

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
(562) 590-5071

Th7d



Click here to go to
original staff report

ADDENDUM

August 7, 2015

TO: Coastal Commissioners and Interested Parties

FROM: South Coast District Staff

SUBJECT: **ADDENDUM TO ITEM Th7d, CDP NO. 5-15-0154 (City of San Clemente)
FOR THE COMMISSION MEETING OF THURSDAY, August 13, 2015.**

1. CHANGES TO STAFF REPORT

Commission staff recommends clarifications to the staff report dated 7/23/15 in the following section of the staff report: Section IV (Findings and Declarations). Section Language to be added to the findings and conditions is shown in underlined text, and language to be deleted is identified by ~~strike-out~~.

Summary of Staff Recommendation, Page 1, last paragraph, edit the following:

Section 30600(c) of the Coastal Act provides for the issuance of coastal development permits directly by the Commission in regions where the local government having jurisdiction does not have a certified Local Coastal Program. The City of ~~Newport Beach~~ San Clemente only has a certified Land Use Plan and has not exercised the options provided in 30600(b) or 30600.5 to issue its own permits. Therefore, the Coastal Commission is the permit issuing entity and the standard of review is Chapter 3 of the Coastal Act. The certified Land Use Plan may be used for guidance.

2. LETTER OF SUPPORT

Letter from Brenda Miller, on behalf of PEDal - advocacy for pedestrians and people who pedal, in support of the City of San Clemente's El Camino Real improvement project (CDP No. 5-15-0154) to implement a Class 1 bicycle/pedestrian path. Letter attached.



August 5, 2015

To: California Coastal Commission, South Coast District Office
Attn: Ms. Marlene Alvarado
200 Oceangate
Long Beach, CA. 90802

Re: Support for the City of San Clemente Class 1 bicycle/pedestrian path located on North El Camino Real/Pacific Coast Highway

I am writing to enthusiastically support the California Coastal Commission's approval of the City of San Clemente's plans for a Class 1 bicycle and pedestrian, multi-modal facility on North El Camino Real. The proposed project is essential to coastal access, local and regional transportation, international tourism, and most of all, public safety.

Access to California's sacred coastline is a recreational, economic, and cultural necessity. Yet with increasing numbers of people seeking solace by the sea also come the burdens of urban life: crowds, cars, and congestion.

Reducing those impacts while increasing coastal access requires us to provide safe transportation options for all. A class 1, paved, multimodal path that protects people from moving automobiles is the best way to meet growing demands because it encourages everyone to leave their cars at home without increasing risk of physical harm.

Based on usage data from the existing class 2 bike lane on N. El Camino Real, we anticipate a protected class 1 facility will significantly increase coastal non-motorized traffic. **In 2010, PEDal organized and conducted the city's comprehensive bike/ped count.** The numbers were impressive.



The following data was captured at the endpoints of the proposed Class 1:

North El Camino Real (PCH) at Camino Capistrano						
2010 DATE	DAY	TIME	RATE	CYCLISTS	PEDESTRIANS	Bike + Ped / HR
May 13 & 26	Wed/Thurs	6-9 a.m.	avg/hour	25	13	38
May 13 & 26	Wed/Thurs	4-6 p.m.	avg/hour	42	21	63
May 8	Saturday	9-11 a.m.	avg/hour	185	25	210
North El Camino Real (PCH) at Ave Estacion						
May 5	Wed	6-9 a.m.	avg/hour	19	19	38
May 5	Wed	4-6 p.m.	avg/hour	44	33	77
April 18	Sun	9-11 a.m.	avg/hour	102	37	139

Without increasing automobile traffic, the numbers above represent a substantial improvement in coastal access—without clogging roads, consuming vehicular parking spaces, or worsening air quality.

Europeans know all about that and many venture to Washington, Oregon, and California to ride the Pacific Coast Bicycle Route. Bicycle tourism is recognized as both a fun experience and a welcome economic opportunity for many towns around the world. The U.S. is just getting started, but the internationally famous PCBR is a well-known secret among people who pedal.

Linking Canada to Mexico along the most beautiful coastlines on the planet, the **PCBR is, in some respects, a world away. But it’s also largely unexploited by towns** lucky enough to claim a segment.

The reason is simple: users have to share the road with cars and their increasingly, dangerously-distracted drivers. San Clemente believes its proposed class 1 will set a high standard for other communities and encourage more people to safely enjoy the Pacific coast by bike. Moreover, no matter where one calls home, a class 1 on North El Camino Real has regional transportation importance.

Once completed, San Clemente’s class 1 will connect three rail platforms, two in San Clemente and one 8 miles north in San Juan Capistrano. Users will be able to combine bicycle travel with both Amtrak and Metrolink services. Other than a short



parking lot segment at Doheny, people will be able to access the train and venture far and wide by class 1 and car-free.

Imagine a family of velocipedists hopping the Surfliner in San Clemente or San Juan and heading to Oceanside, San Diego, San Luis Obispo, or Santa Barbara while sipping a latte, licking an ice cream cone, surfing the internet, and flying the rails without checking Google's traffic map! Our class 1 is the first step in the last mile: combining train + bike = no car traffic!

People everywhere want Class 1's, but very few communities build them, mostly because they lack local examples and the positive impacts they provide. So, communities often pencil out the costs **but don't have the vision to pencil in the benefits**. Orange County's coastal towns can certainly use a good example.

Our Spanish Village is lucky. We have engineers, planners, electeds, and an **advocacy community who've made county and state history together**. Our Bicycle and Pedestrian Master Plan / Mobility and Complete Streets Element was awarded the top planning prize in the county and is one of two such plans recognized statewide in 2014.

Now comes its implementation. PEDal respectfully requests California Coastal Commission approval of **San Clemente's North El Camino Real Class 1**.

And when it's all finished, come ride the rails to North Beach, San Clemente, rent a bike adjacent the new class 1, and join me: **let's pedal paradise together!**

Sincerely,

Brenda Miller
Founder, PEDal
League of American Bicyclists Instructor #2759
2014 Advocate of the Year, American Planning Association, Calif. Chapter
216A La Paloma
San Clemente, Ca. 92672
mobile: 619-787-8764
brenda@myfeetfirst.org
<http://www.brenda.bike>

CALIFORNIA COASTAL COMMISSION

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**Th7d**

Filed:	07/06/15
180th Day:	1/2/2016
Staff:	M. Alvarado-LB
Staff Report:	07/23/15
Hearing Date:	08/13/15

STAFF REPORT: CONSENT CALENDAR

Application No.: 5-15-0154

Applicant: City of San Clemente

Agent: Tom Frank

Location: North El Camino Real from Avenida Estacion to Camino Capistrano, San Clemente, Orange County

Project Description: Modify the lane configuration on North El Camino Real (ECR) from Avenida Estacion to Camino Capistrano to implement a 0.9-mile long, 8- to 11-foot wide Class I bicycle and 5-foot wide pedestrian path on the ocean side of ECR. The project consists of lane restriping, replacing/relocating two traffic signals, median installation, landscape improvements, curb/sidewalk improvements, and upgrades to the existing Americans with Disability Act (ADA) curb ramps.

