

CALIFORNIA COASTAL COMMISSION

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**RECORD PACKET COPY**

Filed: March 28, 2002
 49th Day: May 16, 2002
 180th Day: September 24, 2002
 Staff: ALB/LB *ALB*
 Staff Report: May 23, 2002
 Hearing Date: June 11-14, 2002
 Commission Action:

Item Tu 12d**STAFF REPORT: REGULAR CALENDAR**

APPLICATION NUMBER: 5-01-301
APPLICANT: City of San Clemente
AGENT: Ben Parker, Associate Civil Engineer
PROJECT LOCATION: 611 Avenida Victoria, San Clemente, Orange County
PROJECT DESCRIPTION: Rehabilitation and maintenance of two existing 36-inch diameter storm drain culverts, including lining of buried pipes and replacement of exposed pipes, adjacent to and beneath the San Clemente Municipal Pier.

LOCAL APPROVALS RECEIVED:

Approval-in-Concept from the Department of Community Development of the City of San Clemente dated March 25, 2002.

SUBSTANTIVE FILE DOCUMENTS:

City of San Clemente Certified Land Use Plan, City of San Clemente Pier Bowl Specific Plan, and Coastal Development Permits 5-01-147 and 5-00-333.

SUMMARY OF STAFF RECOMMENDATION:

The City of San Clemente is proposing to rehabilitate and repair the existing storm water system adjacent to and beneath the base of the San Clemente Municipal Pier, located between the first public road and the sea. The major issues addressed in the staff report involve water quality, potential hazard from wave uprush, and public access.

Staff recommends the Commission **APPROVE** the proposed development with four (4) special conditions which require 1) use of construction best management practices (BMPs); 2) the debris disposal site to be located outside the coastal zone; 3) installation and maintenance of post-construction best management practices (BMPs), and 4) timing of construction to be outside of the peak beach use season.

At the time of this staff report, the applicant is in agreement with the staff recommendation and special conditions.

LIST OF EXHIBITS:

1. Vicinity Map
2. Coastal Access Points
3. Project Plans
4. USACOE Correspondence
5. RWQCB Correspondence

STAFF RECOMMENDATION:

The staff recommends that the Commission **APPROVE** the permit with special conditions.

MOTION:

I move that the Commission approve Coastal Development Permit No. 5-01-301 pursuant to the staff recommendation.

Staff recommends a **YES** vote. Passage of this motion will result in adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

RESOLUTION:

I. APPROVAL WITH CONDITIONS

The Commission hereby **GRANTS** a permit, subject to the conditions below, for the proposed development on the grounds that the development, will be in conformity with the provisions of Chapter 3 of the California Coastal Act of 1976 including the public access and recreation policies of Chapter 3, 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 of the Coastal Act, and will not have any significant adverse effects on the environment within the meaning of the California Environmental Quality Act.

II. 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 this permit is reported to the Commission. 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 or 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

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

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

- (a) No construction materials, debris, or waste shall be placed or stored where it may enter a storm drain or be subject to wave erosion and dispersion;
- (b) Any and all debris resulting from construction activities shall be removed from the project site within 24 hours of completion of construction;
- (c) Best Management Practices (BMPs) and Good Housekeeping Practices (GHPs) designed to prevent spillage and/or runoff of construction-related materials, and to contain sediment or contaminants associated with construction activities shall be implemented prior to the on-set of such activity. BMPs and GHPs which shall be implemented include, but are not limited to: stormdrain inlet protection with sandbags or berms, all stockpiles must be covered, and a pre-construction meeting shall be held to review procedural and BMP/GHP guidelines. Selected BMPs shall be maintained in a functional condition throughout the duration of the project.
- (d) Construction debris and sediment shall be properly contained and secured on site with BMPs, to prevent the unintended transport of sediment and other debris into coastal waters by wind, rain or tracking. Construction debris and sediment shall be removed from construction areas as necessary to prevent the accumulation of sediment and other debris which may be discharged into coastal waters. Debris shall be disposed at a debris disposal site outside the coastal zone, pursuant to Special Condition No. 2.

2. Location of Debris Disposal Site

The applicant shall dispose of all demolition and construction debris resulting from the proposed projects at an appropriate location outside the coastal zone. If the disposal site is located within the coastal zone, a coastal development permit or an amendment to this permit shall be required before disposal can take place.

3. Post Construction BMPs

- A. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicants shall provide, for the review and approval of the Executive Director, a Water Quality Management Plan (WQMP) to minimize, to the maximum extent practicable, the contribution of pollutants to coastal waters through the storm drain Canada Channel. The WQMP shall include, but is not limited to, a "Flo-Guard" frame and filter, as described in the application for Coastal Development Permit.

The WQMP shall outline a monitoring and maintenance program for all structural BMPs. Maintenance shall be done as specified by the manufacturer. The BMPs

shall be inspected, at a minimum, just before the onset of the rainy season (October 15) and after every major storm event.

- B. The applicant shall undertake development in accordance with the final WQMP approved by the Executive Director. No proposed 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 required. The applicant shall be fully responsible for advising construction personnel of the requirements of the Water Quality Management Plan.

4. Timing of Construction and Public Access

By acceptance of this permit, the applicant agrees to minimize adverse impacts to public use of the adjacent beach areas resulting from construction activities as required below.

- a) No construction shall occur during the “peak use” beach season, defined as the period starting the day before the Memorial Day weekend and ending the day after the Labor Day weekend of any year.
- b) In the event that pedestrian access at the Municipal Pier becomes obstructed during construction, signage shall be posted on site identifying the nearest public accessway providing a safe railroad crossing to the beach.

IV. FINDINGS AND DECLARATIONS

The Commission hereby finds and declares:

A. **Project Location, Description and Background**

Project Location

The proposed project site is located immediately inland of and beneath the Municipal Pier within the Pier Bowl District in the City of San Clemente, Orange County (Exhibit 1). The Pier Bowl is a mixed-use district adjacent to the San Clemente Municipal Pier. Public access to the shoreline is available via both an at-grade paved railroad crossing and a below-grade underpass at the base of the Municipal Pier (Exhibit 2).

