

CALIFORNIA COASTAL COMMISSION

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

**W22a**

[Click here to go to
original staff report](#)

ADDENDUM**November 2, 2015**

TO: Coastal Commissioners and Interested Parties

FROM: South Coast District Staff

SUBJECT: Permit Application #5-03-322-A4 (City of San Clemente, San Clemente) for the Commission meeting of **November 4, 2015**.

Public Correspondence

Commission staff received six (6) letters from the public in support of the project and a letter from Ms. Wendy Morris suggests that further improvements are needed at the Riviera culvert beach access way to address ponded water that forms from time to time that make use of that access difficult. Ms. Morris suggests that new stairs on the seaward side of the railroad track would provide the needed improvements. The City's response to Ms. Morris states that stairways in this location would involve a significant engineering effort due to shifting sands and other factors. The City also explains that there is often a way to navigate around the edges of any pond that forms and that when passage isn't possible, there is an alternative that is usually passable at the adjacent Montalvo crossing. The City stated they send maintenance crews out to these areas following storms to remove debris and address unsafe conditions. Notwithstanding the engineering challenge to adding stairs, the City has stated that the problem identified by Ms. Morris doesn't occur very frequently, and there hasn't been significant local interest in having stairs at this location. Also, at this time it's not clear to Commission staff that stairs would significantly improve beach access under the storm, high tide and high wave conditions that lead to the ponding described by Ms. Morris. Given the City's statements about engineering challenges, a proposal for stairs like this should go through a complete local review process to identify susceptibility to determine need, to consider alternatives including other means of managing the outlet, and to address the effects of coastal hazards including sea level rise. In addition, nothing in the proposed project would foreclose an opportunity for the City to address ponding at Riviera in the future if needed.

W229

Roman, Liliana@Coastal

From: Mitchell Touart <mitch@sanomechanic.com>
Sent: Tuesday, October 27, 2015 2:26 PM
To: Roman, Liliana@Coastal
Cc: 'Bonigut, Tom'
Subject: Nov. 4 Agenda Item W22a, Permit No. 5-03-322-A4

Liliana Roman, Coastal Program Analyst

Hello, I'm a 17 year resident of San Clemente and within 100 feet to the RR tracks at North Beach on the bluffs of Buena Vista . Due to the train horns being sounded so excessively, the quality of life has been greatly diminished and I can no longer sleep throughout the night. Many of my neighbors feel the same way. The abusive nature of certain train operators blaring the horns at all hours of the night (11 pm – 5 am) and with no one to be seen at any of the crossings have become a complete nuisance. The City of San Clemente spent hundreds of thousands of dollars installing pedestrian crossings and fencing off the tracks for the sake of public safety , only to have the tranquility of our beach community disregarded by certain train conductors using a federal law to hide behind while excessively blaring the horns for no reason. It seemed quite clear that after the residents started complaining the matter only intensified. On the other hand there a few operators that do not sound the horns at all when the coast is clear. Get it? Coast is Clear...

Imagine what it's like to be at home asleep in you bed or relaxing with family watching a movie of having dinner only to have the full brunt of a trains horn blasting into your open doors or windows. Now imaging this happening between 10-25 times all day and every night . 7 days a week. It's enough to drive a person insane. There have been few instances it scared my so badly I have dropped things do to the surprise. I have to stick my fingers in my ears because the intensity of the freight train horns actually hurt and make my ears ring for an hour.

Back when the tracks were completely exposed with out fences or crossings there were very few instances the horns would be sounded. Now that safety measures have been put in place it's a constant problem. Doesn't make good sense to me.

Please help us regain the peace and quiet we once enjoyed.

Harry M Touart III

San O Mechanic
2310 S El Camino Real
San Clemente, Ca. 92672
949 369 6421

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W22a

Roman, Liliana@Coastal

From: Downs Don <gpadowns@gmail.com>
Sent: Tuesday, October 27, 2015 12:35 PM
To: Roman, Liliana@Coastal
Cc: BonigutT@san-clemente.org
Subject: Nov. 4 Agenda Item W22a, Permit No. 5-03-322-A4

Hello Liliana,

I am happy to hear from Tom Bonigut, our public works director in San Clemente, that Coastal Commission staff has recommended approval of a permit to construct additional Beach Trail fencing so that we can finally get relief from the train horns that are mandated by the Federal Railroad Administration. It is a very disruptive situation with the trains blowing their horns at all hours of the day and night. I am awakened every night by the freight trains and will greatly appreciate the noise relief. We are adjacent to the pedestrian crossing, so we get the high decibel noise from every train. You may not recall, but you were at our home 3-4 years ago when we went through the permit process to do some construction on our home which turned out nicely.

Thank you in advance for this approval.