Staff Recommendation: Approval with conditions

SUMMARY OF STAFF RECOMMENDATION:

The applicant is proposing to modify the lane configuration on North El Camino Real (ECR) from Avenida Estacion to Camino Capistrano to implement a two-way 8- to 11-foot wide Class I bicycle and 5-foot wide pedestrian path in the City of San Clemente. The project consists of lane restriping, replacement/relocation of two traffic signals, median installation, drought-tolerant and non-invasive landscaping within median, curb/sidewalk improvements, and upgrades to the existing ADA curb ramps. The proposed improvements will maintain the existing Class II bicycle lanes and the existing number of vehicular lanes at the critical intersections at Avenida Estacion and Camino Capistrano; however, an approximate 1,600 foot segment of one northbound lane on ECR between approximately 1000 feet south of Camino San Clemente to 200 feet south of Camino Capistrano will be eliminated to accommodate the new bicycle and pedestrian path. The

project, however, will maintain the existing vehicular level of service and will improve non-motorized and pedestrian access to the coast. The City's proposed project will increase coastal access, improve pedestrian safety and provide ADA compliant trail linkages both to and from the inland side of El Camino Real to the future adjacent Marblehead Coastal trail improvements (i.e., nature trail system, park network and over 100 acres of restored/preserved habitat) and the City's Dudleya Biological Reserve. Moreover, the north El Camino Class I bicycle and pedestrian path will also provide the northern coastal entrance to San Clemente, whilst enhancing recreational opportunities along the coast. The primary issue associated with this development is public coastal access and recreation.

Staff is recommending **APPROVAL** of the proposed coastal development permit with **five (5) Special Conditions**, which require **1)** compliance with construction-related best management practices (BMPs); **2)** location of debris disposal site; **3)** construction staging plan; **4)** traffic control plan; **5)** drought-tolerant, non-invasive landscaping and irrigation, referencing all of the Special Conditions contained in this staff report.

Section 30600(c) of the Coastal Act provides for the issuance of coastal development permits directly by the Commission in regions where the local government having jurisdiction does not have a certified Local Coastal Program. The City of Newport Beach only has a certified Land Use Plan and has not exercised the options provided in 30600(b) or 30600.5 to issue its own permits. Therefore, the Coastal Commission is the permit issuing entity and the standard of review is Chapter 3 of the Coastal Act. The certified Land Use Plan may be used for guidance.

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APPENDICES

Appendix A - Substantive File Documents

EXHIBITS

- Exhibit 1 – Project Location and Vicinity Map
- Exhibit 2 – Landscape Plans/Renditions
- Exhibit 3 – Project Plans
- Exhibit 4 – Cross-Sectional Profile Comparison of Existing and Proposed

I. MOTION AND RESOLUTION

Motion:

*I move that the Commission **approve** the coastal development permit application included on the consent calendar in accordance with the staff recommendations.*

Staff recommends a **YES** vote. Passage of this motion will result in approval of all of the permits included on the consent calendar. The motion passes only by affirmative vote of a majority of the Commissioners present.

Resolution:

The Commission hereby approves a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act and will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

II. STANDARD CONDITIONS:

This permit is granted subject to the following standard conditions:

1. **Notice of Receipt and Acknowledgment.** The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. **Expiration.** If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. **Interpretation.** Any questions of intent of interpretation of any condition will be resolved by the Executive Director or the Commission.
4. **Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
5. **Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. SPECIAL CONDITIONS:

This permit is granted subject to the following special conditions:

1. Storage of Construction Materials, Mechanized Equipment and Removal of Construction Debris.

The permittee shall comply with the following construction-related requirements:

- (a) No demolition or construction materials, debris, or waste shall be placed or stored where it may enter sensitive habitat, receiving waters or a storm drain, or be subject to wave, wind, rain, or tidal erosion and dispersion.
- (b) No demolition or construction equipment, materials, or activity shall be placed in or occur in any location that would result in impacts to environmentally sensitive habitat areas, streams, wetlands or their buffers.
- (c) Any and all debris resulting from demolition or construction activities shall be removed from the project site within 24 hours of completion of the project.
- (d) Demolition or construction debris and sediment shall be removed from work areas each day that demolition or construction occurs to prevent the accumulation of sediment and other debris that may be discharged into coastal waters.
- (e) All trash and debris shall be disposed in the proper trash and recycling receptacles at the end of every construction day.
- (f) The applicant(s) shall provide adequate disposal facilities for solid waste, including excess concrete, produced during demolition or construction.
- (g) Debris shall be disposed of at a legal disposal site or recycled at a recycling facility outside of the coastal zone, pursuant to **Special Condition 2**. If the disposal site is located in the coastal zone, a coastal development permit or an amendment to this permit shall be required before disposal can take place unless the Executive Director determines that no amendment or new permit is legally required.
- (h) All stock piles and construction materials shall be covered, enclosed on all sides, shall be located as far away as possible from drain inlets and any waterway, and shall not be stored in contact with the soil.
- (i) Machinery and equipment shall be maintained and washed in confined areas specifically designed to control runoff. Thinners or solvents shall not be discharged into sanitary or storm sewer systems.
- (j) The discharge of any hazardous materials into any receiving waters shall be prohibited.

(k) Spill prevention and control measures shall be implemented to ensure the proper handling and storage of petroleum products and other construction materials. Measures shall include a designated fueling and vehicle maintenance area with appropriate berms and protection to prevent any spillage of gasoline or related petroleum products or contact with runoff. The area shall be located as far away from the receiving waters and storm drain inlets as possible.

(l) Best Management Practices (BMPs) and Good Housekeeping Practices (GHPs) designed to prevent spillage and/or runoff of demolition or construction-related materials, and to contain sediment or contaminants associated with demolition or construction activity, shall be implemented prior to the on-set of such activity.

(m) All BMPs shall be maintained in a functional condition throughout the duration of construction activity.

2. Location of Debris Disposal Site. The applicant shall dispose of all demolition and construction debris resulting from the proposed project at an appropriate location outside the coastal zone. If the disposal site is located in the coastal zone, a coastal development permit or an amendment to this permit shall be required before disposal can take place unless the Executive Director determines that no amendment or new permit is legally required.

3. Construction Staging Area

A. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the permittee shall submit a plan for the review and approval of the Executive Director which indicates that the construction staging area(s) and construction corridor(s) will avoid impacts to public access, to beach areas or to sensitive habitat areas.