The Pier Bowl includes commercial, visitor-serving and residential development. As described in the City's *Pier Bowl Specific Plan*, the topography of the subject area gently slopes seaward, forming a "natural amphitheater to the ocean." The Pier Bowl drains to a storm water collection system in Avenida Victoria that outlets beneath the Municipal Pier. The proposed development is a storm drain repair and maintenance project located between the catch basin at Avenida Victoria and the outfall pipes located beneath the Pier. Photo 1 shows Avenida Victoria in the foreground and the Pier in the background.

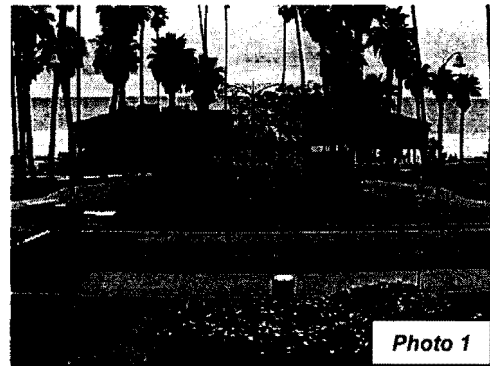


Photo 1

Project Description

The City is proposing to rehabilitate/replace two existing 36" diameter storm drain pipes located adjacent to and beneath the base of the Municipal Pier. (Project plans are provided in Exhibit 3.) The existing storm drain pipes are located below ground between the catch basin on Avenida Victoria and the pier headwall. From the pier headwall to the pipe outfall points, the pipes are located above ground and below the pier deck, supported by cross members attached to pilings. The two parallel pipes consist of alternating sections of reinforced concrete pipe (RCP) and corrugated metal pipe (CMP). According to the applicant, the RCP is in good condition, but the CMP has deteriorated due to abrasion and salts from the marine environment. The City is proposing to install a liner within the buried portion of each pipe between Avenida Victoria and the pier headwall. The length of the existing northerly storm drain pipe to be lined is approximately 143 feet and the length of the existing southerly storm drain pipe to be lined is approximately 135 feet.

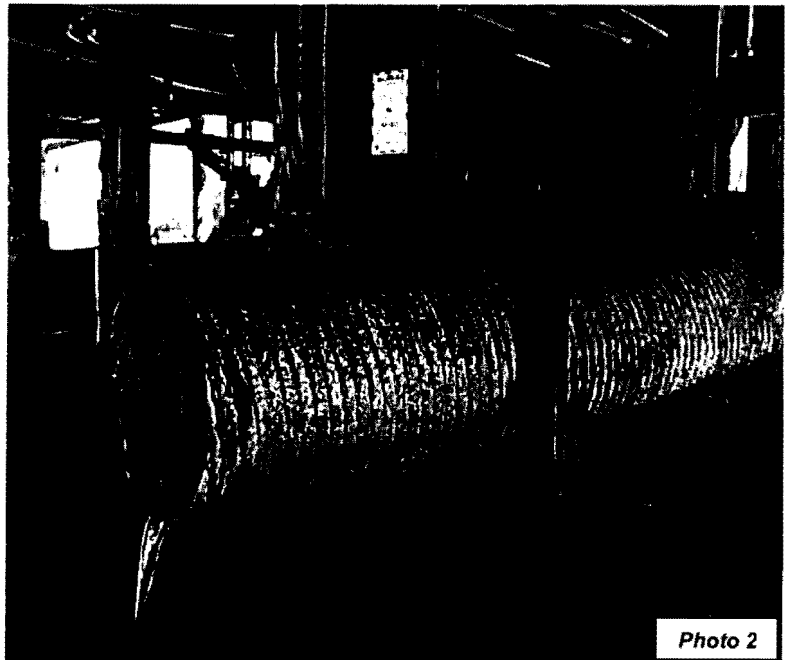


Photo 2

The project also entails the replacement of approximately 35 feet of exposed CMP (see Photo 2) with approximately 30 feet of exposed High Density Polyethylene (HDPE) pipe. The exposed pipes extend from the existing pier headwall seaward. The existing timber pipe supports will be replaced as needed.

The inside diameter of the buried pipes after lining will be approximately 4 to 8 inches narrower (32") than that of the existing pipes (36"). The exposed HDPE pipes will also be approximately 4 to 6 inches narrower than that of the existing CMP. As such, the project will not result in increased capacity. However, according to the applicant, the pipes will continue to provide adequate capacity to serve the drainage area.

At the inland most extent of the proposed project, the City proposes to install a "Flo Guard" frame and filter in the existing side inlet catch basin within Avenida Victoria. The Flo-Guard is a structural Best Management Practice (BMP) that is intended to reduce the amount of debris and polluted runoff entering the storm drain system. Water quality will be discussed further in Section B.

Construction

The applicant anticipates construction to occur over an approximately 2 to 3-week period in Fall 2002 or Winter 2003. The work will require cleaning of the existing buried pipes, removal of the existing timber supports, and removal of the exposed CMP. All debris resulting from cleaning and material removal will be immediately removed from the beach area and properly disposed of at the Orange County Landfill. The new HDPE liner pipes will be shipped to the site in 40-50 foot segments and then fused together in the needed lengths. Heavy equipment will be used on the sandy beach to position the new pipe beneath the Pier. However, the applicant states that mechanized will not be used or stored within 20 feet of coastal waters. The new liner pipe will then be pulled into the existing pipe at the headwall by a winch located in the catch basin on Avenida Victoria. The annular space between the existing pipe and the new liner will be sealed at the ends and pumped full of grout. The City proposes to utilize the North Alameda parking lot for temporary staging. The North Alameda lot is a small earthen lot located inland of the railroad tracks and away from coastal waters. This lot is normally used for additional lifeguard parking and does not provide public parking. As such, proposed staging activities will not adversely affect public access.

Agency Approvals

The proposed project has been reviewed by the US Army Corps of Engineers (ACOE) and the Regional Water Quality Control Board (RWQCB), San Diego Region. The ACOE has determined that the project is not subject to their jurisdiction under Section 404 of the Clean Water Act, as the project does not discharge dredged or fill material into navigable waters (Exhibit 4). The RWQCB states they "have no objection to the proposal provided the City initiates corrective measures in the event of accidental spills or other unforeseen events causing potential threats to water quality in a timely manner" (Exhibit 5).

B. Water Quality

Section 30230 of the Coastal Act states, in pertinent part:

Marine resources shall be maintained, enhanced, and where feasible, restored.

Section 30231 of the Coastal Act states:

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Section 30232 of the Coastal Act states, in pertinent part:

Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials.