Sincerely,

Don Downs

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Roman, Liliana@Coastal

W22a

From: Jon Brown <jon@ptech1.com>
Sent: Thursday, October 29, 2015 11:00 AM
To: Roman, Liliana@Coastal
Subject: Silence Trains

Hello,

Please allow the fencing to go up in San Clemente so we can finally be free of all the train noise at all hours of the day and night.

1405 Buena Vista
San Clemente

Jon Brown
Structural Estimator/Consultant



Fire & Water Damage Restoration
24 HOUR EMERGENCY SERVICE

Office 800.884.6999 ext. 27
Fax 626.357.9385
Email jon@ptech1.com
Online www.ptech1.com

For more information related to our company, the services we provide, the certifications we have earned and the insurance restoration programs we are proud to be apart of, please visit our website at www.ptech1.com. We also welcome your positive comments and feedback!

Roman, Liliana@Coastal

W22a

From: Kirk Steele <ksteele44@gmail.com>
Sent: Thursday, October 29, 2015 10:41 AM
To: Roman, Liliana@Coastal
Cc: Bonigut, Tom; Donchak, Lori
Subject: City of San Clemente 5-03-322-A4

I encourage the Commission to approve this project for two important reasons.

1. Safety. Currently far too many people are illegally crossing the railroad tracks to reach the beach. Someone will be injured or killed unless the fencing is installed. There are nine places where there is safe access to the beach in San Clemente so no one will be unable to safely and easily reach the beach.
2. Noise. For the past six years beach goers, hotel guests and residents have had to endure over 50 trains a day blowing horns or up to 125 decibels at 9 crossings. This was an unintended consequence of building the beach trail. Completing the fencing will allow the City to activate the wayside horns which will create a safer and less invasive sound for everyone.

Thank you.

Kirk and Bonnie Steele
San Clemente

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Roman, Liliana@Coastal

W22a

From: Terrell Jones <terry@tbjones.com>
Sent: Thursday, October 29, 2015 1:52 PM
To: Roman, Liliana@Coastal
Subject: San Clemente Fence Approval

I write in support of building the fence along the San Clemente Beach Trail to protect beach users and to allow the implementation of the quiet zone. The quiet zone will not only reduce noise for residents but aligns well with your goals of enhancing the environment and human based resources of the coastal zone. Please approve this project.

Terry Jones
Founding Chairman Kayak.com
Founder Travelocity.com
775-298-1357
www.tbjones.com

Author of ON Innovation
Available on Amazon.com

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W229

Roman, Liliana@Coastal

From: Franz Schulte <schultefs@cox.net>
Sent: Sunday, November 01, 2015 11:00 AM
To: Roman, Liliana@Coastal
Subject: Train horn noise

The honking train horns has significantly been disrupting our sleep at night, as well as conversations during the day in San Clemente. It has also affected the property values of our homes. Of note, the train horns have measured over 100 decibels on the balcony of our condos.

Therefore, please expedite the approval of construction of the additional beach trail fencing.

Franz Schulte
1405 Buena Vista, Unit 7
San Clemente, CA 92672
schultefs@cox.net

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W22a

Oct. 29, 2015

California Coastal Commission
South Coast District Office
200 Oceangate, 10th floor
Long Beach, CA 90802-4416

Dear Commissioners,

I am writing about the Nov. 4, 2015 agenda item W22a, the City of San Clemente's application for additions to the existing Beach Trail. I am not objecting to the application, but am making a request for a condition of approval. I am requesting that the Riviera access to the beach, be improved before the new fencing is installed. The reason for my request is that because of the current eroded state of the access, the new fencing will make it less safe or impossible for beach access at Riviera. I am including photos of the area to help you visualize the problem. I am very supportive of the Quiet Zone. The proposed fencing is required for the area to be a Quiet Zone.

I would like to start by giving you a little history of the Beach Trail project. In the original project the access way at Riviera Beach was suppose to have a stairway on the beach side of the railroad tracks making access possible when the walkway ended in a drop off or a pool of water. Some how this stairway was built at the Montalvo access. It was not needed there and is not used. Looking at the Exhibit 4, page 9 of the City's application (on the CCC website) there appears to be stairs at the beach end of the Riviera access tunnel. These stairs were never built. They are what we need to help provide safe access to the beach. They will provide a way to get around the pool at the end of the walkway to the beach.

The Riviera access to the beach is a concrete walkway that goes under the train tracks. Rains or high tides create a drop off into a large pool of water at the end of the Riviera access walkway. The pool may remain all winter. When that occurs, most people choose to access the beach by walking over the tracks at the end of the fencing. Riviera is a very popular family beach. Most beach goers have chairs, boards, ice chest, umbrellas and young CHILDREN in tow. It is currently easy for them to go around the fence and cross the tracks. The new fencing will make that impossible.

I am asking that you put a condition on the city's application. Please require that the Riviera access way be improved with a stairway up to the train track elevation on the beach side of the walkway before the required new fencing is installed for the Quiet Zone.

