Chapter 4
PHASING AND IMPLEMENTATION

401 Development Phasing

As of the 1995 adoption of this Specific Plan revision, most of the remaining undeveloped land was in the areas designated business park, industrial park or commercial use. Development within Rancho San Clemente began in 1984 and is projected to continue until about 2000. At the close of the year 1995, the business park and industrial park were experiencing steady buildout, and grading plans for the regional shopping center were being processed. The remaining residential parcels were in the preparation stages for development.

402 Circulation Phasing

The arterial highway system within Rancho San Clemente has been completed for a number of years. However, in February, 1995 a new secondary arterial highway was added to the General Plan Circulation Element (General Plan Amendment No. 95-01). The new road, called Camino Vista Pacifica, will be constructed in concert with the regional shopping center approved in Planning Area 1 (Plaza Pacifica).

Tentative Tract 13530 has been conditioned to grade and improve Camino Vista Pacifica from Avenida Pico to the boundary of Marblehead Inland Planning Area 5. It will ultimately connect Avenida Pico with Avenida Vista Hermosa, providing an alternative access to the entire Rancho San Clemente community. Additionally, when Forster Ranch Planning Area 4 is developed, Camino Vista Pacifica will link with Camino Vera Cruz, connecting Rancho San Clemente with Forster Ranch.
403 Bikeway And Trail Phasing

Bikeways and recreation trails within Rancho San Clemente (See Figure 2-2) are nearly complete. The exceptions are the Class I bicycle trails along Avenida Pico and Avenida La Pata, west of Avenida Pico. These trails are to be constructed by the developers of the regional and neighborhood commercial areas west of Avenida Pico. The general alignment of these remaining bikeways is shown on Figure 2-2. Recreation trail easements for trails outside of the public right-of-way shall be offered for dedication to the City and maintained by the developer until responsibility is assumed by the City.

Class I off-road bikeways should be separated from the curb by means of a landscaped parkway averaging at least 6 feet in width, except within 50 feet of street intersections, where bikeways may be placed adjacent to the curb. Width and surface standards for the Class I bikeway along Avenida Pico have been established by Conditions of Approval on Tentative Tract 13530. Construction details will be approved by the City prior to construction. The construction of the remaining bikeways and sidewalks shall be the responsibility of the adjacent property owner/developer and shall be done concurrent with the adjacent highway or street improvements and/or development project. On-street parking shall not be permitted on arterial highways within the Rancho San Clemente, unless the City determines that unusual circumstances justify such parking.

404 Infrastructure Improvements

The backbone infrastructure for Rancho San Clemente has been installed. Sewer and Water capacity are generally available for the remaining undeveloped areas designated for development. Developers of property within Rancho San Clemente will construct additional required infrastructure improvements, such as streets, water lines, sewers, storm drains, etc., in conjunction with their projects. In addition, the developer shall construct required public improvements concurrent with each development in accordance with final engineering drawings approved by the City Engineer. The developer shall construct off-site drainage facilities and a proportionate share of traffic improvements along Avenida Pico and Avenida La Pata which are deemed necessary by the City Engineer and in accordance with the Regional Circulation Financing and Phasing Program (RCFPP). When required by the City, public facilities shall be extended to and beyond the Rancho San Clemente boundaries to serve adjacent properties. When such extensions are required, the City may require subsequent reimbursement by benefiting property owners and/or developers by means of a reimbursement agreement or other mechanism.
I. WATER AND WASTEWATER SYSTEMS

Distribution water mains and sewer trunk lines have been installed throughout Rancho San Clemente in accordance with The City’s Water and Wastewater Master Plans. If and when up-grading of facilities is necessary to serve future development, it shall be a condition of approval on new development projects. New development will be required to pay fees for Sewer Assessment District 85-1 and water acreage fees where applicable.

The City’s 1994 Reclaimed Water Master Plan calls for the use of reclaimed water for irrigation purposes along Avenida Pico, Avenida La Pata and certain other major slopes. As part of the development review process, new development will be required to tie into the system when it becomes available.

II. DRAINAGE SYSTEM

The major portion of drainage from Rancho San Clemente flows westerly to the Segunda Deshecha Canada Channel and a minor portion flows easterly to the Cristianitos-San Mateo drainage course. The area tributary to each of these major drainage courses will remain unchanged, resulting in no diversion of drainage. The major ridgeline which separates the two drainage basins will not be altered in any manner which would significantly effect tributary drainage areas. Detention and on-site drainage facilities have been designed and constructed in conformance with the requirements established by the City Master Plan of drainage to protect downstream properties from flooding. New development will be conditioned to pay local drainage fees where appropriate.