The proposed project involves improvements to an existing storm water system running through a developed portion of San Clemente. The system drains the Pier Bowl area of the City and outlets beneath the Municipal Pier. Run-off from urban development into the storm water system is commonly polluted with petroleum hydrocarbons including oil and grease from vehicles; heavy metals; synthetic organic chemicals including paint and cleaners; soap and dirt from washing vehicles and hardscape areas; dirt and vegetation from yard and common area maintenance; litter; fertilizers, herbicides, and pesticides; and bacteria and pathogens from animal waste. The discharge of these pollutants to coastal waters can cause: eutrophication and anoxic conditions resulting in fish kills and diseases and the alteration of aquatic habitat, including adverse changes to species composition and size; excess nutrients causing algae blooms and sedimentation increasing turbidity which both reduce the penetration of sunlight needed by aquatic vegetation which provide food and cover for aquatic species; disruptions to the reproductive cycle of aquatic species; and acute and sublethal toxicity in marine organisms leading to adverse changes in reproduction and feeding behavior. These impacts can reduce the biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes and reduce optimum populations of marine organisms and have adverse impacts on human health. The applicant has provided a description of both construction and post-construction Best Management Practices (BMPs) that will be employed to protect and enhance marine resources.

Construction Impacts to Water Quality

As described previously, the project involves reconstruction of an existing storm drain system leading to the ocean. Construction impacts have the potential to negatively affect water quality. Storage or placement of construction materials, debris, or waste in a location which may be discharged into coastal waters would result in adverse impacts upon the marine environment that would reduce the biological productivity of coastal waters. For instance, construction debris entering coastal waters may cover and displace soft bottom habitat. In addition, sediment discharged to coastal waters may cause turbidity which can shade and reduce the productivity of eelgrass beds and foraging avian and marine species ability to see food in the water column.

The applicant states that BMP measures will be taken to ensure that soil and debris do not enter coastal waters. According to the applicant, all debris will be removed from the beach area immediately and disposed of at the County landfill within 24 hours. In order to ensure implementation of the proposed construction-related BMPs and to prevent adverse impacts to water quality and marine waters from construction and demolition activities, the Commission is imposing Special Conditions 1 and 2. These conditions provide for the safe storage of construction materials and the disposal of demolition end-products.

Post Construction Impacts to Water Quality

Compliance with the special conditions discussed above will mitigate temporary water quality impacts during construction. However, they do not address potential impacts from post-construction run-off. Since the project proposes reconstruction of an existing storm water system, the project presents an opportunity to improve the quality of water entering the ocean from Avenida Victoria through new design features. The applicant proposes to install a "Flo Guard" frame and filter in the existing side inlet catch basin within Avenida Victoria. The Flo-Guard is a structural Best Management Practice (BMP) that is intended to reduce the amount of debris and polluted runoff entering the storm drain system. Inlet filters are typically employed to reduce debris, heavy metals petroleum hydrocarbons and bacteria prior to entering the storm drain. The City has indicated that the proposed filter will sufficiently reduce pollutants and will serve to improve the quality of water draining beneath the Pier. To ensure that the applicant implements and maintains

appropriate post-construction BMPs, the Commission imposes Special Condition No. 3. Special Condition No. 3 requires submittal of a Water Quality Management Plan (WQMP) for the review and approval of the Executive Director. The WQMP must include measures to minimize, to the maximum extent practicable, the contribution of pollutants to coastal waters through the Avenida Victoria storm drain system. The WQMP shall outline a monitoring and maintenance program for all structural BMPs. Maintenance shall be done as specified by the manufacturer. The BMPs shall be inspected, at a minimum, just before the onset of the rainy season (October 15) and after each major storm event.

Installation of post-construction BMPs, including the proposed inlet filter, will improve post-construction water quality at the Municipal Pier by reducing polluted urban runoff. During construction, special precautions will be followed to ensure that materials are stored properly and debris is disposed of at an appropriate location. Only as conditioned for appropriate construction practices and implementation of post-construction BMPs does the Commission find that the proposed development is consistent with Sections 30230, 30231 and 30232 of the Coastal Act.

C. Hazards

A portion of the proposed storm drain improvement project involves development on the sandy beach directly beneath the Municipal Pier. The City is proposing to shorten and replace the exposed outlet pipes and replace their timber support system. The beach in the vicinity of the pipe outfall is approximately 35' wide during summer months and substantially eroded during the winter. Due to their proximity to the Pacific Ocean, the existing pipes are regularly subject to wave up-rush ensuing from seasonal high tides and storm events. In the application submittal, City staff recognizes that the *“existing CMP pipes exiting the headwall are exposed to ‘Wave Uprush’.* This has been a contributing factor to their deteriorated condition.”

The City's project engineer states that the new HDPE pipes will be installed in roughly the same location and exposed to the same environmental extremes. For this reason, the City has modified the design of the storm drain outlet to improve the facility's durability. In the current project, the City is proposing to use HDPE pipe to replace CMP pipe and a stronger pipe-to-pile connection will be used. Additionally, the pipes will be shortened approximately four feet, thereby relocating the system further inland and reducing the risk of potential wave attack. Nonetheless, development in such a location is inherently risky.

The extent of the proposed repairs, including replacement of the exposed outlet pipes, constitutes new development. Section 30253 of the Coastal Act requires that new development minimize risks to life and property in areas of high geologic, flood, and fire hazard. The project site is in an area subject to flood hazard. Section 30235 of the Coastal Act states that an existing structure can be protected when in danger from erosion provided that the protective structure is designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Specifically, it reads:

“Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded where feasible.”

In this case, the storm drain system is an essential public facility that serves the Pier Bowl District of San Clemente. The system must remain in its current location to adequately serve its purpose. As stated previously, the width of the beach at the outlet point is approximately 35 feet during the summer season and narrower in the winter. The City acknowledges that the site is subject to wave attack, but asserts that the project's *“design is very conservative, durable and well suited to the conditions to which it will have to endure.”* For example, the exposed CMP will be replaced with

HDPE pipe, a material commonly used for wrapping pier pilings due to its resistance to salts and abrasion. The City indicates that the new improvements will need to be replaced eventually, but a request to protect the improvements is not anticipated. Furthermore, the storm drain system is an existing facility and the proposed improvements to it are relatively minor in nature. Consequently, the improvements will not result in an increased hazard to life and property, nor would the improvements create or contribute significantly to shoreline erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms such as the beach. As such, a no future protective device special condition is unnecessary in this situation.

