Avenida Santiago between the El Camino Real curb return and the mixed-use development driveway (see Attachment 6). When cars are parked on both sides of Avenida Santiago near El Camino Real, sight distance is limited and the narrow remaining roadway width makes it difficult for vehicles to turn from El Camino Real onto Avenida Santiago without crossing the centerline. The resolution to formally enable the proposed parking prohibition is provided in Attachment 7.

It should be noted that City staff anticipates receiving grant funding from Caltrans for purposes of conducting a Local Road Safety Plan (LRSP) in late 2020 or early 2021. City Council authorized staff to pursue this funding in February 2020. It is anticipated that a citywide LRSP assessment could further evaluate potential additional options at the intersection and within the vicinity of El Camino Real/Esplanade.

Recommended

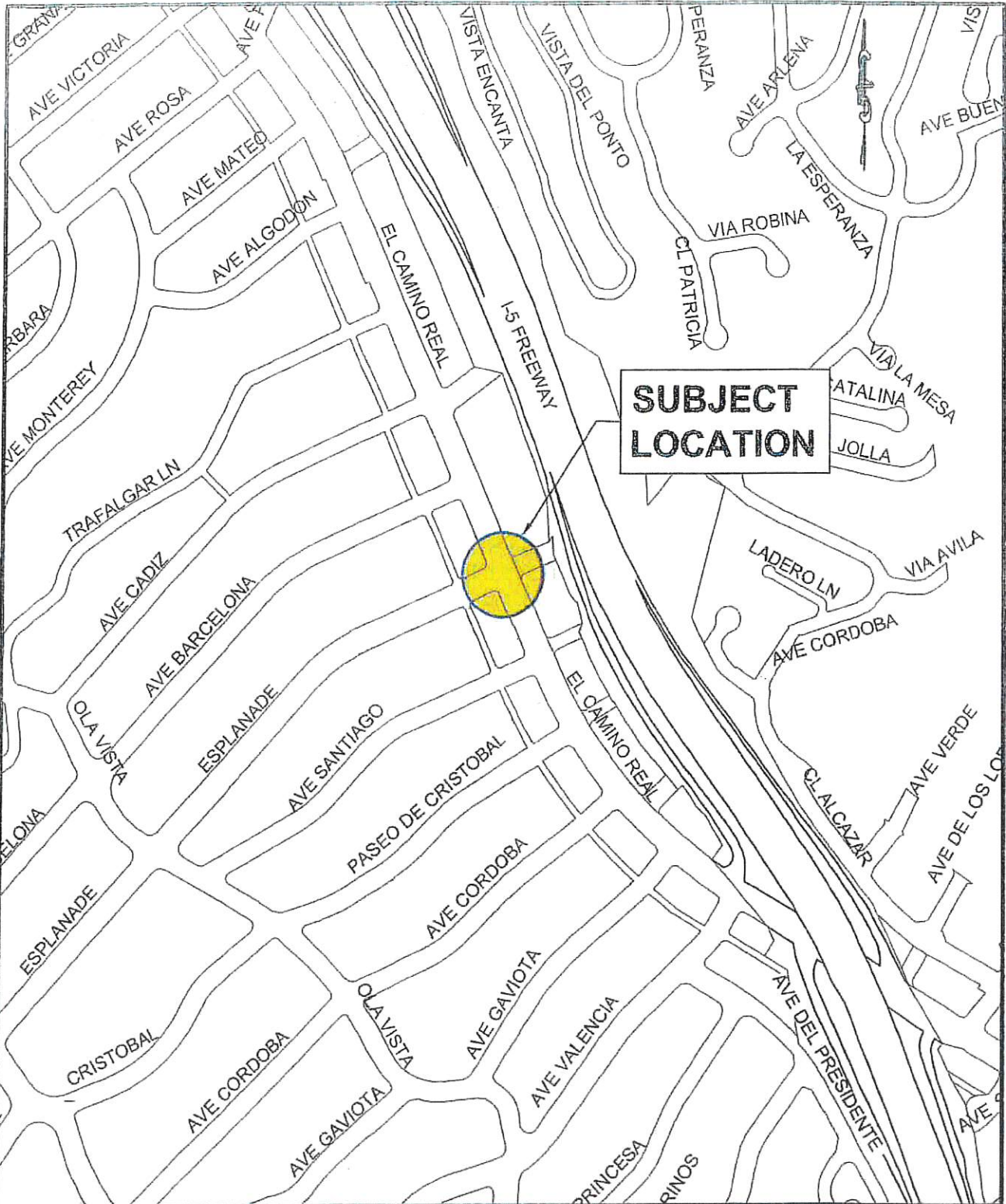
Action: STAFF RECOMMENDS THAT the City Council:

1. Approve the installation of centerline delineation on El Camino Real at its intersection with Esplanade in order to remove left turn conflict points; and
2. Adopt Resolution No. _____, entitled, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN CLEMENTE, CALIFORNIA, AMENDING MASTER TRAFFIC RESOLUTION NO. 1846, ESTABLISHING 'NO PARKING AREAS' ON AVENIDA SANTIAGO."

Attachments:

1. Location Map
2. Alternative 1 – Left Turn Pockets on El Camino Real at Esplanade
3. Alternative 2 – Centerline Delineators on El Camino Real at Esplanade
4. Public Input Results
5. Planning Commission Agenda Report, August 19, 2020
6. Location Map – Avenida Santiago No Parking Area
7. Resolution – Avenida Santiago No Parking Area

Notification: A notice of intention to consider this item was sent to properties within 300 feet of the subject intersection.