Thank you,

Wendy Morris
2310 Plaza A La Playa
San Clemente, CA 92672
(949) 498-7327

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signage at Kiviera walkway



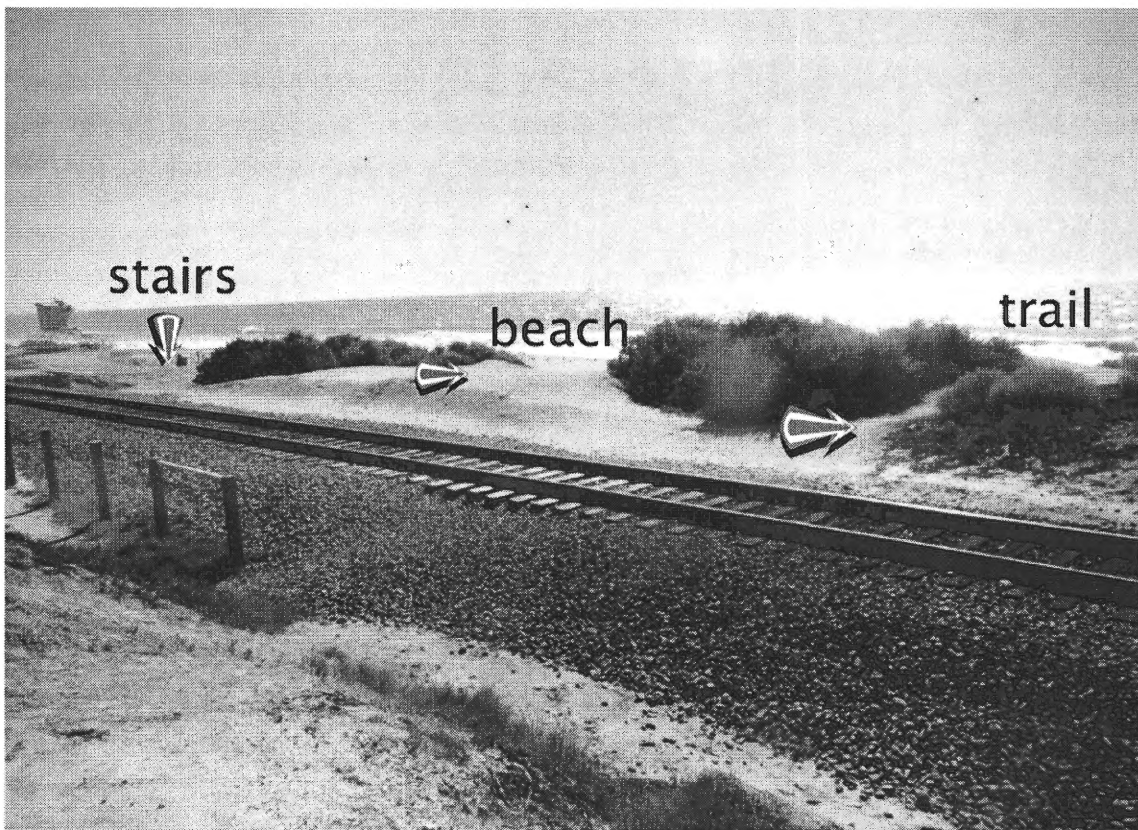
existing stairs at Montalvo that lead to nowhere



location for stairs at Riviera access



new stairs would lead to beach and trail



Riviera access under train tracks



Riviera access end of walkway



W229



City of San Clemente Engineering Division

Tom Bonigut, Deputy Public Works Director
Phone: (949) 361-6187 Fax: (949) 361-8316
bonigutt@san-clemente.org

October 30, 2015

Transmitted via email to:
lroman@coastal.ca.gov

Liliana Roman, Coastal Program Analyst
California Coastal Commission
200 Oceangate, 10th Floor
Long Beach, CA 90802

Subject: Permit No. 5-03-322-A4, Nov. 4 Agenda Item W22a, Supplemental Information

Dear Ms. Roman:

This letter is to provide responses to key issues raised in a letter dated October 29, 2015 from Ms. Wendy Morris regarding the Riviera tunnel.

The Riviera tunnel is actually a large drainage culvert that discharges runoff from a several hundred acre watershed under the existing railroad track to the beach and ultimately Pacific Ocean. This large culvert also serves as a public access path to the beach, as the inland side of the culvert is connected via a stairway to the San Clemente Beach Trail and a nearby public street. During storm, high tide and/or wave events, the culvert can become impassable due to ponded or flowing water in the culvert. Other times the culvert itself may be clear, but water may pond in a large pool on the ocean side of the culvert.

The original permit for the Beach Trail included steps on both sides of the ocean end of the outlet. The intent at that time was to provide a more formal path from the end of the outlet up the sides of the railroad embankment. However, these two stairways were deleted from the final design plans before the start of project construction. This is because it became apparent that the constantly shifting and eroding pond boundary would require, at best, a more significant engineered solution to install stairways at these locations. This is demonstrated in some of the photos provided by Ms. Morris where the pond has currently eroded to beyond where the original stairs would have been constructed.