(1) The plan shall demonstrate that:

(a) Construction equipment, materials or activity shall not occur outside the staging area and construction corridor identified on the site plan required by this condition;

(b) Construction equipment, materials, or activity shall not be placed outside of the immediate construction zone;

(c) Adverse impacts to wetlands and other sensitive habitat shall be avoided;

(d) Public parking areas shall not be used for staging or storage of equipment;

(e) Beach areas shall not be used as staging areas;

(f) The staging area for construction of the project shall not obstruct vertical or lateral access to the beach.

(2) The plan shall include and depict, at a minimum, the following components:

(a) Limits of the staging area(s)

(b) Construction corridor(s)

(c) Construction site

(d) Location of construction fencing and temporary job trailers, if any

B. The permittee shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

4. Traffic Control Plan

A. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for the review and approval of the Executive Director, two (2) full-sized sets of a traffic control plan that demonstrates the following:

- (1) Every effort shall be made to minimize the duration of sidewalk, bike and road lane temporary closures so that impacts upon public access are minimized; and
- (2) The sidewalk, bike and road lanes should be opened, even intermittently, whenever possible during construction; and
- (3) A detour plan to re-route pedestrian and bicycle traffic shall be identified for those periods when the sidewalk and/or bicycle lane is temporarily closed within the project area.

B. The permittee shall undertake development in accordance with the approved plan. Any proposed changes to the approved final plan shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

5. Landscaping.

A. Vegetated landscaped areas shall only consist of native plants or non-native drought tolerant plants, which are non-invasive. No plant species listed as problematic and/or invasive by the California Native Plant Society (<http://www.CNPS.org/>), the California Invasive Plant Council (formerly the California Exotic Pest Plant Council) (<http://www.cal-ipc.org/>), or as may be identified from time to time by the State of California shall be employed or allowed to naturalize or persist on the site. No plant species listed as a “noxious weed” by the State of California or the U.S. Federal Government shall be utilized within the property. All plants shall be low water use plants as identified by California Department of Water Resources (See: <http://www.owue.water.ca.gov/docs/wucols00.pdf>).

- B. Use of reclaimed water for irrigation is encouraged. If using potable water for irrigation, only drip or microspray irrigation systems may be used. Other water conservation measures shall be considered, such as weather based irrigation controllers.

IV. FINDINGS AND DECLARATIONS:

A. PROJECT DESCRIPTION & LOCATION

The City of San Clemente is proposing to modify the road lane configuration on North El Camino Real (ECR) from Avenida Estacion to Camino Capistrano to implement a 0.9-mile long, 8- to 11-foot wide Class I bicycle and 5-foot wide pedestrian path on the ocean side of ECR in the City of San Clemente (**Exhibit 3**). The project consists of lane restriping, replacement/relocation of two traffic signals, median installation, drought-tolerant and non-invasive landscaping within median, curb/sidewalk improvements, and upgrades to the existing Americans with Disability Act (ADA) curb ramps (**Exhibits 2 and 3**). The landscaped median will separate the Class I bicycle lane and pedestrian pathway from the Class II bicycle and vehicle travel lanes to improve safety for non-motorized and pedestrian users, and will aesthetically enhance ECR (**Exhibits 2 and 3**). The landscaping consists predominantly of small scaled coastal succulents with boulders and rock mulch interspersed, which will have minimal to no impact to coastal views (**Exhibit 2**). For irrigation, a subsurface landscape dripline is proposed with a control system that provides for weather based scheduling.

The project site is within the existing public right-of-way and mainly within the pavement limits of North El Camino Real from Avenida Estacion to Camino Capistrano (**Exhibits 1 and 3**), but there are two minor exceptions. One of the minor expansion areas outside of the existing pavement limits is the proposed transition area of the southeasterly end of the Class I pathway, located landward of an existing bicycle shop and adjacent to the Avenida Estacion and ECR intersection. This transition area is the point where the southeasterly end of the Class I bicycle and pedestrian pathway converts into an 18-foot wide pedestrian pathway, which will be paved to match the existing adjacent paver color, size and pattern.

The other minor expansion area is the unimproved segment of sidewalk on the landward (easterly) side of ECR, located near the northwesterly end of the Marblehead ECR improvement site. The applicant is proposing an approximately five-foot wide, 475-foot long concrete sidewalk to be constructed within the footprint of an existing asphalt walkway. This concrete sidewalk will link the inland side of ECR to the future adjacent Marblehead Coastal ECR improvements. The applicant has coordinated with the Marblehead Coastal Developer to install a proper transition to the ECR widened roadway proposed under the Marblehead development application (CDP No. 5-03-013). Under the Marblehead project, 1,800 linear feet of ECR is to be widened from 45 to 50 feet wide; the Marblehead widened section of ECR will include a sidewalk that will service several connections to the Marblehead trail system. Under the currently proposed project (CDP No. 5-15-0154), the City of San Clemente is proposing a segment of sidewalk to provide linkage with existing sidewalk and future sidewalk improvements adjacent to Marblehead Coastal; the intention is to safely get pedestrians from the trail system north along ECR for connectivity to the north part of San Clemente. There are no proposed improvements within the Marblehead project site. Moreover, the City's project will be scheduled to follow the completion of the Marblehead

Coastal Development's ECR improvements. The City's project will continue the sidewalk and proposed bike lane to the north and make a seamless transition for drivers, cyclists, and pedestrians alike.

The proposed improvements will maintain the existing Class II bicycle lanes and the existing number of vehicular lanes at the critical intersections at Avenida Estacion and Camino Capistrano; however, an approximate 1,600-foot segment of one northbound lane on ECR between approximately 1000 feet south of Camino San Clemente to 200 feet south of Camino Capistrano will be eliminated to accommodate the new bicycle and pedestrian path (**Exhibit 3**). Following the completion of the proposed improvements, the new cross-sectional profile of ECR within the proposed project area, as viewed facing northwest, will generally be: pedestrian pathway | two-way Class I bicycle pathway | landscaped median | southbound Class II bicycle lane | southbound vehicle lane | painted median | northbound vehicle lane | northbound Class II bicycle lane (followed by a right turn lane at the intersections) (**Exhibit 4**).

The City's proposed project will not have an adverse impact to public access. According to the Orange County Transportation Authority (OCTA), the proposed improvements will maintain the existing vehicular level of service (LOS) while improving the LOS for non-motorized users in a critical section of the Pacific Coast Bicycle Route. In addition, City's proposed project will improve coastal access and pedestrian safety, and provide ADA compliant trail linkages both to and from the inland side of El Camino Real to the future adjacent Marblehead Coastal trail improvements (i.e., nature trail system, park network and over 100 acres of restored/preserved habitat) and the City's Dudleya Biological Reserve. The north El Camino Class I bicycle and pedestrian path will also provide the northern coastal entrance to San Clemente, whilst enhancing recreational opportunities along the coast.