**SUBJECT
LOCATION**

s:\graphics\graphics_cdl\autocad engr drawings\traffic\location maps.dwg 8.10.2020



CITY OF SAN CLEMENTE
 910 Calle Negocio, Suite 100
 San Clemente, CA 92673
 Tel (949) 361-6100
 Fax (949) 361-8316

LOCATION MAP

**EL CAMINO REAL/ESPLANADE
 INTERSECTION SAFETY IMPROVEMENT**

9 15 20 / 0B 5

6-7-22 / 4L-14



s:\grat - graphics_cad\autocad engr drawings\traffic\2020\ecr - barcelona to esplanade.dwg 8.12.2020



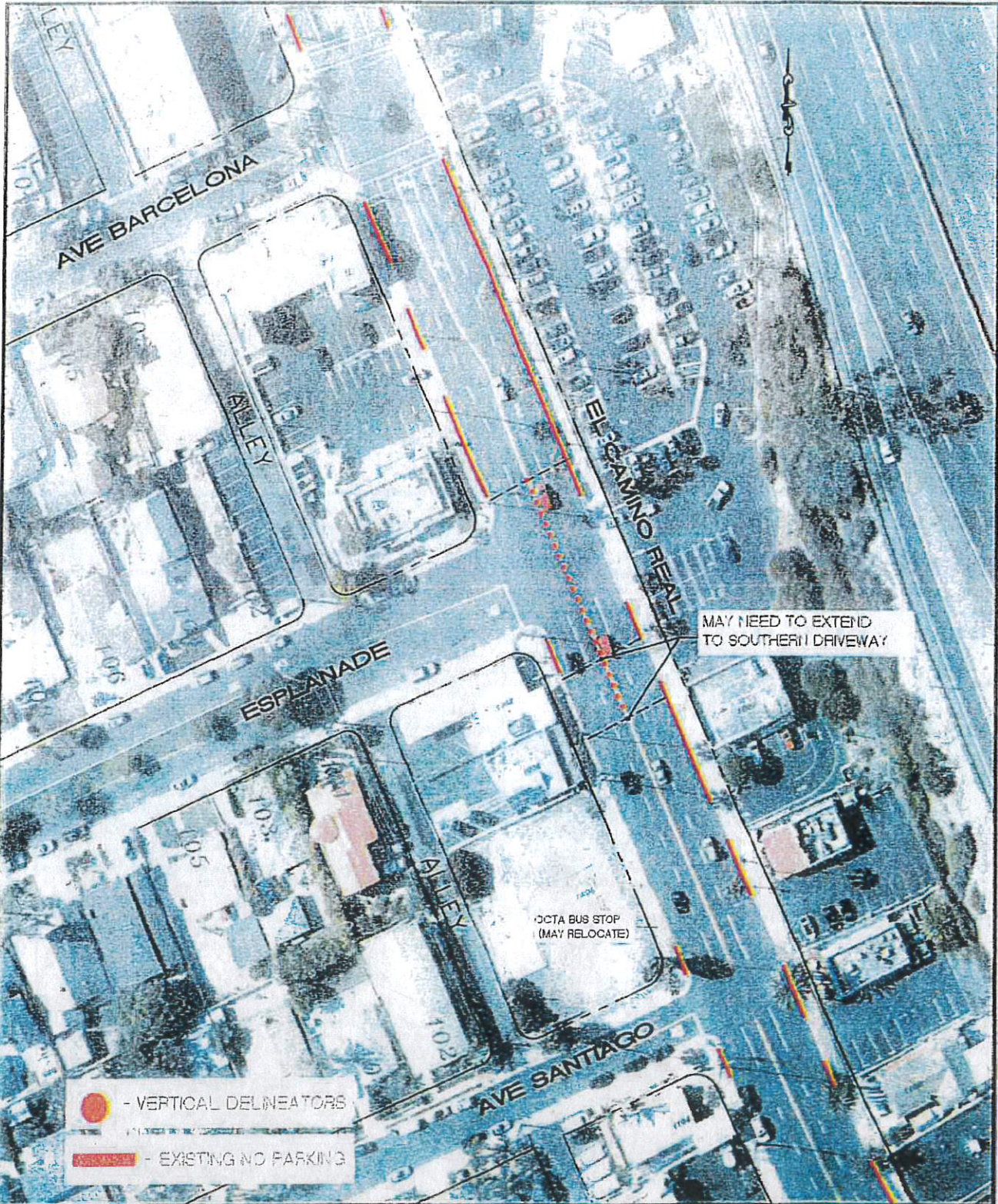
CITY OF SAN CLEMENTE
 910 Calle Negocio, Suite 100
 San Clemente, CA 92673
 Tel (949) 361-6100
 Fax (949) 361-8316

ALTERNATIVE 1

**PROPOSED
 LEFT TURN POCKETS
 EL CAMINO REAL AT ESPLANADE**

0-15-20 / 0B-6

6-7-22 / 4L-15



8.12.2020

s:\graphics\graphics_cd\autocad engr drawings\traffic\2020\ecr - barcelona to esplanade.dwg