The proposed repairs will not place the storm drain structure at greater risk than presently exists. In fact, the outlet pipes will be located further inland, thereby lessening the risk of potential wave attack. Based on the fact that the storm drain system is a necessary public amenity and the probability of significant damage is low, the Commission finds the proposed development consistent with Section 30253 of the Coastal Act.

D. Public Access and Recreation

Section 30212(a)(2) of the Coastal Act states, in pertinent part:

(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where:

(2) adequate access exists nearby

Section 30604(c) of the Coastal Act requires that every coastal development permit issued for any development between the nearest public road and the sea include a specific finding that the development is in conformity with the public access and public recreation policies of Chapter 3, including 30212 identified above. As shown in Exhibit 3, the proposed project site is located between the first public road and the sea.

Access to the shoreline in the area of the proposed project is currently available via the Municipal Pier access point, which provides both an at-grade paved railroad crossing and a below-grade underpass (Exhibit 2). This access point is located at the base of the Municipal Pier adjacent to commercial shops, bus stops, a park, the beach and the Marine Safety Headquarters. As stated in the City's certified LUP, "*due to the diversity of attractions in the Pier Bowl, the Municipal Pier access receives the highest use of any access in the City.*"

As described previously, the proposed project consists of storm drain improvements that provide an essential public service for the benefit of residents and visitors. Construction impacts, such as obstruction of lateral or vertical access to the shoreline with trucks and/or equipment, can affect the public's ability to access the beach and recreate on it. Construction related impacts can be partially alleviated by limiting construction work to the off-peak season (fall and winter) when beach use by the public is typically low. With this in mind, the City intends to initiate construction in the off-peak season. The City has also indicated that beach access will not be affected during construction, as alternative access will be provided during construction. Although the applicant intends to complete the project after the peak beach use season and to maintain public access during construction, there is a possibility for delay and/or unexpected construction impacts. Therefore, to guarantee that public access is maintained during peak beach use season, the Commission imposes Special Condition No. 4. This special condition requires construction to occur prior to the Memorial Day weekend and/or following the Labor Day weekend. The condition also requires that signage be posted on site during construction to notify the public of the nearest pedestrian railroad crossing to the beach in the event that the Municipal Pier railroad crossings (at-grade and/or below-grade) are obstructed during construction.

Only as conditioned for continued public access does the Commission find the proposed development consistent with the public access policies of the Coastal Act.

E. Local Coastal Program

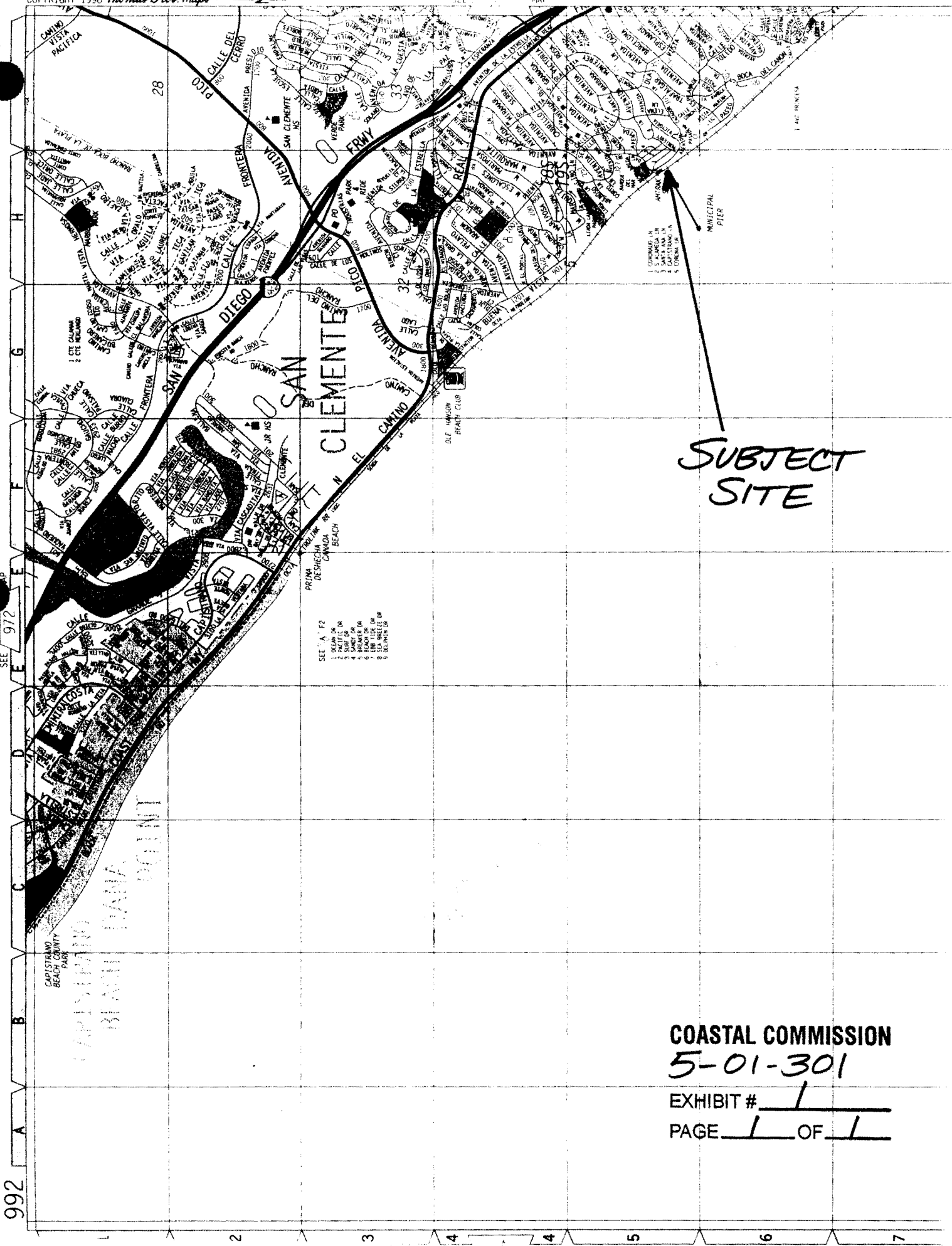
Section 30604(a) of the Coastal Act provides that the Commission shall issue a coastal permit only if the project will not prejudice the ability of the local government having jurisdiction to prepare a Local Coastal Program which conforms with Chapter 3 policies of the Coastal Act. The Commission certified 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.