According to the applicant, all impacts to public access, to beach areas, and environmentally sensitive habitats (i.e. wetlands) will be avoided. In addition, the project will be in conformance with the City's Jurisdictional Urban Runoff Plan pursuant to the Regional Water Quality Control Board (RWQCB) permit Order No. R9-2013-0001 and the General Stormwater Construction Permit Order No. 2012-0006-DWQ, which prohibits runoff and debris from entering the storm drain during non-rain events for any of the City's road rehabilitation projects. Best Management Practices (BMPs) for the duration of the proposed ECR improvements include blocking storm drains and continuous sweeping during the project's grinding operations to minimize dust and debris. The project will also reduce impervious areas which will help reduce storm runoff and associated issues. Moreover, storm runoff will be diverted to existing catch basins and drainage devices; no new drainage improvements proposed.

Given the project location and its close proximity to the sea, the Commission recommends construction-related requirements and best management practices under **Special Conditions 1 and 2** to prevent pollution of the coast. Moreover, the project site is within the public right-of-way, which provides vehicle and pedestrian coastal access; therefore, the **Special Conditions 3 and 4** require the submittal of construction staging and traffic control plans to minimize impacts to public access during construction. Additionally, the applicant is proposing landscaping, therefore, the Commission imposes **Special Condition 5** which implements the installation of drought-tolerant, non-invasive plants and water conservative irrigation systems.

The Coastal Commission South Coast District Office has received two emails from residents of San Clemente in support of the project stating that the project will improve coastal access and safety.

B. PUBLIC ACCESS

The proposed development will not affect the public's ability to gain access to, and/or to use the coast and nearby recreational facilities. Therefore, as proposed the development, as conditioned, conforms to Sections 30210 through 30214, Sections 30220 through 30224, and 30252 of the Coastal Act.

C. RECREATION

The proposed development, as conditioned, does not interfere with public recreational use of coastal resources. The proposed development, as conditioned, protects coastal areas suited for recreational activities. Therefore, the Commission finds that the proposed development, as conditioned, is in conformity with Sections 30210 through 30214 and Sections 30220 through 30223 of the Coastal Act regarding the promotion of public recreational opportunities.

D. WATER QUALITY

The proposed development has a potential for a discharge of polluted runoff from the project site into coastal waters. The development, as proposed and as conditioned, incorporates design features to minimize the effect of construction and post-construction activities on the marine environment. These design features include, but are not limited to, one or more of the following: the appropriate management of equipment and construction materials, the reduction in impervious areas by planting non-invasive drought tolerant vegetation to reduce storm runoff, and for the use of post-construction best management practices to minimize the project's adverse impact on coastal waters. Therefore, the Commission finds that the proposed development, as conditioned, conforms to Sections 30230 and 30231 of the Coastal Act regarding the protection of water quality to promote the biological productivity of coastal waters and to protect human health.

E. LOCAL COASTAL PROGRAM (LCP)

The Commission certified the Land Use Plan for the City of San Clemente on May 11, 1988, and certified an amendment approved in October 1995. On April 10, 1998, the Commission certified with suggested modifications the Implementation Plan portion of the Local Coastal Program. The suggested modifications expired on October 10, 1998. The City re-submitted on June 3, 1999, but withdrew the submittal on October 5, 2000. As conditioned, the proposed development is consistent with Chapter 3 of the Coastal Act and with the certified Land Use Plan for the area. Approval of the project, as conditioned, will not prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3.

F. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

As conditioned, there are no feasible alternatives or additional feasible mitigation measures available that would substantially lessen any significant adverse effect that the activity may have on the environment. Therefore, the Commission finds that the proposed project, as conditioned to mitigate the identified impacts, is the least environmentally damaging feasible alternative and can be found consistent with the requirements of the Coastal Act to conform to CEQA.

Appendix A - Substantive File Documents

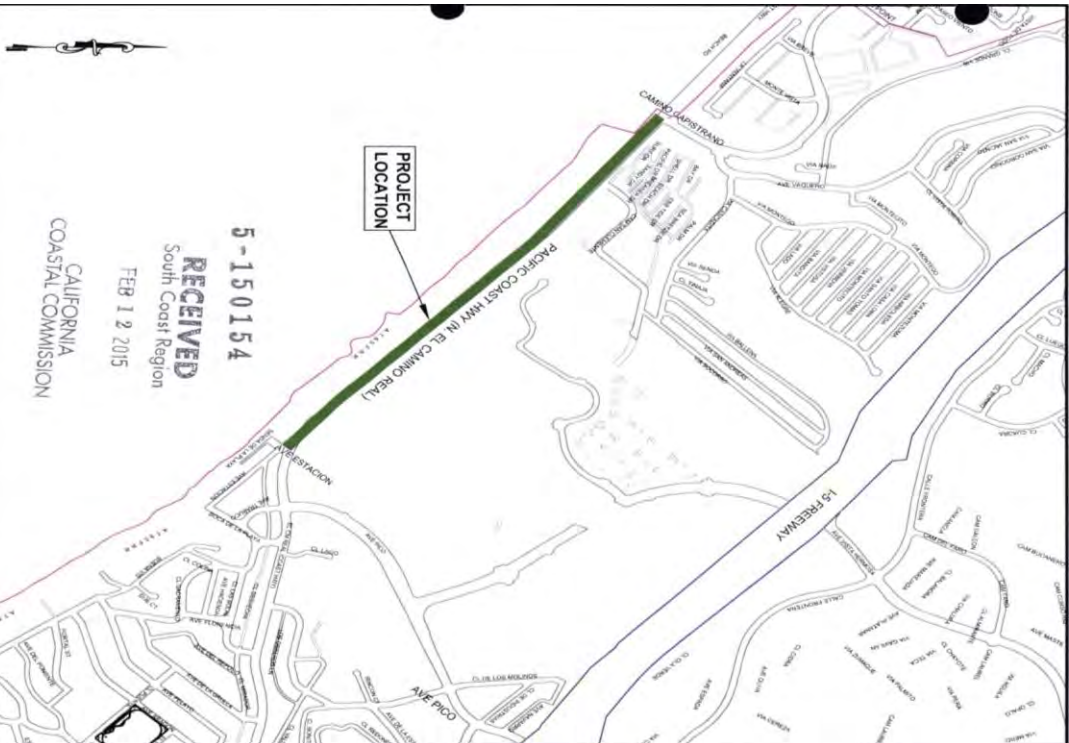
- City of San Clemente certified Land Use Plan
- Traffic Data provided by the City of San Clemente
- Traffic Data provided by 2030 OCTAM information and ICU calculations verified using City's 2035 projections
- Coastal Development Permit Application No. 5-15-0154
- Coastal Development Permit Application No. 5-03-013 (Marblehead)