CITY OF SAN CLEMENTE
 910 Calle Negocio, Suite 100
 San Clemente, CA 92673
 Tel (949) 361-6100
 Fax (949) 361-8316




ALTERNATIVE 2

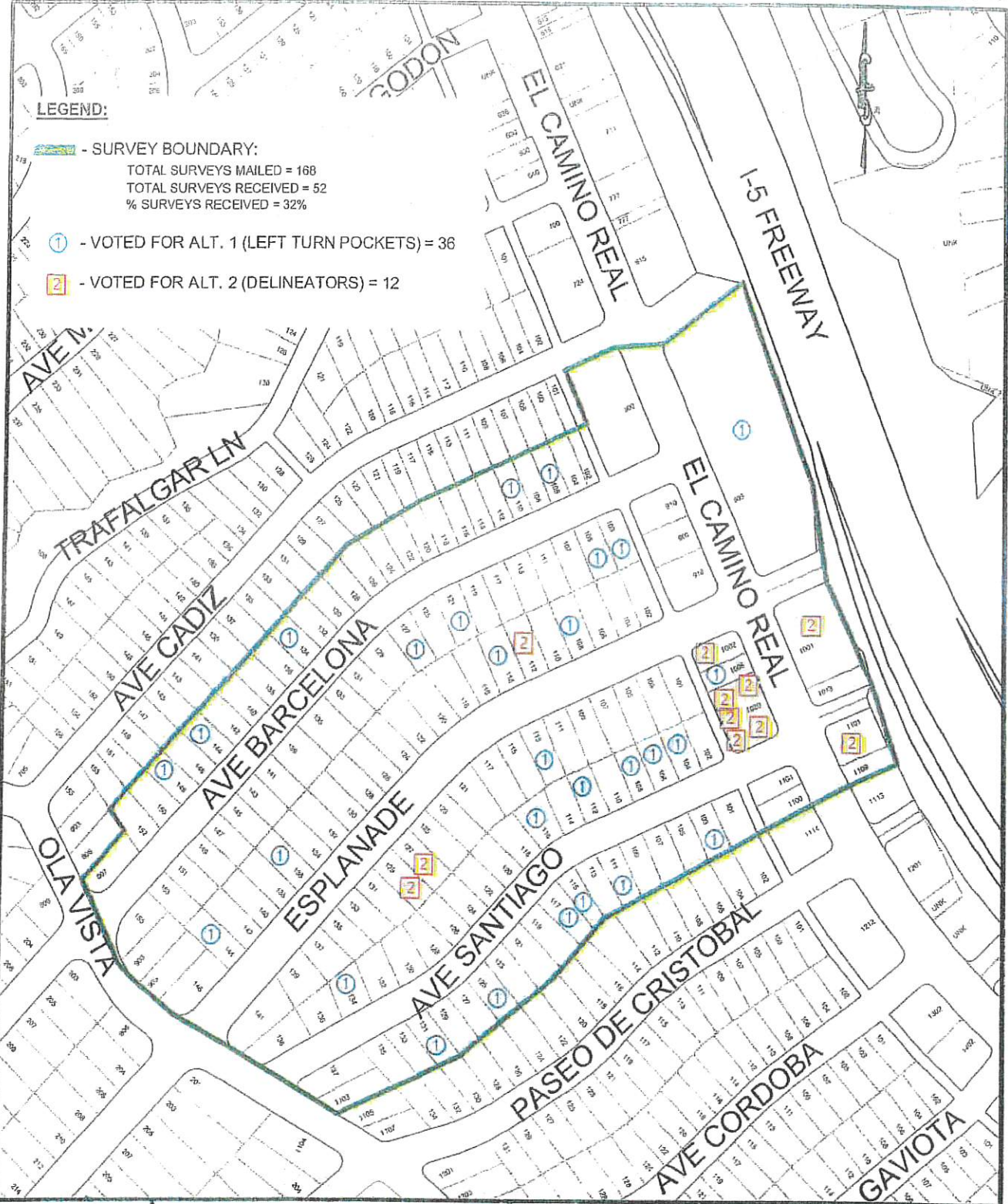
**PROPOSED
 CENTERLINE DELINEATORS
 EL CAMINO REAL AT ESPLANADE**

9-15-20 / 9D-7

6-7-22 / 4L-16

LEGEND:

-  - SURVEY BOUNDARY:
 TOTAL SURVEYS MAILED = 168
 TOTAL SURVEYS RECEIVED = 52
 % SURVEYS RECEIVED = 32%
-  - VOTED FOR ALT. 1 (LEFT TURN POCKETS) = 36
-  - VOTED FOR ALT. 2 (DELINEATORS) = 12



s:\graphics\graphics_c\autocad engr drawings\traffic\location maps.dwg 8.11.2020



CITY OF SAN CLEMENTE
 910 Calle Negocio, Suite 100
 San Clemente, CA 92673
 Tel (949) 361-6100
 Fax (949) 361-8316

PUBLIC INPUT RESULT
EL CAMINO REAL/ESPLANADE
INTERSECTION SAFETY IMPROVEMENT



Memorandum Engineering Division

August 19, 2020

To: Planning Commission
From: Nestor Mangohig, Senior Civil Engineer - Traffic
Subject: El Camino Real/Esplanade Intersection Safety Improvement
Copies: Tom Bonigut, Public Works Director/City Engineer
 Ziad Mazboudi, Deputy Public Works Director
 Paul Ketcham, Orange County Sherriff's Department, Administrative Sergeant

ISSUE:

Should the Planning Commission forward a recommendation to the City Council to modify the intersection of El Camino Real/Esplanade?