The proposed development is consistent with the policies contained in the certified Land Use Plan. Moreover, as discussed herein, the development, as conditioned, is consistent with the Chapter 3 policies of the Coastal Act. Therefore, approval of the proposed development will not prejudice the City's ability to prepare a Local Coastal Program for San Clemente that is consistent with the Chapter 3 policies of the Coastal Act as required by Section 30604(a).

F. Consistency with the California Environmental Quality Act (CEQA)

Section 13096 of Title 14 of the California Code of Regulations requires Commission approval of Coastal Development Permits to be supported by a finding showing the permit, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.

The proposed project has been found to be consistent with the public access policies of the Coastal Act. Mitigation measures, in the form of special conditions, are imposed which require 1) use of construction best management practices (BMPs); 2) the debris disposal site to be located outside the coastal zone; 3) installation and maintenance of post-construction best management practices, and 4) timing of construction to be outside of peak beach use season. No further alternatives, or mitigation measures, beyond those imposed by this permit amendment, would substantially lessen any significant adverse impacts which the development would have on the environment. Therefore, the Commission finds that the proposed project can be found consistent with the requirements of the Coastal Act to conform to CEQA.



SUBJECT SITE

- SEE "A" F2
- 1 OCEAN DR
 - 2 PACIFIC DR
 - 3 SANDY DR
 - 4 BROADWAY DR
 - 5 EAST TIER DR
 - 6 SEA WHEEL DR
 - 7 DECAPAN DR