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

LOCATION MAP

EL CAMINO REAL CLASS I BICYCLE PATH
 HIGHWAY SAFETY IMPROVEMENT PROGRAM

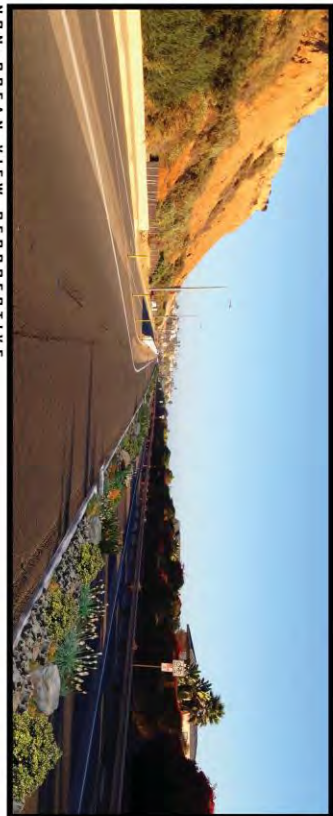


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 5-150154
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 COASTAL COMMISSION

**PROJECT
 LOCATION**



OCEAN VIEW PERSPECTIVE

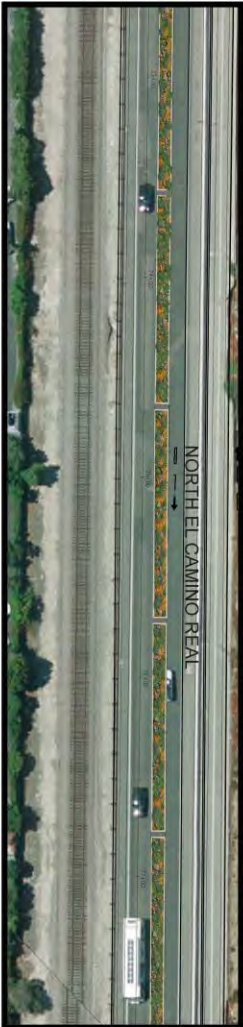


NON-OCEAN VIEW PERSPECTIVE

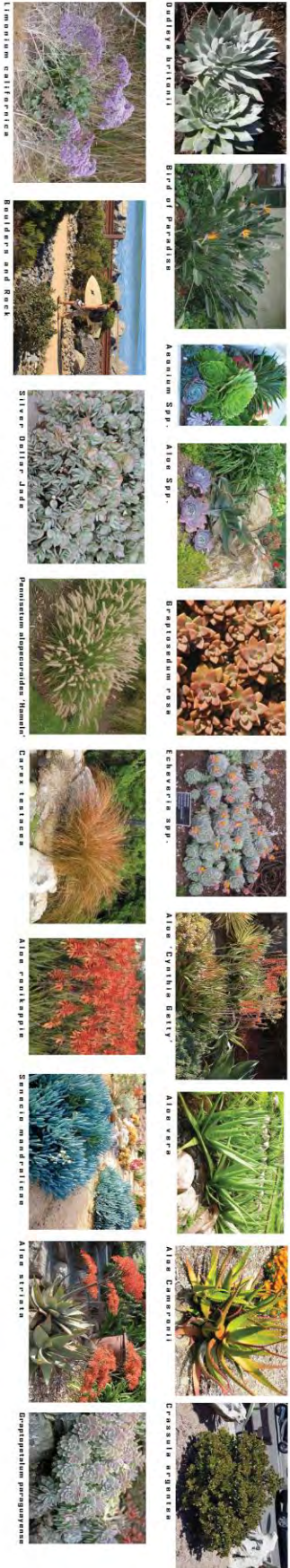


OCEAN VIEW - PLAN VIEW

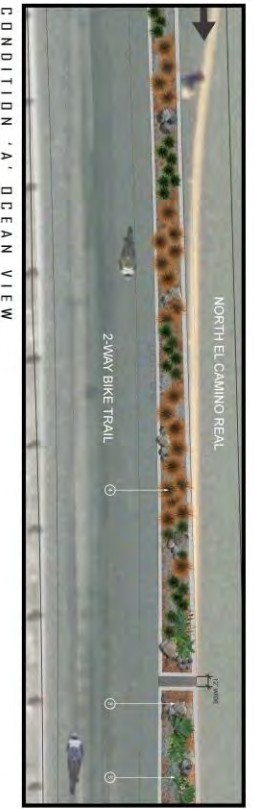
Scale 1" = 20'-0"