Ms. Morris states that the proposed new fencing will make it less safe or impossible for beach access at Riviera. The City respectfully suggests that this is not the case. It is important to note that currently it is illegal (not to mention unsafe) to cross the railroad track except at designated at-grade or grade-separated crossings. The installation of the new fence will help prevent illegal crossings and direct beach users along the Beach Trail to existing designated railroad crossings. This was the primary purpose of the original

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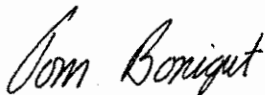
W229

Beach Trail project, which includes fencing between the Beach Trail and railroad track from the North Beach trailhead south to the T-Street at-grade crossing. The proposed project would now complete fencing along the Beach Trail in those sections between T-Street and Calafia where there currently is no fence. As noted above there are times when the Riviera culvert becomes impassible. When that occurs, people wishing to access the beach could walk 440 feet south along the Beach Trail to the existing Montalvo railroad undercrossing. At Montalvo, there is a long railroad bridge over a wide natural canyon drainage outlet which is less susceptible to the "flooding" that can occur at the Riviera culvert.

The proposed fence project is specifically intended to improve pedestrian safety for the large number of Beach Trail users and also allow quieting of train horns that impact a significant portion of the community. The City respects Ms. Morris' desire for stairways on the ocean side of the Riviera culvert, however there has not been a strong community interest or need for doing so. For example, when the culvert is clear but a pond forms at the ocean side of the outlet, beach users can, subject to the extent of the pond, walk around the pond perimeter or up an informal path at the face of the railroad embankment (which also adjoins the back of a small coastal dune system). The design of these stairways would certainly be more involved than those contemplated in the original Coastal Development Permit, with no assurance that new stairways would even be acceptable to the railroad owner and Federal Railroad Administration. The City respectfully requests that the Coastal Commission not attach a condition to the fence project to require construction of these stairways as this would certainly delay, and possibly prevent, implementation of this important safety and quality-of-life project.

Please feel free to contact me if you have any questions or need additional information.

Sincerely,



Tom Bonigut, P.E.
Deputy Public Works Director

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CALIFORNIA COASTAL COMMISSION

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



W22a

Filed: 7/29/15
180th Day: 1/25/15
Staff: L. Roman-LB
Staff Report: 10/15/15
Hearing Date: 11/4/15

STAFF REPORT: PERMIT AMENDMENT

Amendment

Application No.: 5-03-322-A4

Applicant: City of San Clemente

Project Location: San Clemente Pedestrian Beach Trail, San Clemente, Orange County

Description of Previously Approved Project: Construction of the San Clemente Railroad Corridor Pedestrian Beach Trail, consisting of lateral and vertical beach access improvements, including formal railroad crossings, barriers to prevent unauthorized crossings, lateral pedestrian bridges, and native landscaping located along a 2.37-mile stretch of shoreline within the OCTA right-of-way from North Beach to Calafia State Park.

Description of Proposed Amendment: Construction of approximately 2,600 linear feet of additional 4-ft. 6-in. tall post-and-cable fencing along an existing beach trail to close gaps in existing fence, new 6-ft. tall chain link fence adjacent to existing chain link fence at T-Street railroad signal house, and an extension of existing 6-ft. tall welded wire fence north of Corto Lane at-grade pedestrian railroad crossing.

Description of Previous Immaterial Amendment 5-03-322-A3:

Additional pedestrian safety railroad crossing improvements including installation of an Audible Warning System, additional paved areas adjacent to each side of the crossing, extension of fencing to channelize pedestrians,

new swing gates, pavement markings, and new directional signage at seven railroad pedestrian crossings providing beach access along the San Clemente Beach Trail.

**Description of Previously
Approved Amendment**

5-03-322-A2:

Modification of approved stairway design at the Dije and El Portal at-grade vertical access points from concrete to wood and construction of a new vertical access underpass at Mariposa Point.

**Description of Previously
Approved Amendment**

5-03-322-A1:

Request to allow temporary wetland impacts associated with construction of the San Clemente Railroad Corridor Pedestrian Beach Trail, and modification of the trail design to include an 80-foot extension of the Mariposa Point boardwalk outside of any wetland areas. The project also involves replanting of salt grass to mitigate for temporary wetland impacts.

SUMMARY OF STAFF RECOMMENDATION

The Commission approved CDP 5-03-322 at its April 2004 hearing for the construction of the San Clemente Railroad Corridor Pedestrian Beach Trail. The trail consists of lateral and vertical beach access improvements, including formal at-grade pedestrian railroad crossings, a post-and-cable type fencing to prevent unauthorized and unsafe crossings, lateral pedestrian bridges, and native landscaping located along a 2.37-mile stretch of shoreline within the Orange County Transportation Authority (OCTA) right-of-way from North Beach to Calafia State Park.