BACKGROUND:

City staff is exploring a modification at the El Camino Real/Esplanade intersection (see Attachment 1) based on recorded collision history at the location. The type of accidents recorded at this location in combination with vehicle turning activity associated with adjacent uses, suggest that the existing lack of a dedicated left turn area on El Camino Real can cause drivers to accept shorter gaps in opposing/conflicting traffic while performing left turns into and out of Esplanade and the commercial driveway opposite Esplanade.

Two cost-effective modifications are described below:

Alternative 1: Addition of left turn pockets on El Camino Real at Esplanade

The street width on El Camino Real can accommodate a left turn pocket in both the northbound and southbound directions at Esplanade. The vehicle cross section would be similar to El Camino Real at Avenida Barcelona, just north of the subject intersection. This concept is shown on Attachment 2.

Advantages:

- A dedicated left turn area would reduce rear-end and broadside-type conflicts by allowing vehicles wishing to make a left turn from El Camino Real to wait for a sufficient gap in oncoming traffic without concern of a car behind them rear ending them. Currently, it appears that some left turn drivers attempt to perform the left turn with less than ideal conflicting gaps.
- All left turn movements into and out of Esplanade and the commercial driveway opposite Esplanade would be maintained.

- Traffic would not be shifted to adjacent streets.
- The existing OCTA bus stop at the northwest corner of El Camino Real/Avenida Santiago serving southbound El Camino Real could remain in place with the addition of left turn pockets.
- Improved sight distance for vehicles entering El Camino Real from Esplanade and Avenida Santiago.
- Alternative 1 allows for additional phased modification if restrictions are found to be necessary beyond left turn pockets. If collision statistics do not demonstrate an improvement, raised delineators can be added on El Camino Real while maintaining the turn pockets. This would remove left turns out of Esplanade and the commercial center onto El Camino Real, but would continue to allow left-in, right-in, and right-out access. If further modification were found to be necessary, Alternative 2 would be proposed.

Disadvantages:

- Parking cannot be accommodated on the west side of El Camino Real between Esplanade and Avenida Santiago with the addition of left turn pockets at Esplanade. Parking is already prohibited on the west side of El Camino Real from Avenida Barcelona and Esplanade and on the east side of El Camino Real from Avenida Barcelona to Avenida Santiago. The recently constructed mixed-use development on the northwest corner of El Camino Real/Avenida Santiago filled in the site's previous driveway curb cuts on El Camino Real since the project parking supply is accessed from Avenida Santiago and at the rear of the site via the alley. It should be noted that the development satisfied all of its code-required parking on-site.

Alternative 2: Addition of delineators along El Camino Real centerline at Esplanade

As an alternative to providing left turn pockets on El Camino Real, vertical delineators can be placed along the El Camino Real centerline in the Esplanade intersection to restrict all left turns at the location. Right-in, right-out access would continue to be maintained at Esplanade and the commercial driveway. This concept is shown on Attachment 3.

Advantages:

- Conflicting left turn movements would be eliminated from the intersection, removing the potential for rear-end, broadside, and head-on accidents related to left turns.
- Parking could continue to be accommodated on the west side of El Camino Real between Esplanade and Avenida Santiago.

Disadvantages:

- Inbound/outbound left turn access for Esplanade and the commercial driveway would be eliminated.
- Left turn commercial vehicle access would increase at the Avenida Barcelona traffic signal. Periodic disruption of through traffic on El Camino Real may increase due to left turn queues into the commercial development.
- Traffic would be expected to shift from Esplanade to Avenida Barcelona, Avenida Santiago and/or other east/west streets.

- Restrictive delineation may need to extend further to the south beyond Esplanade for approximately 50 feet to prevent the conflict area from simply moving to the next driveway that provides access to the commercial center.

A public input survey describing the two alternatives above was mailed to the site addresses on El Camino Real from Avenida Cadiz to south of Avenida Santiago as well as the residents of the 100 blocks of Avenida Barcelona, Esplanade, and Avenida Santiago. Attachment 4 shows the survey area and the response locations. A total of 168 surveys were mailed and 52 were returned, and results are summarized as follows:

- Alternative 1 – 36 in favor (69%)
- Alternative 2 – 12 in favor (23%)
- Leave as-is – 4 in favor (8%)

The majority of the residential respondents indicated a preference for Alternative 1, which maintains left turn access at Esplanade. This includes nine of nine (100%) of respondents from Avenida Barcelona, twelve of twelve respondents from Avenida Santiago (100%), and five of eight (62.5%) respondents from Esplanade. Residents on Avenida Barcelona and Avenida Santiago generally shared a common concern of increased traffic volumes on their residential street that could occur with Alternative 2. Several residents on Esplanade indicated that they did not want to lose direct access to their street from El Camino Real.

The majority of the respondents fronting El Camino Real indicated a preference for Alternative 2, which removes left turn access at Esplanade and the commercial driveway opposite Esplanade, while maintaining on-street parking on the west side of El Camino Real between Avenida Barcelona and Esplanade. Eight of ten (80%) of the El Camino Real respondents indicated a preference for Alternative 2.