COASTAL COMMISSION
5-01-301

EXHIBIT # 1
PAGE 1 OF 1

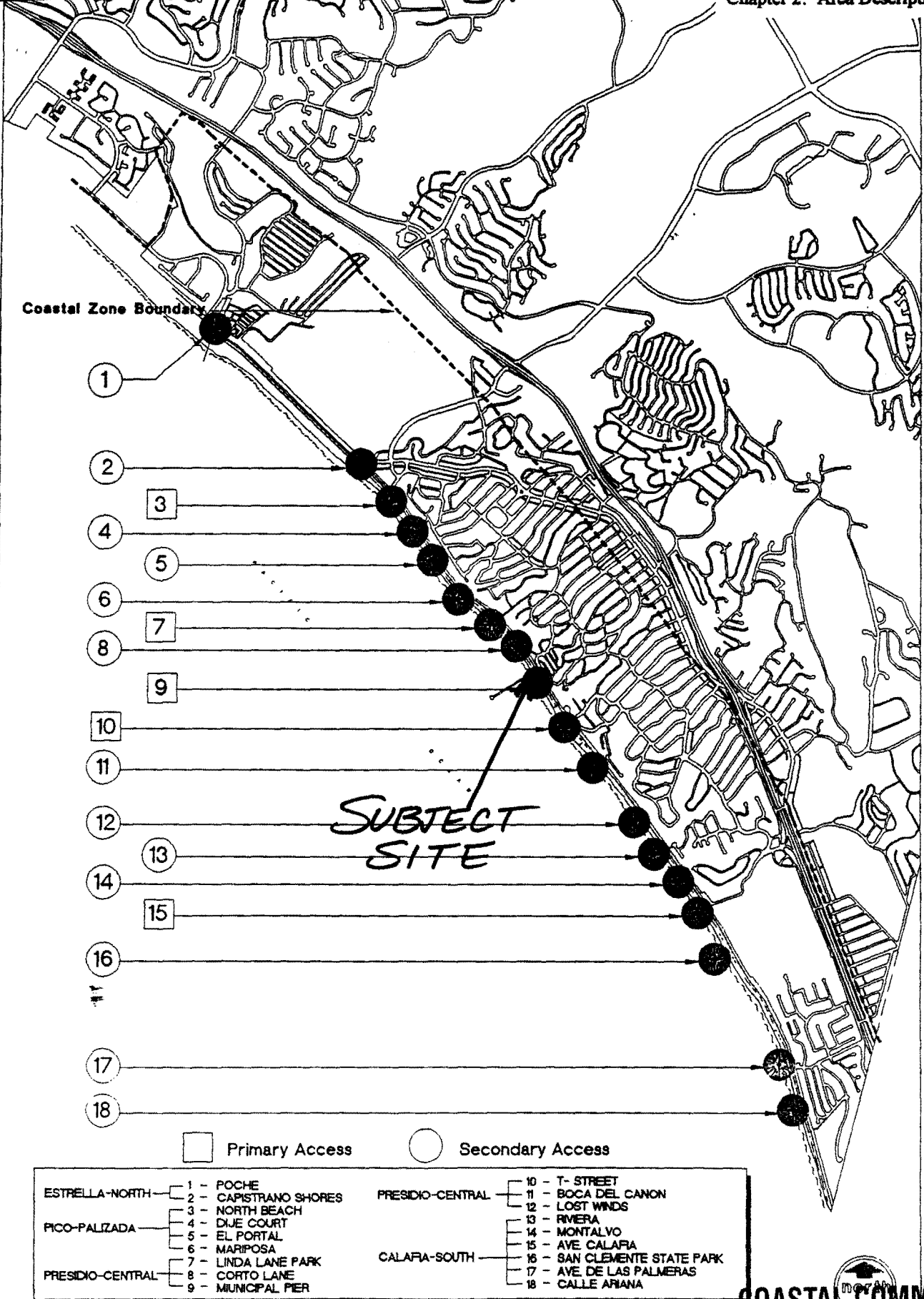


FIGURE 2-5

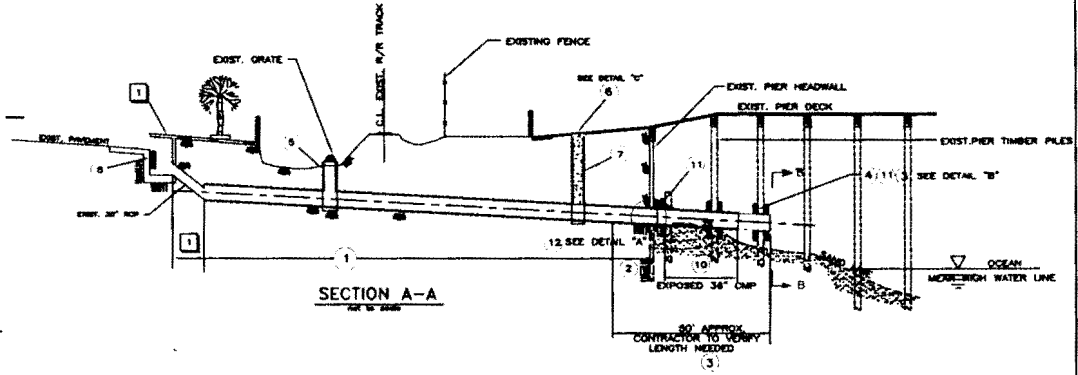
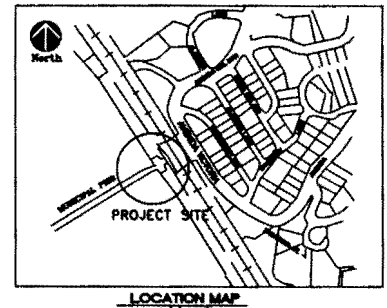
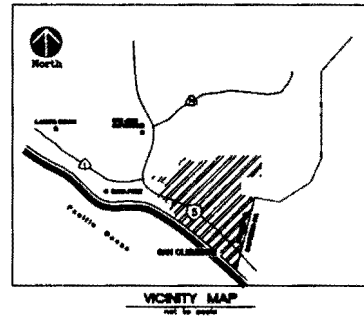
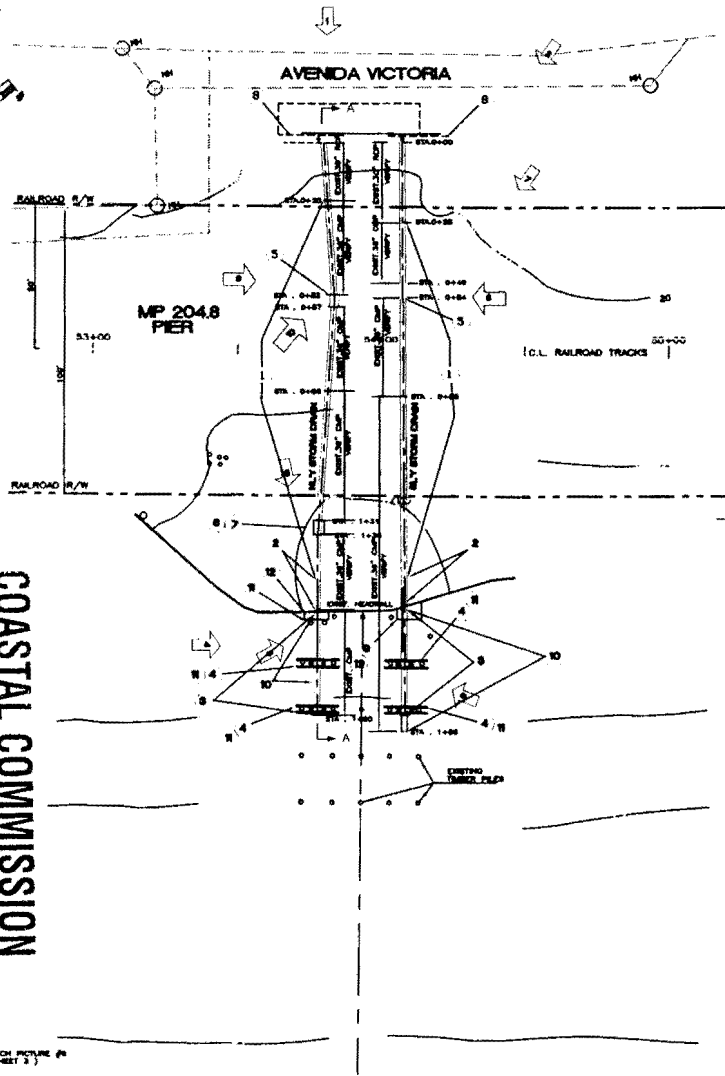
**CITY OF SAN CLEMENTE
COASTAL ACCESS POINTS**

COASTAL COMMISSION

5-01-301

EXHIBIT # 2

PAGE 1 OF 1



- CONSTRUCTION NOTES**
1. SUPPLY EXIST. 36" DIA. RCP AND CMP WITH 32" HOPE SDR 21 AND PRESSURE GROUT ANNULAR SPACE.
 2. SUPPLY EXIST. 36" DIA. RCP AND CMP WITH 32" HOPE SDR 17 AND PRESSURE GROUT ANNULAR SPACE.
 3. CONSTRUCT 32" HOPE SDR 17 OUTFALL.
 4. CONSTRUCT TIMBER PIPE SUPPORT.
 5. CORE DRILL ONE 8" DIA. HOLE THROUGH 6" THICK CONC. WALL OF EXIST. CATCH BASIN TO PROVIDE DRAINAGE.
 6. REMOVE EXIST. MANHOLE FRAME, COVER AND CONC. TOP.
 7. FILL EXIST. JUNCTION STRUCTURE WITH GROUT AND COVER WITH 6" AC PAVEMENT.
 8. INSTALL FLO-GARD FRAME AND FILTER IN EXIST. SIDE INLET CATCH BASIN. FULL LENGTH=21.
 9. CUT HEAT CIRCULAR HOLE IN H.D.P.E PIPE. CONNECT 6" STORM DRAIN FROM RESTAURANT ABOVE. CONNECT IS TO BE TIGHT FITTING.
 10. REMOVE AND DISPOSE EXIST. 36" DIA. CMP.
 11. REMOVE EXIST. TIMBER PIPE SUPPORTS, PROTECT EXIST. PILES.
 12. REMOVE EXIST. CONCRETE HEADWALL COLLAR.
1. PROTECT IN PLACE

- GENERAL NOTES**
1. PIPE STOPPING SHOWING LENGTHS OF MATERIALS IS ONLY APPROXIMATE. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING THE PIPE DETERMINING ACTUAL LENGTHS AND CLEARANCES.
 2. FOR ALL APPURTENANCES, TREES, BUILDINGS AND PILES ARE SHOWN ON THE PLAN, THE CONTRACTOR IS RESPONSIBLE FOR INSPECTING THE SITE TO DETERMINE THE ACTUAL FIELD CONDITIONS.
 3. CONTRACTOR SHALL NOT CHANGE THE DIA. OR SDR RATING OF THE SUPPLIER PIPE USED WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.