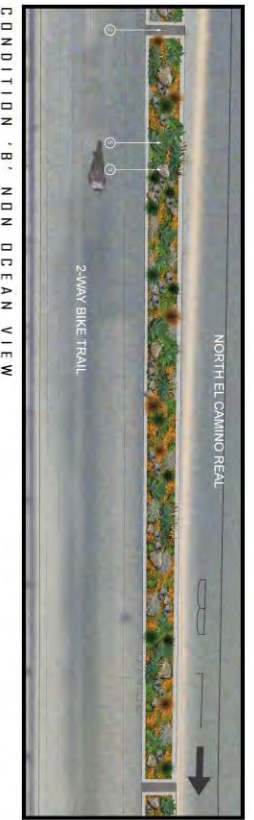
NON-OCEAN VIEW - PLAN VIEW



NORTH EL CAMINO REAL
CITY OF SAN CLEMENTE
CONCEPTUAL SITE PLAN



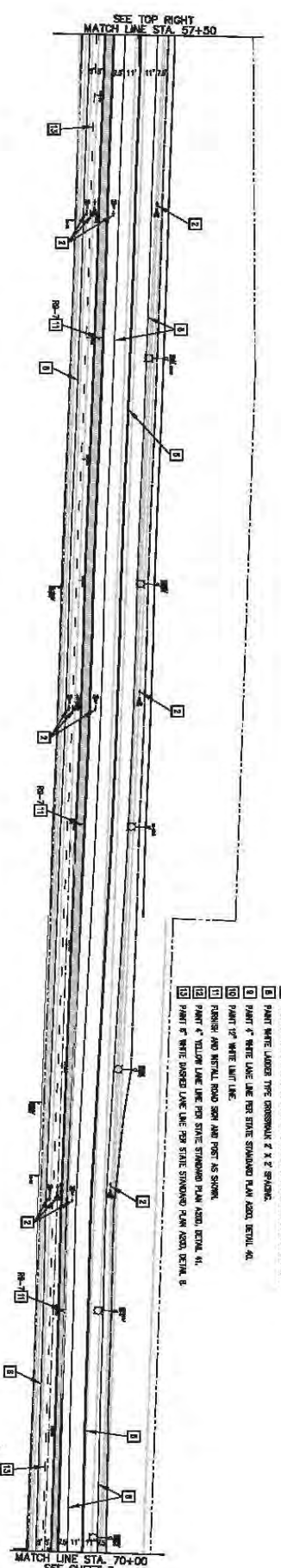
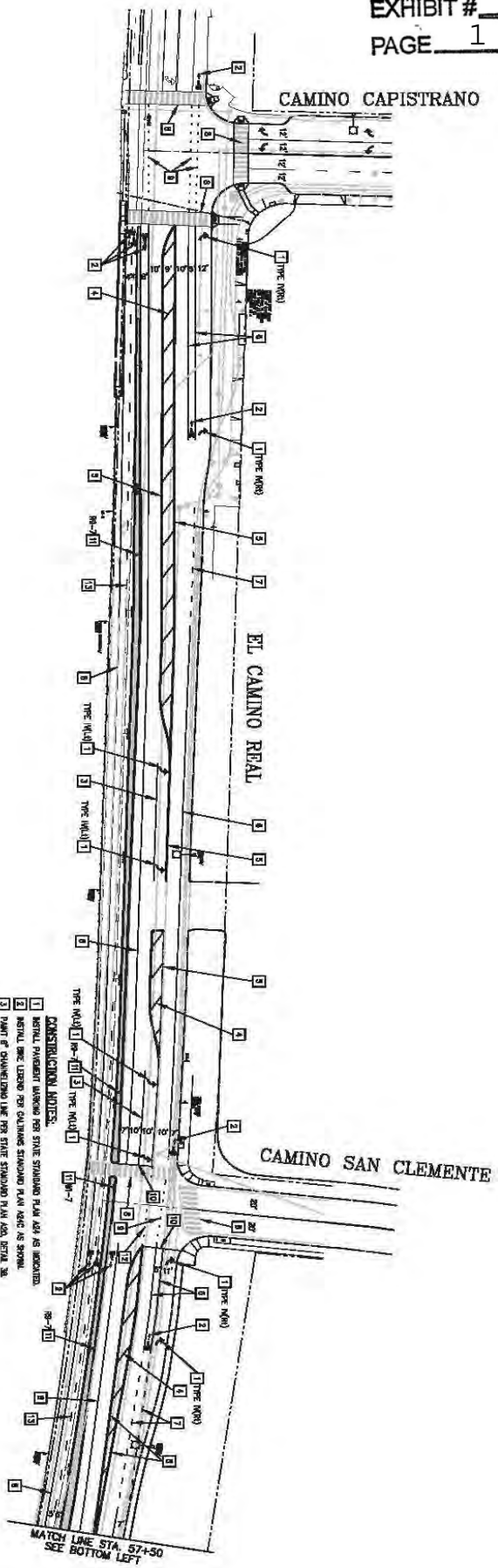
- LEGEND**
- CHANGED ROCK WALL
 - EXISTING PAVED CHANNEL - 80' WIDE
 - EXISTING SAND
 - EXISTING SAND WITH ACOUSTIC FENCE
 - PROPOSED SAND WITH ACOUSTIC FENCE
 - ★ PROPOSED TRAIL PLANTING/IMPROVEMENTS



NORTH EL CAMINO REAL BICYCLE TRAIL

CONCEPTUAL LANDSCAPE SITE PLAN

CITY OF SAN CLEMENTE



- CONSTRUCTION NOTES:**
1. INSTALL PAVEMENT MARKING PER STATE STANDARD PLAN 404 AS INDICATED.
 2. INSTALL SIGN LAYOUT PER CALIFORNIA STANDARD PLAN 404C AS SHOWN.
 3. POINT OF CHANNELING LINE PER STATE STANDARD PLAN 404A, DETAIL 3B.
 4. POINT OF YELLOW SHOULDER LINE AT 2' FROM CENTER.
 5. POINT OF DOUBLE YELLOW PER STATE STANDARD PLAN 404A, DETAIL 2B.
 6. POINT OF WHITE SMOKE LINE PER STATE STANDARD PLAN 404A, DETAIL 2A.
 7. POINT OF WHITE SMOKE LINE PER STATE STANDARD PLAN 404A, DETAIL 2A.
 8. POINT OF WHITE SMOKE LINE PER STATE STANDARD PLAN 404A, DETAIL 2A.
 9. POINT OF WHITE SMOKE LINE PER STATE STANDARD PLAN 404A, DETAIL 2A.
 10. POINT OF WHITE SMOKE LINE PER STATE STANDARD PLAN 404A, DETAIL 2A.
 11. POINT OF WHITE SMOKE LINE PER STATE STANDARD PLAN 404A, DETAIL 2A.
 12. POINT OF WHITE SMOKE LINE PER STATE STANDARD PLAN 404A, DETAIL 2A.
 13. POINT OF WHITE SMOKE LINE PER STATE STANDARD PLAN 404A, DETAIL 2A.
 14. POINT OF WHITE SMOKE LINE PER STATE STANDARD PLAN 404A, DETAIL 2A.
 15. POINT OF WHITE SMOKE LINE PER STATE STANDARD PLAN 404A, DETAIL 2A.
 16. POINT OF WHITE SMOKE LINE PER STATE STANDARD PLAN 404A, DETAIL 2A.
 17. POINT OF WHITE SMOKE LINE PER STATE STANDARD PLAN 404A, DETAIL 2A.
 18. POINT OF WHITE SMOKE LINE PER STATE STANDARD PLAN 404A, DETAIL 2A.
 19. POINT OF WHITE SMOKE LINE PER STATE STANDARD PLAN 404A, DETAIL 2A.
 20. POINT OF WHITE SMOKE LINE PER STATE STANDARD PLAN 404A, DETAIL 2A.



Draw Prepared by: **KOA CORPORATION**
 Planning & Engineering
 10000 El Camino Real, Suite 200
 San Diego, CA 92121
 Tel: (619) 444-1111 Fax: (619) 444-1111

LEGEND

- EXISTING PAVEMENT MARKING TO REMAIN
- PROPOSED PAVEMENT MARKING
- EXISTING PAVEMENT MARKING TO BE REMOVED
- EXISTING STRIPING TO REMAIN
- PROPOSED STRIPING
- EXISTING STRIPING TO BE REMOVED

ENGINEERING SCALE: 1"=40'
 DRAWN BY: SV DESIGNED BY: LJS
 CHECKED BY: MZ
 APPROVED BY: THOMAS A. BROWN, LICENSED PROFESSIONAL ENGINEER, CIVIL ENGINEER