Staff continues to coordinate with the Orange County Transportation Authority (OCTA) regarding placement of an existing southbound OCTA bus stop at the northwest corner of El Camino Real/Avenida Santiago should Alternative 2 ultimately be selected by City Council. Options being explored include remaining at its current location, moving the stop to the southwest corner of El Camino Real/Avenida Santiago, or moving closer to Avenida Barcelona.

Given the advantages and disadvantages of each alternative, with consideration given to the survey responses, staff recommends Alternative 1. The recommendation attempts to balance safety without burdening the adjacent residential neighborhoods. Although the map shows a 'no new parking' area related to Alternative 1, it is important to note that much of the block was recently a no parking area prior to redevelopment. Alternative 1 is viewed as the less restrictive alternative that still provides options up to, and including, implementation of Alternative 2, should it be found that additional modifications are necessary beyond Alternative 1.

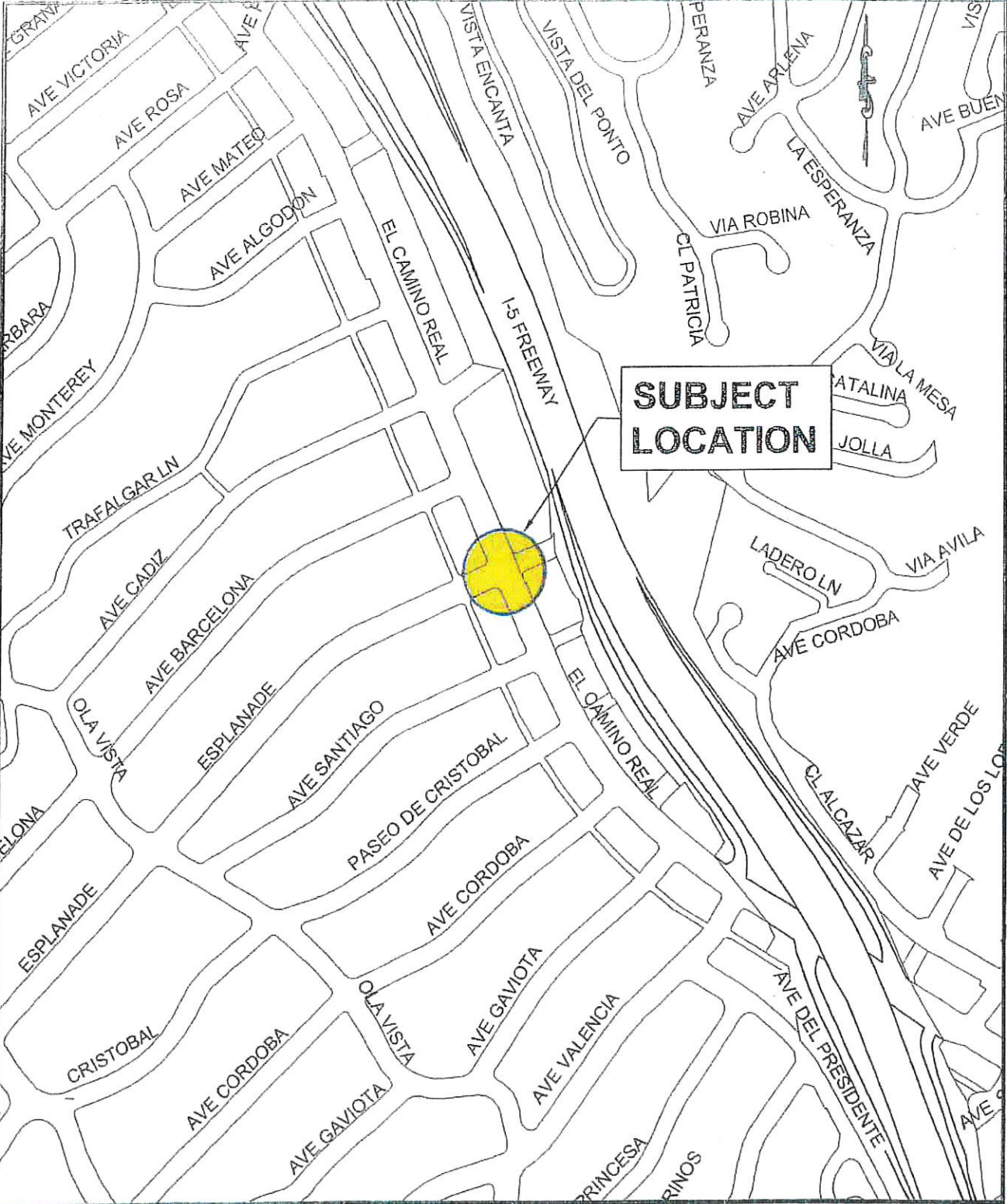
Notices were mailed to addresses within 300 feet of the subject intersection to inform that the item would be considered at this meeting, and tentatively at the City Council meeting on September 15, 2020.

RECOMMENDATION:

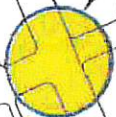
STAFF RECOMMENDS THAT Planning Commission forward to the City Council a recommendation to implement Alternative 1, addition of left turn pockets on El Camino Real at Esplanade.