The proposed amendment includes the installation of approximately 2,600 linear feet of new 4-ft. 6-in. tall post-and-cable fencing between the T-Street at-grade railroad crossing and the southern end of the Beach Trail at Calafia Beach, a short, approximately 30 ft. segment of 6-ft. tall welded wire fence north of the Corto Lane at-grade railroad crossing, and a segment of additional chain link fence adjacent to existing chain link fence at the T-Street railroad signal house. Most of the proposed new fencing will be located on the inland side of the railroad track between the railroad track and the Beach Trail with minor fence additions on the ocean side of the railroad tracks at the Lost Winds at-grade crossing and the proposed extension of welded wire fence on the ocean side north of the Corto Lane crossing. The main objective of the original project was to provide safe public access to coastal resources. The City of San Clemente (applicant) is proposing the subject amendment to install approximately 2,600 linear feet of additional fencing to close existing fence gaps per Federal Railroad Administration requirements in order to receive a waiver of Federal Train Horn rules and allow train horns to be silent as trains pass through the 2.37-mile stretch of the beach trail along the railroad corridor.

Staff recommends that the Commission, after a public hearing, approve an amendment to Coastal Development Permit 5-03-322 to construct approximately 2,600 linear feet of additional

new fencing along the existing Beach Trail subject to five (5) special conditions. The conditions would require 1) retention of the special conditions of the underlying permit not affected by the current action; 2) assumption of risk related to the new development; and 3) no future protective device or enhancement of existing protective device to protect the new development.

The City of San Clemente has a certified Land Use Plan, but no Implementation Plan. As such, the Commission retains permit authority. The standard of review is Chapter 3 of the Coastal Act.

Procedural Note:

The Commission's regulations provide for referral of permit amendment requests to the Commission if:

- 1) The Executive Director determines that the proposed amendment is a material change,
- 2) Objection is made to the Executive Director's determination of immateriality, or
- 3) The proposed amendment affects conditions required for the purpose of protecting a coastal resource or coastal access.

If the applicant or objector so requests, the Commission shall make an independent determination as to whether the proposed amendment is material. 14 Cal. Admin. Code 13166.

The proposed amendment was determined to be material because it affects conditions required for the purpose of protecting a coastal resource. Staff is recommending approval of the proposed changes to the special condition because protection of coastal resources will not be adversely effected by the permit amendment.

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APPENDICES

Appendix A – Substantive File Documents

EXHIBITS

Exhibit 1 – Location Map/Project Site

Exhibit 2 – Location of Proposed New Fencing along Coastal Trail

Exhibit 3 – Proposed Locations for Chain Link and Wire Mesh Fencing

Exhibit 4 – Project Plans

Exhibit 5 – Current Site Photographs

Exhibit 6 – Public Access Points

I. MOTION AND RESOLUTION

Motion:

*I move that the Commission **approve** the proposed amendment to Coastal Development Permit No. 5-03-322-A4 pursuant to the staff recommendation.*

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

Resolution to Approve a Permit Amendment:

The Commission hereby approves the Coastal Development Permit Amendment on the grounds that the development as amended and subject to conditions, 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 amendment 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 will substantially lessen any significant adverse impacts of the development on the environment.

II. STANDARD CONDITIONS

This permit amendment 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. **Interpretation.** Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
3. **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.
4. **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. **Conditions Imposed Under Original Permit and Previous Amendments.** Unless specifically altered by this amendment, all standard and special conditions imposed under Coastal Development Permit 5-03-322, as previously amended, remain in effect.
2. **Assumption of Risk, Waiver of Liability and Indemnity.** By acceptance of this permit, the applicant acknowledges and agrees (i) that the site may be subject to hazards from flooding, wave uprush, sea level rise, geologic instability, erosion, and boulder placement and/or movement; (ii) to assume the risks to the applicant and the property that is the subject of this permit amendment of injury and damage from such hazards in connection with this permitted development; (iii) to unconditionally waive any claim of damage or liability against the Commission, its officers, agents, and employees for injury or damage from such hazards; and (iv) to indemnify and hold harmless the Commission, its officers, agents, and employees with respect to the Commission's approval of the project against any and all liability, claims, demands, damages, costs (including costs and fees incurred in defense of such claims), expenses, and amounts paid in settlement arising from any injury or damage due to such hazards.

3. **No New Bluff or Shoreline Protective Device.** By acceptance of this Permit, the applicant agrees, on behalf of themselves and all other successors and assigns, that no new shoreline protective device(s) or enhancement of the existing protective device shall ever be constructed to protect the development approved pursuant to Coastal Development Permit Amendment No. 5-03-322-A4 in the event that the development is threatened with damage or destruction from boulder placement, waves, erosion, storm conditions or other hazards in the future. By acceptance of this permit, the applicant hereby waives, on behalf of themselves and all successors and assigns, any rights to construct such devices that may exist under Public Resources Code Section 30235.