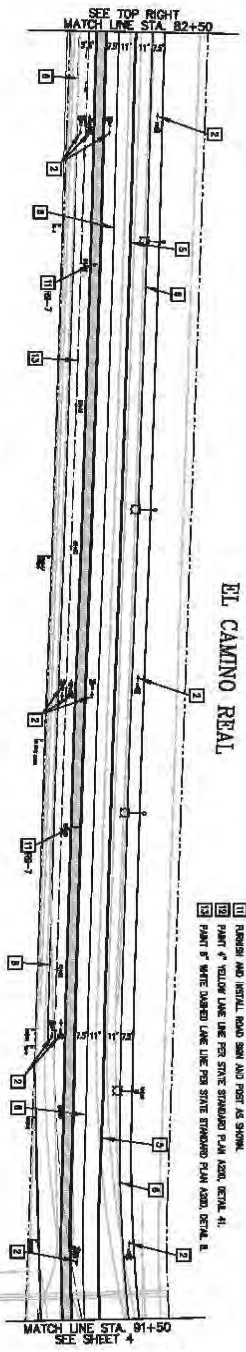
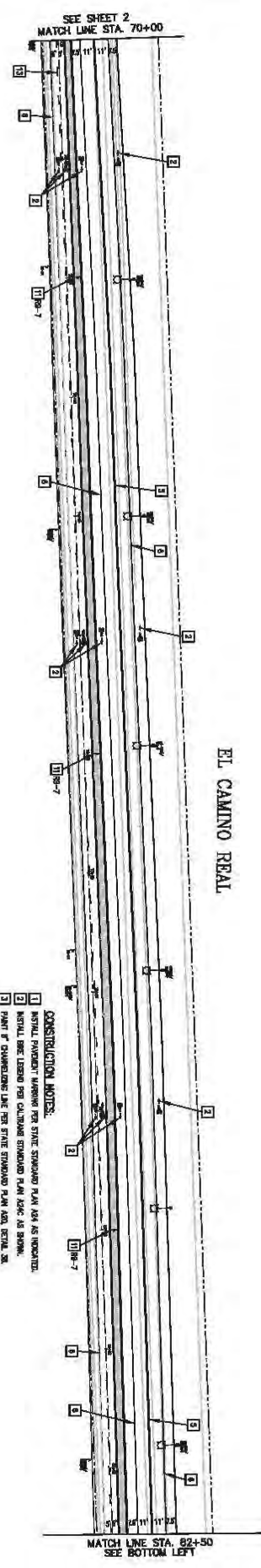
REV. DATE	DESCRIPTION	BY	APP'D	DATE

REVISIONS	REFERENCES	APPROVALS

SIGNING AND STRIPING PLAN NORTH EL CAMINO REAL CAMINO CAPISTRANO TO AVENIDA ESTACION Project No. 15300	SHEET 2 OF 11
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CITY OF SAN CLEMENTE

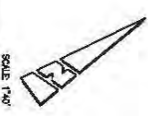
SCALE 1"=40'



- CONSTRUCTION NOTES:**
- 1 INSTALL PAVEMENT MARKING PER STATE STANDARD PLAN A04 AS INDICATED.
 - 2 INSTALL ONE LAYER PER CALIFORNIA STANDARD PLAN A04C AS SHOWN.
 - 3 PAINT OF CHANGELINE LANE PER STATE STANDARD PLAN A04, DETAIL 38.
 - 4 PAINT OF YELLOW DIAGONAL LINE AT 30' ON CENTER.
 - 5 PAINT OF DOUBLE YELLOW PER STATE STANDARD PLAN A04, DETAIL 32.
 - 6 PAINT OF WHITE ONE LANE PER STATE STANDARD PLAN A04, DETAIL 30.
 - 7 PAINT OF WHITE ONE LANE PER STATE STANDARD PLAN A04, DETAIL 30A.
 - 8 PAINT WHITE LAYERS THE DIMENSION OF X X 2 SPACING.
 - 9 PAINT OF WHITE LANE LINE PER STATE STANDARD PLAN A04, DETAIL 40.
 - 10 PAINT OF WHITE LANE LINE.
 - 11 SPUR AND HETRAL ROAD SIGN AND POST AS SHOWN.
 - 12 SPUR AND HETRAL ROAD SIGN PER STATE STANDARD PLAN A04, DETAIL 41.
 - 13 PAINT OF YELLOW LANE LINE PER STATE STANDARD PLAN A04, DETAIL 4.
 - 14 PAINT OF WHITE DASHED LANE LINE PER STATE STANDARD PLAN A04, DETAIL 4.

- LEGEND:**
- 1/2" PROPOSED PAVEMENT MARKING TO REMAIN
 - 1/2" PROPOSED PAVEMENT MARKING TO BE REMOVED
 - DOTTED LINE EXISTING PAVEMENT MARKING TO BE REMOVED
 - PROPOSED STRIPING
 - EXISTING STRIPING TO BE REMOVED

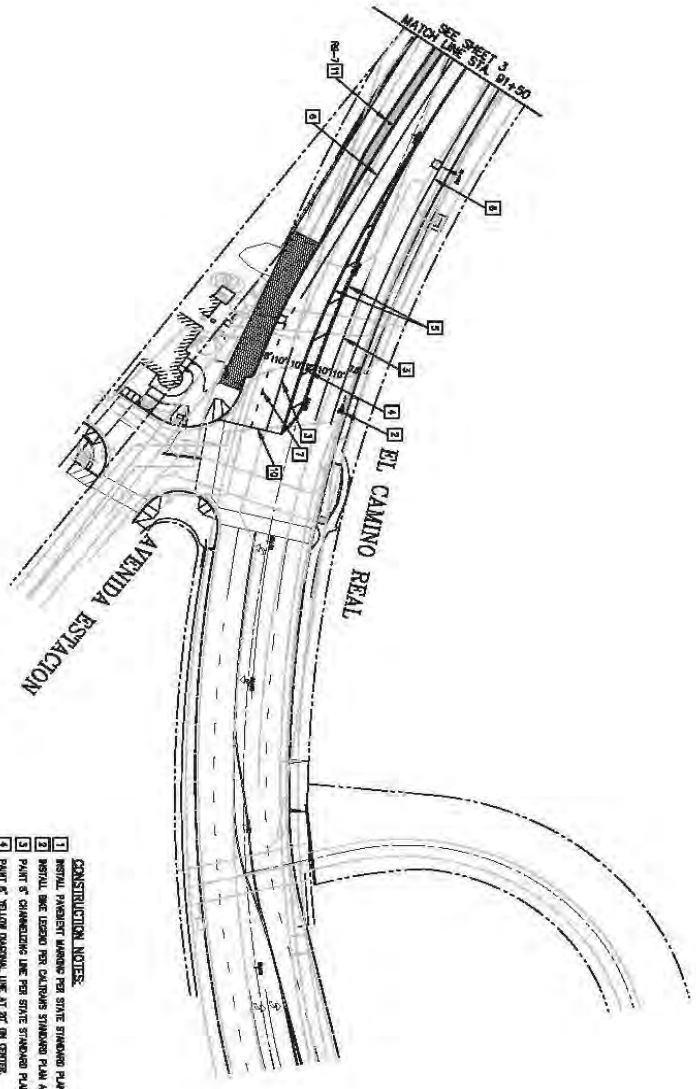
Date Prepared By: _____ Title: _____ KOA CORPORATION 10000 S. GARDEN AVENUE, SUITE 100 GARDEN CITY, CALIF. 92345-1000		ENGINEERING SCALE: 1"=40' DRAWN BY: J.S. DESIGNED BY: J.S. CHECKED BY: H.Z.		DATE: _____ DATE: _____ DATE: _____	
REVISIONS NO. DATE DESCRIPTION		APPROVALS APPROVED: _____ ASSISTANT CITY ENGINEER		SIGNING AND STRIPING PLAN NORTH EL CAMINO REAL CAMINO CAPISTRANO TO AVENIDA ESTACION Project No. 13908	
CITY OF SAN CLEMENTE		DRAWING NO. 3 SHEET 11		SCALE 1"=40'	