- Attachments:
1. Location Map
 2. Alternative 1 – Left Turn Pockets on El Camino Real at Esplanade
 3. Alternative 2 – Centerline Delineators on El Camino Real at Esplanade
 4. Public Input Results

K:\engineering\secr\admin\planning commission\2020\08-19-20\el camino real-esplanade intersection safety improvement\ac-esplanade intersection safety improvement.docx



**SUBJECT
LOCATION**



s:\graphics\graphics_cdl\autocad engr drawings\traffic\location maps.dwg 8.10.2020



CITY OF SAN CLEMENTE
 910 Calle Negocio, Suite 100
 San Clemente, CA 92673
 Tel (949) 361-6100
 Fax (949) 361-8316

LOCATION MAP

**EL CAMINO REAL/ESPLANADE
 INTERSECTION SAFETY IMPROVEMENT**

9-15-20 / 9B-13
 6-7-22 / 4L-22



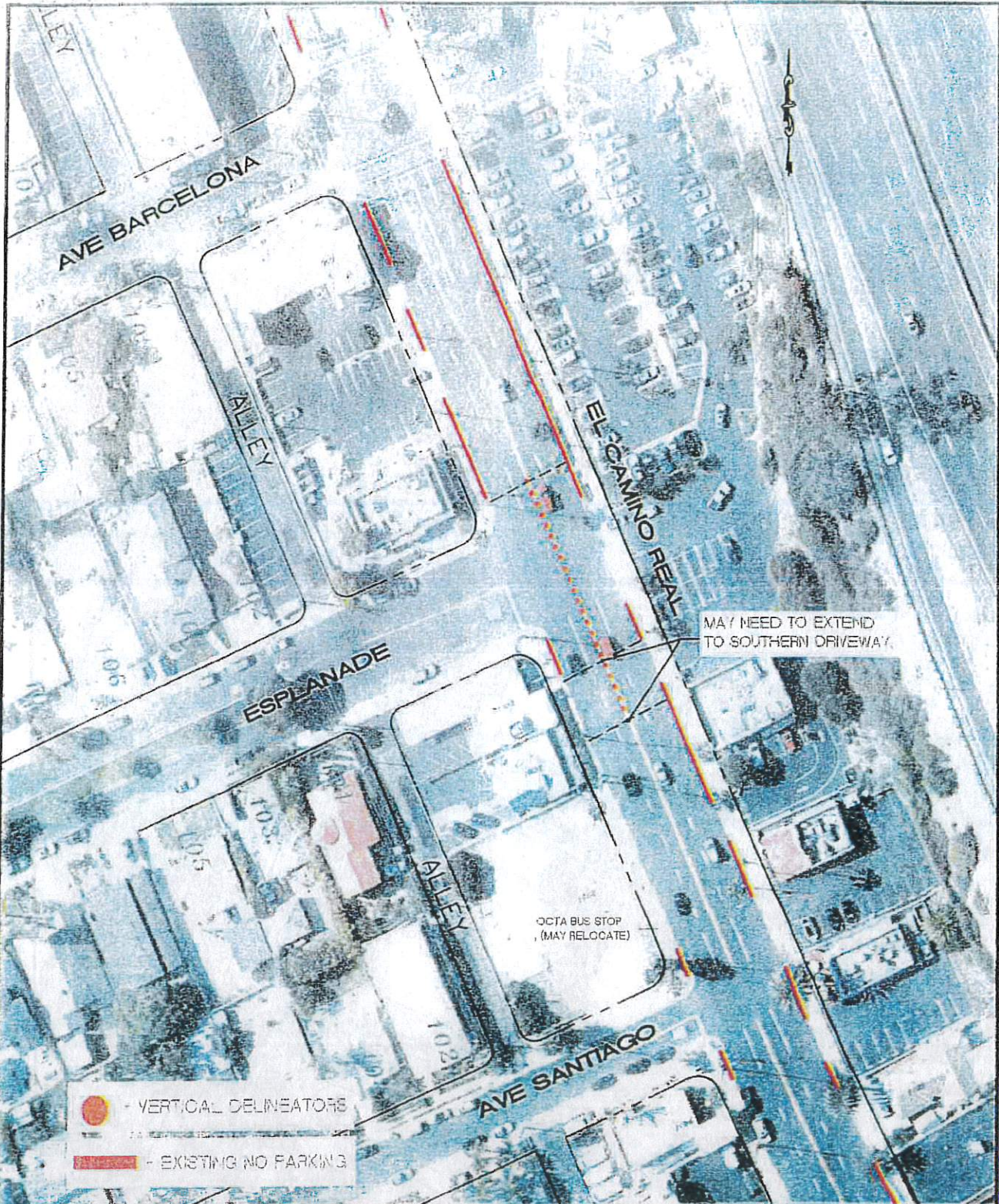
s:\grapl_ graphics_cd\autocad engr drawings\traffic\2020\ecr - barcelona to esplanade.dwg 8.12.2020



CITY OF SAN CLEMENTE
 910 Calle Negocio, Suite 100
 San Clemente, CA 92673
 Tel (949) 361-6100
 Fax (949) 361-8316

ALTERNATIVE 1

**PROPOSED
 LEFT TURN POCKETS
 EL CAMINO REAL AT ESPLANADE**



8.12.2020

s:\graphics\graphics_cd\autocad engr drawings\traffic\2020\ecr - barcelona to esplanade.dwg




CITY OF SAN CLEMENTE
 910 Calle Negocio, Suite 100
 San Clemente, CA 92673
 Tel (949) 361-6100
 Fax (949) 361-8316