Some of the uses permitted in the industrial park have the potential to adversely impact local water quality if not properly mitigated. Of particular concern is the potential for industrial waste to contaminate surface runoff flowing to the Cristianitos-San Mateo Creek drainage course. Auto-body and repair services, as well as heavy industrial uses involve the use of oils, paints, heavy metals, and other pollutants which must not be discharged into the storm drain system. All uses within Planning Area 7 shall be subject to a Conditional Use Permit in accordance with the provision in Chapter 5. The following mitigations have been developed to protect the quality of surface runoff.

Uses in which potentially hazardous or toxic materials, petroleum by-products, or other chemicals that may be detrimental to surface waters are used or stored shall be required to include site design features that ensure that any accidental spillage will be contained on-site. Containment shall be provided through provision of firewalls, berms, ancillary drainage systems, retention facilities, etc. Site specific containment features shall be designed, specified, and constructed to the satisfaction of the City’s
Development Management Team and the Regional Water Quality Control Board, and shall meet National Pollutant Discharge Elimination System (NPDES) standards.

At the time individual uses are reviewed for Conditional Use Permits, those uses which include activities with the potential to contribute significantly to the degradation of surface waters through introduction of pollutants into the storm-drain system (either individually or cumulatively) shall be required to demonstrate that all surface runoff within the site will be directed through a filtration system.

The storm-drain system for Planning Areas 7 shall include several monitoring manholes for the periodic sampling of run-off and water-quality analysis. Sampling and analysis shall be conducted on a quarterly basis (tri-monthly) by an independent laboratory. Results of the monitoring shall be forwarded to and reviewed by the City Engineer for compliance with Articles 9 and 11, Chapter 30, Title 22 of the California Administrative code and Section 6832 of the California Labor Code.

405 Funding Of Public Facilities

Established mechanisms for the funding of public facilities serving the Rancho San Clemente community include the following:

I. REGIONAL CIRCULATION FINANCING AND PHASING PROGRAM

The Regional Circulation Financing and Phasing Program RCFPP was established by ordinance as a funding mechanism for city-wide circulation improvements. Fees are collected prior to the issuance of building permits and based on square footage of building area.

II. TRANSPORTATION CORRIDOR FEE

The Transportation Corridor fees are administered by the Transportation Corridor Agency for the construction of the Foothill Transportation Corridor. These fees are also collected prior to the issuance of building permits and based on square footage of building area.

III. SAN CLEMENTE SEWER ASSESSMENT DISTRICT NO. 85-1

The backbone sewer system serving Rancho San Clemente was funded through the establishment of Sewer Assessment District 85-1. Developers of property within Rancho San Clemente are required to pay their proportionate share of debt retirement on bonds which were sold to establish the sewer assessment district.
IV. **WATER ACREAGE RESERVE FEE**

An acreage based water fee is collected prior to final tract map approval.

V. **CAPISTRANO UNIFIED SCHOOL DISTRICT FEE**

The City requires that prior to the issuance of building permits, evidence must be provided that school facilities fees authorized by State legislation have been paid to the Capistrano Unified School District. The fees are based on square-footage of building area.

VI. **BEACH PARKING FEE**

The City has established a flat fee to be assessed to each new residential dwelling unit outside the Coastal Zone, to fund beach parking facilities within San Clemente. This fee is collected prior to the issuance of building permits.

VII. **PARK ACQUISITION AND DEVELOPMENT FEES**

The City has established a Park Acquisition and Development Fee Program in accordance with the Quimby Act. Dedication and improvement of Rancho San Clemente park land has been funded through this program. Park Acquisition and Development Fees may be required as a condition of approval on new residential development which has not already contributed to this program.

VIII. **SEGUNDA DESHECHA DRAINAGE FEES**

Local drainage fees are assessed prior to final tract map approval for new development within the Segunda Deschecha Canada basin.

IX. **PUBLIC SAFETY CONSTRUCTION FUND**

A fee is collected prior to the issuance of building permits to offset the increasing costs of fire protection and other public safety services.
406 Maintenance Responsibilities

Facilities to be maintained within Rancho San Clemente include certain infrastructure improvements, common areas, public facilities, private residential streets, etc. In order to ensure that all of these are well-maintained, this Section sets forth the responsibilities of different persons and other entities for their maintenance. Table 4-1, following, assigns the long-term maintenance responsibilities for each area/facility within Rancho San Clemente.

Table 4-1 assigns ultimate maintenance responsibilities. Most improvements constructed by developers within Rancho San Clemente will be maintained by the developer until the improvements are accepted by the City or transferred to the homeowners/property owners association, private property owner, or other entity as the case may be.

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*NOTE: Refer to City Ordinance No. 1115.