By acceptance of this Permit, the applicant further agrees, on behalf of themselves and all successors and assigns, that the applicant shall remove the development authorized by this permit amendment, including all new fencing, if any government agency has ordered that the structures are not safe due to any of the hazards identified above. In the event that portions of the development fall to the beach before they are removed, the applicant shall be liable for removal of all recoverable debris associated with the development from the beach and ocean and lawful disposal of the material in an approved disposal site. Such removal shall require a coastal development permit.

IV. FINDINGS AND DECLARATIONS:

A. AMENDMENT DESCRIPTION, PROJECT LOCATION, AND BACKGROUND

Proposed Amendment Description

The City is proposing installation of approximately 2,600 linear feet of new 4-ft. 6-in. tall post and cable type fencing between the T-Street at-grade railroad crossing and the southern end of the Beach Trail at Calafia Beach, a short extension (approx. 30 ft.) segment of the existing 6-ft. tall welded wire fence north of the Corto Lane at-grade railroad crossing, and 6-ft. tall chain link fence section adjacent to existing chain link fence at the T-Street railroad signal house. Most of the proposed new fencing will be located on the inland side of the railroad track between the railroad track and the Beach Trail with minor fence additions on the ocean side of the railroad tracks at the Lost Winds at-grade crossing and the proposed extension of welded wire fence north of the Corto Lane crossing. Project plans are included as **Exhibit #2**.

Project Location

The San Clemente Pedestrian Beach Trail extends from the Metrolink Station at North Beach south to the Calafia State Park (approx. 2.37 miles) along the shoreline within the Orange County Transportation Authority (OCTA) railroad corridor right-of-way (**Exhibit #1**). The railroad corridor is situated between the ocean and the toe of a coastal bluff system that extends the length of the City, the beach trail is only along a portion of the railroad corridor.

Background – Previous Commission Actions on Subject Site

In April 2004, the Commission approved CDP #5-03-322 allowing the City of San Clemente and the OCTA to construct a multi-use trail along the shoreline from North Beach to Calafia State Park within the railroad right-of-way. The trail consists of lateral and vertical access improvements, including formal railroad crossings, barriers to prevent unauthorized crossings, lateral pedestrian bridges, and native landscaping.

In August 2005, the Commission approved CDP #5-03-322-A1 allowing temporary wetland impacts associated with construction of the trail, and modification of the trail design to include an 80-foot extension of the Mariposa Point boardwalk outside of any wetland areas. The project also involved replanting of salt grass to mitigate for temporary wetland impacts.

In June 2006, the Commission approved CDP #5-03-322-A2 modifying the approved stairway design at the Dije and El Portal at-grade vertical access points from concrete to wood and construction of a new vertical access underpass at Mariposa Point.

In June 2013, the Commission approved CDP #5-03-322-A3 for additional pedestrian safety railroad crossing improvements including installation of an Audible Warning System, additional paved areas adjacent to each side of the controlled pedestrian railroad crossings, extension of fencing to channelize pedestrians, new swing gates at each crossing, new pavement markings, and new directional signage at seven pedestrian railroad crossings along the Beach Trail.

B. PUBLIC ACCESS

Section 30210 of the Coastal Act states:

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30211 of the Coastal Act states:

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30212(a)(2) of the Coastal Act states:

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

(1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources,

(2) adequate access exists nearby

Section 30213 states, in pertinent part:

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

The City of San Clemente certified LUP, which serves as guidance in this area, also contains various coastal access policies pertaining to the currently proposed project, including the following:

Policy IX.1 Improvements to beach facilities and beach access points which are administered by the City of San Clemente shall specifically be intended to provide for the maintenance and enhancement of maximum public use of the beach and ocean.

Policy IX.7 The City of San Clemente shall promote not only increased access to the shoreline, but increased safety of access. Improved access for the handicapped shall be provided at least one of the primary access points administered by the City.

Section 30604(c) of the Coastal Act requires that permit applications for projects between the nearest public road and the shoreline of any body of water within the coastal zone shall include a public access and recreation finding. The proposed development is located between the sea and the first public road. In San Clemente, the railroad tracks separate the community from the shoreline. However, the City has constructed and maintains fourteen (14) public coastal access points (**Exhibit #6**), providing underpass, overpass, or at-grade railroad crossings to provide safe public railroad crossings for access to the beach. Lateral access to the Pacific Ocean and sandy beach is available immediately seaward of the railroad tracks. As described previously, the Commission approved CDP 5-03-322 in April 2004 for construction of the 2.37 mile multi-use San Clemente Beach Trail along the shoreline, parallel to the railroad tracks from North Beach to Calafia State Park.