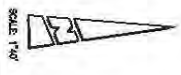
Prepared By: _____
 Date: _____
KOA CORPORATION
 Planning & Engineering
 7211 Horton Street, San Diego, CA 92121



- LEGEND**
- ⊕ EXISTING PAVEMENT MARKING TO REMAIN
 - ⊕ PROPOSED PAVEMENT MARKING
 - EXISTING STRIPING TO REMAIN
 - PROPOSED STRIPING
 - EXISTING STRIPING TO BE REMOVED



- CONSTRUCTION NOTES:**
- 1 INSTALL PAVEMENT MARKING PER STATE STANDARD PLAN A04, AS MODIFIED.
 - 2 INSTALL BLUE LEGEND PER CALIFORNIA STANDARD PLAN A04C, AS SHOWN.
 - 3 PAINT 6" CHANGELINE LINE PER STATE STANDARD PLAN A04, DETAIL 3X.
 - 4 PAINT 6" YELLOW DIVISION LINE AT 50' ON CENTER.
 - 5 PAINT 6" DOUBLE YELLOW PER STATE STANDARD PLAN A04, DETAIL 2Z.
 - 6 PAINT 6" WHITE BIE LINE PER STATE STANDARD PLAN A04, DETAIL 3X.
 - 7 PAINT 6" WHITE BIE LINE PER STATE STANDARD PLAN A04, DETAIL 3XA.
 - 8 PAINT WHITE LADDER TYPE CROSSWALK 2' x 2' STRIPING.
 - 9 PAINT 6" WHITE LINE LINE PER STATE STANDARD PLAN A04, DETAIL 4Z.
 - 10 PAINT 12" WHITE LIFT LINE.
 - 11 FINISH AND INSTALL ROAD SIGN AND POST AS SHOWN.
 - 12 PAINT 6" YELLOW LINE LINE PER STATE STANDARD PLAN A04, DETAIL 4.
 - 13 PAINT 6" WHITE DASHED LINE LINE PER STATE STANDARD PLAN A04, DETAIL 8.



REV.	DATE	DESCRIPTION	BY	APPROV.
REVISIONS				
REFERENCES				
APPROVALS				
ENGINEERING SCALE: 1"=40'		DATE: _____		
DRAWN BY: SV	CHECKED BY: JLS	DESIGNED BY: JLS		
APPROVED BY: _____		DATE: _____		
TRAVIS A. CAPISTRANO, LICENSE NO. 11111		DATE: _____		

SIGNING AND STRIPING PLAN
NORTH EL CAMINO REAL
CAMINO CAPISTRANO TO AVENIDA ESTACION
 Project No. 18008

CITY OF SAN CLEMENTE

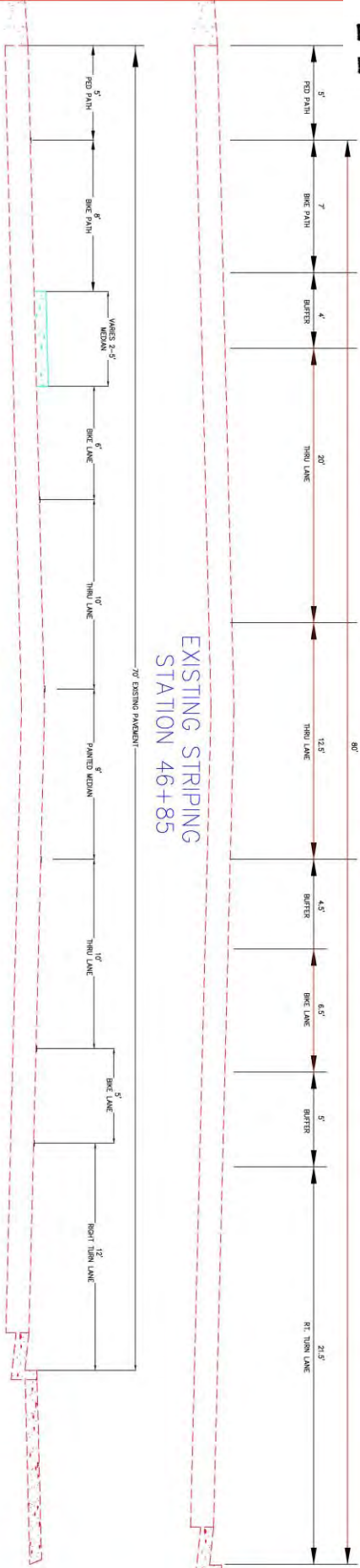
DRIVING MK: _____
 SHEET: 4
 OF: 11

EXISTING & PROPOSED COMPARISON



EXISTING STRIPING
STATION 46+85

-20' EXISTING PARADENT-



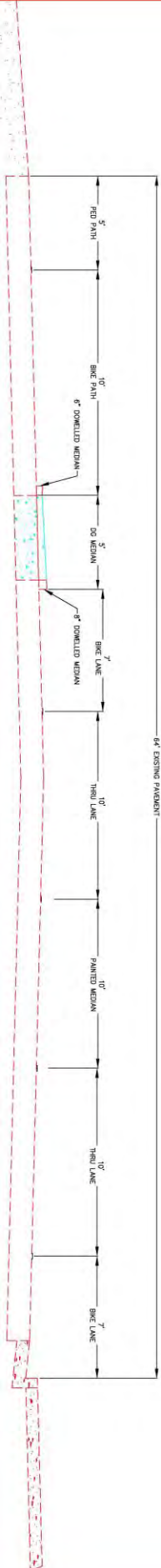
PROPOSED STRIPING
STATION 46+85

-64' EXISTING PARADENT



EXISTING STRIPING
STATION 60+00

-64' EXISTING PARADENT-



PROPOSED STRIPING
STATION 60+00

REV#	DATE	DESCRIPTION	BY	APPROVED
REVISIONS				
REFERENCES				
APPROVALS				
DRAWING NO. 1				
SHEET 1 OF 3				

ENGINEERING SCALE: 1"=40'	DATE
DRAWN BY: SW	DESIGNED BY: JAB
CHECKED BY: WJ	APPROVED BY:
THOMAS A. BONING, REG. 53961	
ASSISTANT CITY ENGINEER	

	EL CAMINO REAL TYPICAL SECTIONS NORTH EL CAMINO REAL CAMINO CAPISTRANO TO AVENIDA ESTACION Project No. 13308
CITY OF SAN CLEMENTE	