COASTAL COMMISSION
 EXHIBIT # 3
 5-01-301
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REV.	DATE	DESCRIPTION	BY	APP'D:	REFERENCES	APPROVALS

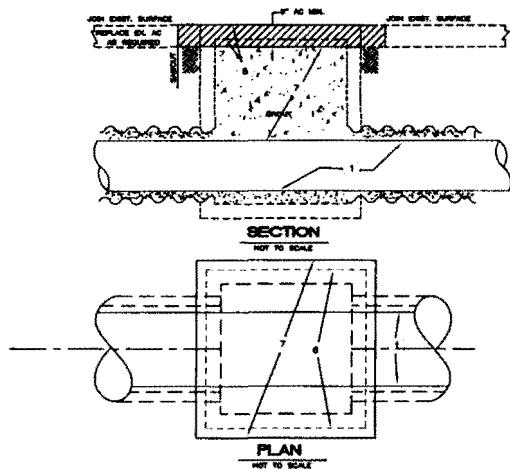
ENGINEERING SCALE: AS SHOWN	DATE: 5/2001
DRAWN BY: SB	DESIGNED BY: B.P.
CHECKED BY: B.P.	9/2001
APPROVED:	DATE:

IMPROVEMENT PLAN
**SAN CLEMENTE MUNICIPAL PIER
 STORM DRAIN**
 PROJECT No. 1805

CITY OF SAN CLEMENTE

DRAWING NO:

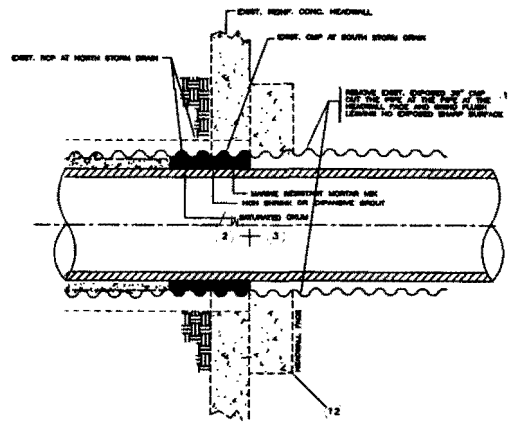
SHEET 1
of 3



REMOVE CONC. MH LID AND FRAME DETAIL 'C'

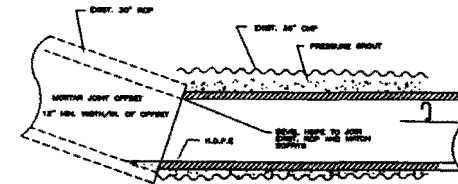
6/7

SCALE: 1/2"=1'



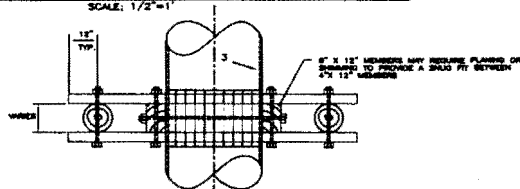
DETAIL 'A' SECT. 'A-A'

SCALE: NOT TO SCALE



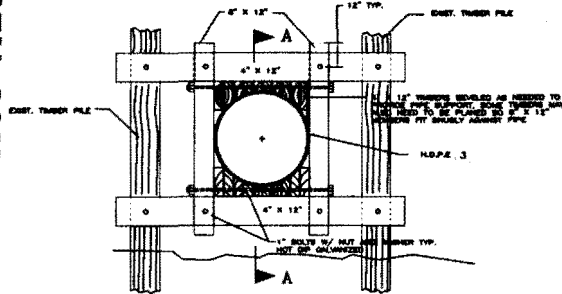
FOR HOPE CONNECTION DETAIL

SCALE: NOT TO SCALE



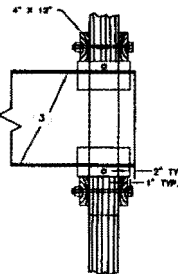
DETAIL 'B' TOP VIEW

SCALE: 1/2"=1'



TIMBER PILE SUPPORT DETAIL 'B'

SCALE: 1/2"=1'



DETAIL 'B' SECTION 'A-A'

SCALE: 1/2"=1'

GENERAL NOTES:

- PIPE STATIONS SHOWING LENGTHS OF MATERIALS IS ONLY APPROXIMATE. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING THE PIPE EXTENDING ACTUAL LENGTHS AND CLEARANCES.
- NOT ALL APPURTENANCES, TIES, BUILDING AND PILES ARE SHOWN ON THE PLAN. THE CONTRACTOR IS RESPONSIBLE FOR INSPECTING THE SITE TO DETERMINE THE ACTUAL FIELD CONDITIONS.
- CONTRACTOR SHALL NOT CHANGE THE DIA. OR SDR FACTOR OF THE SUBLINE PIPE USED WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.

CONSTRUCTION NOTES:

- SUBLINE EXIST. 36" DIA. RCP AND CMP WITH 32" HOPE SDR 21 AND PRESSURE GROUT ANNULAR SPACE
- SUBLINE EXIST. 36" DIA. RCP AND CMP WITH 32" HOPE SDR 17 AND PRESSURE GROUT ANNULAR SPACE
- CONSTRUCT 32" HOPE SDR 17 OUTFALL
- CONSTRUCT TIMBER PIPE SUPPORT
- CORE DRILL ONE 6" DIA. HOLE THROUGH 6" THICK CONC. WALL OF EXIST. CATCH BASIN TO PROVIDE DRAINAGE
- REMOVE EXIST. MANHOLE FRAME, COVER AND CONC. TOP
- FILL EXIST. JUNCTION STRUCTURE WITH GROUT AND COVER WITH 6" AC PAVEMENT
- INSTALL FLOOD-GARD FRAME AND FILTER IN EXIST. SIDE INLET CATCH BASIN. FULL LENGTH=21'
- CUT NEAR CIRCULAR HOLE IN H.O.P.E PIPE. CONNECT 6" STORM DRAIN FROM RESTAURANT ABOVE. CONNECTION IS TO BE TIGHT FITTING.
- REMOVE AND DISPOSE EXIST. 36" DIA. CMP
- REMOVE EXIST. TIMBER PIPE SUPPORTS, PROTECT EXIST. PILES
- REMOVE EXIST. CONCRETE HEADWALL COLLAR
- PROTECT IN PLACE