In this current amendment application, the City of San Clemente (applicant) requests installation of approximately 2,600 linear feet of additional fencing to close existing fence gaps along the San Clemente Beach Trail per Federal Railroad Administration requirements in order for the City to receive a waiver of Federal Train Horn rules and allow train horns to be silent as they pass through the City. The original project approval included the minimal amount of fencing required for pedestrian safety, as fencing could act as an impediment to public access and could have adverse visual impacts to public coastal views. Fencing was concentrated along the pedestrian crossings and not along the entire length of the Beach Trail.

However, in the last ten years that the Beach Trail has been in place, it has become a significant visitor draw increasing beach access along a longer area of beach and enhancing the coastal experience for visitors. The existing fencing associated with this particular project has proven to not be an impediment to public access or created adverse visual impacts while in turn serving to safely direct pedestrians to protected, signalized at-grade railroad crossings along the trail. The proposed additional fencing would create a continuous 4'-5" high cable rail fence along the entire length of the Beach Trail and allow

pedestrian access at safe railroad crossings. **Exhibit #5** provides photographs depicting a sample section of the fence along the Beach Trail.

The Beach Trail begins at North Beach, as does the 4'-5" high cable rail fence between the trail and the railroad tracks, both the trail and the fence are inland of the rock revetment protecting the railroad track from the ocean. The first public restrooms along the trail are located seaward of the Corto Lane at-grade pedestrian crossing. In addition to the cable rail fence on the inland side of the railroad tracks, a 6'4" high welded wire fence on the seaward side of the railroad tracks was approved under CDP 5-03-322 along this restroom area to prevent illegal railroad crossings and a public safety hazard during attempts by pedestrians to shortcut to the restrooms. The proposed amendment, #5-03-322-A4, proposes to extend the existing approximately 120-ft. long, 6' 4" high welded wire fence by an additional 30-ft. to ensure pedestrians keep to the trail until they reach the protected, signalized at-grade crossing, see **Exhibit #4, page 3**. South of the Corto Lane at-grade pedestrian crossing, both the beach trail and cable rail fence transitions to the seaward side of the railroad tracks. The fence is then located landward of the trail, between the railroad track and the trail, reducing any question of visual impacts due to the fence.

At the "T" Street at-grade pedestrian railroad crossing, there is a railroad signal house on a raised concrete platform with existing chain link fence around the signal house, a communication vault and communication/utility cabinet are located at grade adjacent to the signal house. A short at-grade chain link fence extension is proposed from the existing "T" Street signal house, enclosing the communication equipment and connecting to an existing wood paneled retaining wall, see **Exhibit #2, page #4**. Thereby closing this gap and directing all pedestrian traffic onto the protected railroad crossing.

South of the "T" Street pedestrian crossing, both the beach trail and cable rail fence transition back to the inland side of the railroad tracks. Proposed additional 4'-5" high cable rail fence is on the inland side of the railroad tracks between "T" Street and the southern end of the Beach Trail at Calafia State Beach Park; except for a section in the vicinity of the Lost Winds crossing. In the City's experience, this crossing has experienced the most illegal railroad crossings. Therefore, in addition to the existing post and cable fence between the Beach Trail and the railroad track, an approximately 125-ft. section of new 4'-5" high post and cable is proposed on the seaward side of the railroad track to further deter illegal crossings at this location.

As proposed, the Commission finds the proposed amendment consistent with the public access and recreation policies of the Coastal Act, as well as the coastal access policies of the certified LUP.

C. VISUAL RESOURCES

Section 30251 of the Coastal Act states, in relevant part:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas...

The City's certified LUP contains the following scenic resource policies:

Policy VII.3 (in part)

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed:

a. To protect public views to and along the ocean and scenic coastal areas.

d. Requires that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development...

The proposed project will occur along the railroad corridor, a scenic area immediately inland of the City's public beaches. The project involves the erection of new fencing. As such, the project has the potential to impact views to and along the shoreline.

A 4'-5" post and cable fence was approved in conjunction with landscaping consisting of native shrubs, such as saltbush to further enhance the barriers between the trail and railroad. Post and cable fencing was originally approved in limited areas immediately up and down coast of all of the trail's vertical access points for a distance of 150 feet on each side of each crossing point, not for the entire length of the trail. A 5'6" high welded wire fence from Corto Lane to the Marine Headquarters and also at "T" Street to replace a fence washed out by the El Niño storms were all approved under CDP 5-03-322 in 2003. These welded wire fences were deemed necessary to ensure safe railroad crossing at the existing restroom facilities, which are located seaward of the railroad tracks. The areas surrounding the restrooms are high pedestrian traffic areas, attracting many families with young children. In addition, the restrooms are ADA compliant, further increasing the demand to cross the tracks at these locations.

The original project MND provided visual simulations at selected trail areas. That visual impact analysis indicated that the proposed development would not significantly impact public or private views. No visual analysis was submitted with the proposed amendment application, however, by extension, because of similar locations along the railroad tracks and identical fence design, the same conclusion may be reached for the proposed fencing expansion.