ALTERNATIVE 2
PROPOSED
CENTERLINE DELINEATORS
EL CAMINO REAL AT ESPLANADE


9-15-20 / 9B-15

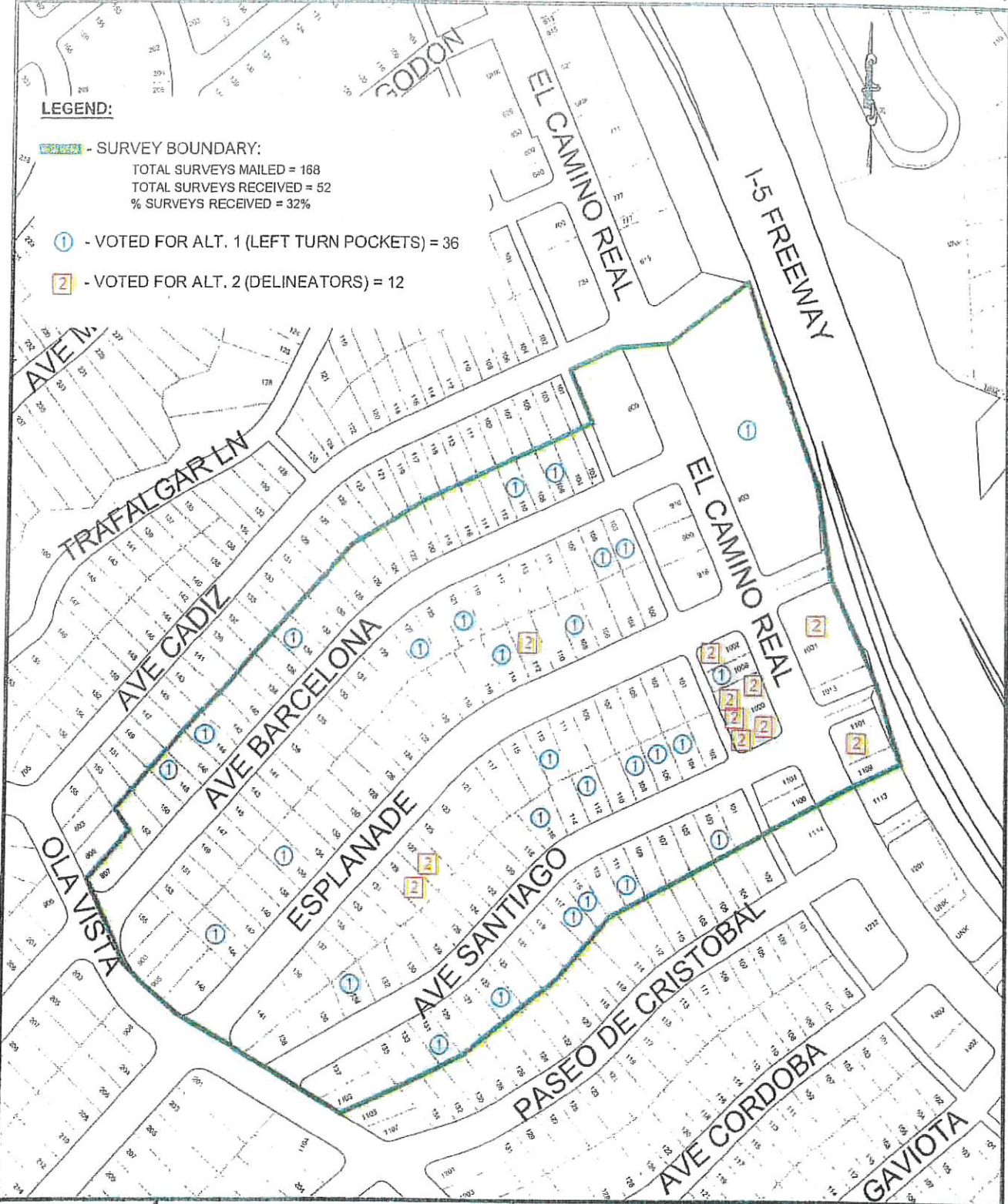
6-7-22 / 4L-24

LEGEND:

 - SURVEY BOUNDARY:
 TOTAL SURVEYS MAILED = 168
 TOTAL SURVEYS RECEIVED = 52
 % SURVEYS RECEIVED = 32%

 - VOTED FOR ALT. 1 (LEFT TURN POCKETS) = 36

 - VOTED FOR ALT. 2 (DELINEATORS) = 12

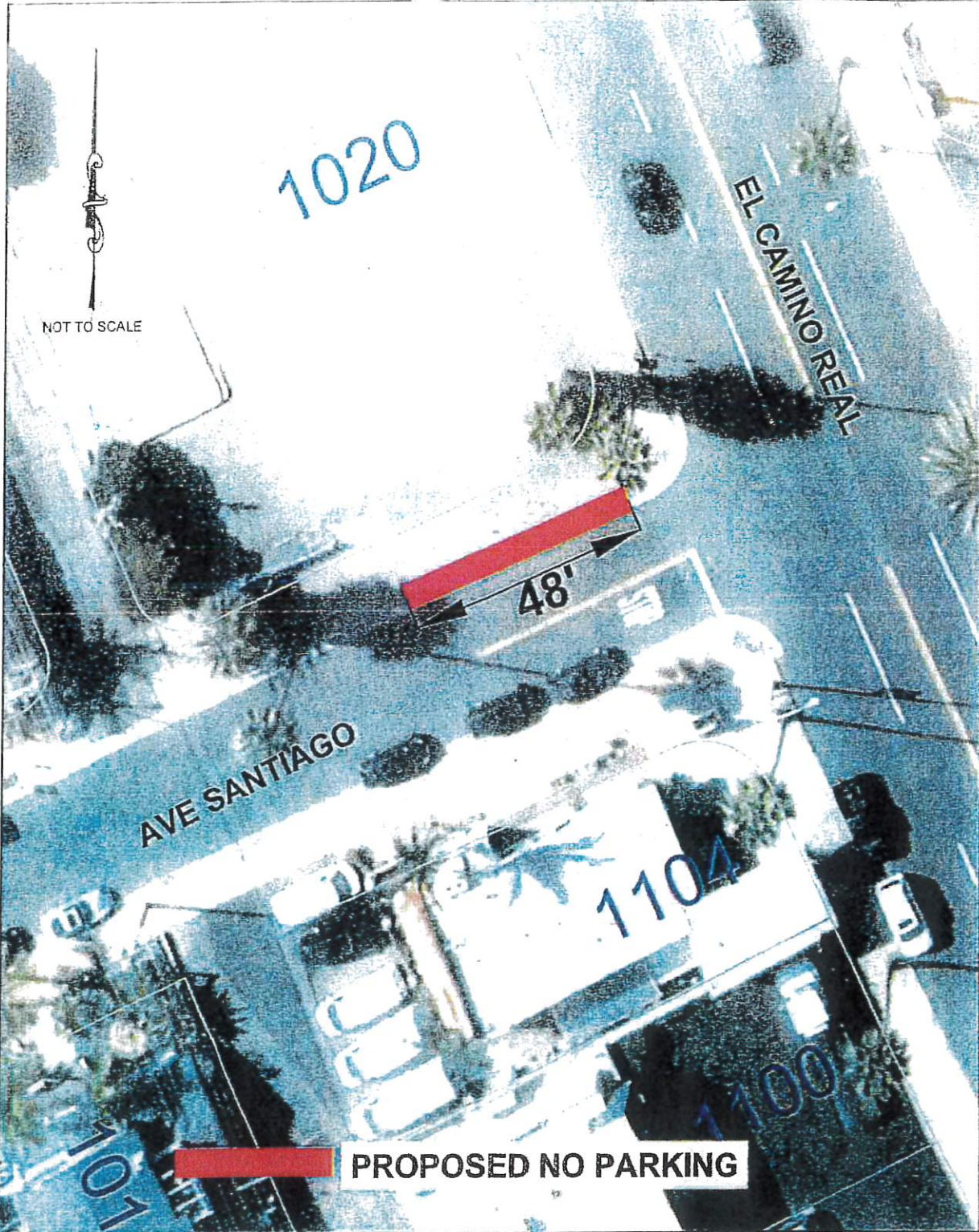


s:\graphics\graphics_cdt\autocad engr drawings\traffic\location maps.dwg 8.11.2020



CITY OF SAN CLEMENTE
 910 Calle Negocio, Suite 100
 San Clemente, CA 92673
 Tel (949) 361-6100
 Fax (949) 361-8316

PUBLIC INPUT RESULT
 EL CAMINO REAL/ESPLANADE
 INTERSECTION SAFETY IMPROVEMENT



S:\ca\public\CHMS\GIS\Users Files\Jules Ohana\CAD\Location Plan (Admin Report).dwg Wednesday, August 26, 2020 2:24:30 PM



City of San Clemente

910 Calle Negocio, Suite 100
San Clemente, CA 92673
Tel (949) 361-6100
Fax (949) 361-8316

LOCATION MAP

**PROPOSED PARKING PROHIBITION
ON AVE SANTIAGO**

ATTACHMENT 7

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
SAN CLEMENTE, CALIFORNIA, AMENDING MASTER
TRAFFIC RESOLUTION NO. 1846, ESTABLISHING 'NO
PARKING AREAS' ON AVENIDA SANTIAGO

WHEREAS, the City reviews various locations to improve safety and traffic conditions; and

WHEREAS, the City of San Clemente Planning Commission ("Planning Commission"), at its regular meeting of August 19, 2020 made a recommendation to the City of San Clemente City Council ("City Council") to establish parking prohibition at the location listed below; and

WHEREAS, the City Council has considered the recommendation by the Planning Commission, and the information provided by City staff and now wishes to implement the recommended parking prohibition.

NOW, THEREFORE, The City Council of the City of San Clemente does hereby resolve as follows:

Section 1. The above recitals are true and correct.

Section 2. The Master Traffic Resolution No. 1846, Section 23, entitled "No Parking Areas", is hereby amended by adding subsection:

23.s-13a Avenida Santiago, north side, from the northwest curb return at El Camino Real in westerly direction for a distance of 48 feet.

Section 3. 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 _____ day of _____, _____.

ATTEST:

City Clerk of the City of
San Clemente, California

Mayor Pro Tem 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. _____ was adopted at a regular meeting of the City Council of the City of San Clemente held on the _____ day of _____, _____, by the following vote:

AYES:

NOES:

ABSENT:

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

CITY CLERK of the City of
San Clemente, California

Approved as to form:

City Attorney