COASTAL COMMISSION
 5-01-301
 EXHIBIT # 3
 PAGE 2 OF 2

REV. DATE	DESCRIPTION	BY	APPVD.	REFERENCES	APPROVALS

ENGINEERING SCALE: AS SHOWN	DATE: 8/2001
DRAWN BY: S.B.	DESIGNED BY: S.P.
CHECKED BY: S.P.	8/2001
APPROVED:	



IMPROVEMENT PLAN SAN CLEMENTE MUNICIPAL PIER STORM DRAIN PROJECT No. 11805		DRAWING NO.
CITY OF SAN CLEMENTE		SHEET 2 OF 3



DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, CORPS OF ENGINEERS
P.O. BOX 532711
LOS ANGELES, CALIFORNIA 90053-2325

RECEIVED

MAR 28 '02

San Clemente
Regulatory Div

REPLY TO
ATTENTION OF

March 26, 2002

Office of the Chief
Regulatory Branch

City of San Clemente Engineering Division
Attention: Ben Parker
Associate Civil Engineer
910 Calle Negocio, Suite 100
San Clemente, California 92672

COASTAL COMMISSION

5-01-301

EXHIBIT # 4

PAGE 1 OF 2

Reference No.: 200200709-CJF

Dear Mr. Parker:

Reference is made to your application/letter dated February 19, 2002 for a Department of the Army Permit to install a 30-inch diameter HDPE liner and cement grout within an existing 36-inch diameter corrugated metal pipe (CMP) storm drain ocean outfall structure located landward of the high tide line at the San Clemente Municipal Pier and that discharges into the Pacific Ocean, in San Clemente, Orange County, California.

Based on the information furnished in your application/letter and provided in subsequent telephone communications between yourself and Cori Farrar of my staff, we have determined that your proposed project does not discharge dredged or fill material into a (navigable) water of the United States or an adjacent wetland. Therefore, the project is not subject to our jurisdiction under Section 404 of the Clean Water Act and a Section 404 permit is not required from our office. This jurisdictional determination is valid only if the following conditions are met:

1. No mechanized land clearing occurs within jurisdictional waters of the U.S.
2. Any associated dredged materials are deposited directly in upland areas, or placed in a truck and hauled to an appropriate offsite location.
3. No temporary stockpiling of dredged or fill material may occur within jurisdictional waters.

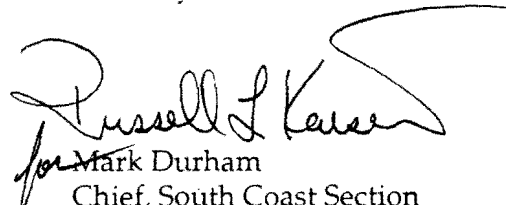
Furthermore, to avoid a discharge of dredged or fill material into a water of the U.S., the Owner/Agent should utilize Best Management Practices during project construction to prevent the dispersion of toxic materials, silt, debris, or excessive erosion to the Pacific Ocean adjacent to the proposed project area. For example, silt fencing could be used to preclude the introduction of soil, construction debris, and toxic chemicals into waters of the U.S. In addition, vehicles must not be driven or equipment operated in water-covered portions of the Pacific

Ocean, except as necessary to complete the proposed project. If applicable, mats (or the like) may be used to reduce both direct and indirect impacts from construction activities. The Owner/Agent should ensure that all vehicle maintenance, staging, storage, and dispensing of fuel occur in designated upland areas and that these designated upland areas are located in such a manner as to prevent any runoff from entering waters of the U.S.

A determination of Corps that no permit is required does not necessarily preclude the need for coordination with the California Coastal Commission, California Regional Water Quality Control Board, or California Department of Fish and Game.

The receipt of your letter is appreciated. If you have any questions, please contact Cori Farrar of my staff at (213) 452-3296.

Sincerely,


for Mark Durham
Chief, South Coast Section
Regulatory Branch

cc: Regional Water Quality Control Board, Region 9 San Diego - Bob Morris
California Coastal Commission - Ann Kramer
California Department of Fish and Game, South Coast Region - Marilyn Fluharty



California Regional Water Quality Control Board San Diego Region



Winston H. Hickox
Secretary for
Environmental
Protection

Internet Address: <http://www.swrcb.ca.gov/rwqcb9/>
9174 Sky Park Court, Suite 100, San Diego, California 92123
Phone (858) 467-2952 • FAX (858) 571-6972

RECORDED

MAR 05 2002

March 4, 2002

Ben L. Parker, Associate Civil Engineer
City of San Clemente, Engineering Division
910 Calle Negocio, Suite 100
San Clemente, California 92672

Dear Mr. Parker:

SUBJECT: SAN CLEMENTE MUNICIPAL PIER STORM DRAIN, PROJECT NO. 11805

By letter dated February 19, 2002, you requested our review of the City's proposed method to rehabilitate the storm drain culverts near the Municipal Pier. We understand that the City will install a High Density Polyethylene Pipe liner in the existing pipe and fill the annular space between the pipes with Portland Cement Grout. You reported that the outfall is approximately 30-feet inland from the Mean High Tide Line and that the normal procedure is to bulkhead the annular space at the headwall. The bulkhead will allow the annular space to fill and prevent grout spilling on the beach.

We have no objection to the proposal provided the City initiates corrective measures in the event of accidental spills or other unforeseen events causing potential threats to water quality in a timely manner. Because the project will be conducted in a manner that should not result in a discharge of waste that could affect the quality of the waters of the state, the City is not required to submit a report of waste discharge to this office.

Please contact me at (858) 467-2962 if you have any questions or need further information.

Respectfully,

Robert Morris

ROBERT MORRIS
Senior Water Resource Control Engineer
Watershed Protection, Northern Region

File: 72-0043.02

COASTAL COMMISSION
5-01-301
EXHIBIT # 5
PAGE 1 OF 1

California Environmental Protection Agency

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our Web site at <http://www.swrcb.ca.gov>

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