As viewed from the inland side of the railroad corridor, the proposed fence extensions to close existing fencing gaps could result in public view obstruction to the ocean. The project is not visible from a scenic highway. The proposed project will be visible from significant public vantage points such as the Pier, public parking lots at Linda Lane, and blufftop public parks, but most importantly is the view from the coastal trail running parallel to the railroad tracks. However, as proposed, the fence is a post and cable type fence, will not exceed 4'-5" in height and will not be a completely solid feature. The open fence design allows ocean views through

and over the barrier. As viewed from the ocean, the barrier system will be sufficiently set back to minimize any view blockage of the coastal bluffs. Only a small segment of the new fencing will occur seaward of the tracks and because of the open design will not have a significant impact on views of the inland bluffs. Therefore, the proposed barriers will not result in significant adverse impacts to public views to and along the shoreline because the location, height and materials used are designed to minimize solid obstructions of views.

D. HAZARDS

Section 30253 of the Coastal Act states in relevant part:

New development shall:

- (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.*
- (2) Assure stability and structural integrity, and neither create nor contribute significantly to 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 along bluffs and cliffs.*
- (5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.*

The proposed improvements will occur in an area located between the base of a coastal bluff and the sandy beach. The majority of the proposed Beach Trail fencing (from North Beach to Corto Lane and from T-Street to Calafia State Park) will be located landward of the railroad tracks and the associated rip-rap revetment. Two separate portions of proposed new fencing, from Corto Lane to T-Street, and Boca del Canon to Lost Winds will be located seaward of the railroad tracks in a section that is not protected by the revetment.

The revetment is maintained by the Southern California Regional Rail Authority (SCRRA) and the railroad right-of-way is owned by the OCTA. The railroad has an on-going maintenance program in which additional boulders are added to the revetment to protect the track and ballast. During high surf events, the railroad also monitors the conditions of the railroad to ensure that the tracks are not flooded for safe operation of the trains.

The project involves work seaward of the railroad tracks and the existing rock rip-rap protecting it. As such, portions of the project could be subject to periodic wave uprush. Development in such a location is inherently risky. The City has stated that the new improvements would not necessitate protection from hazards such as flooding and/or wave attack now or in the future. The City is not proposing protection for the new segments of fencing seaward of the rip rap protecting the railroad track as part of the current application. However, in hazardous circumstances the City could conceivably pursue a proposal for protection of the structures in the future. As discussed below, a protective device, or enhancement of the existing protective device to protect the proposed development, could result in adverse effects to coastal resources.

Shoreline protective devices can result in a number of adverse effects on the dynamic shoreline system and the public's ability to utilize the beach. First, shoreline protective devices can cause changes in the shoreline profile, particularly changes in the slope of the profile resulting from a reduced beach berm width. This may alter the usable area under public ownership. A beach that rests either temporarily or permanently at a steeper angle than under natural conditions will have less horizontal distance between the mean low water and mean high water lines. This reduces the actual area in which the public can pass on public property.

The second effect of a shoreline protective device on access is through a progressive loss of sand as shore material is not available to nourish the bar. The lack of an effective bar can allow such high wave energy on the shoreline that materials may be lost far offshore where it is no longer available to nourish the beach. A loss of area between the mean high water line and the actual water is a significant adverse impact on public access to the beach, as it results in less usable sandy beach area.

Third, shoreline protective devices such as revetments and bulkheads cumulatively affect shoreline sand supply and public access by causing accelerated and increased erosion on adjacent public beaches. This effect may not become clear until such devices are constructed individually along a shoreline and they reach a public beach. As set forth in earlier discussion, this portion of San Clemente is subject to severe winter erosion. The Commission notes that if a seasonally eroded beach condition occurs with greater magnitude due to the placement of a shoreline protective device on the subject site, then the subject beach would also accrete at a slower rate. The Commission also notes that many studies performed on both oscillating and eroding beaches have concluded that loss of beach occurs on both types of beaches where a shoreline protective device exists.

Fourth, if not sited in a landward location that ensures that the protective device is only acted upon during severe storm events, beach scour during the winter season will be accelerated because there is less beach area to dissipate the wave's energy. Finally, revetments, bulkheads, and seawalls interfere directly with public access by their occupation of beach area that will not only be unavailable during high tide and severe storm events, but also potentially throughout the winter season.

Section 30253 (2) of the Coastal Act states that new development shall neither create nor contribute to erosion or geologic instability of the project site or surrounding area. Therefore, if the trail improvements require a protective device in the future, it would be inconsistent with Section 30253 of the Coastal Act because such devices contribute to beach erosion. To assure that no additional protective device will be constructed in the future to protect the proposed new trail improvements under CDP 5-03-322-A4, the Commission imposes **Special Conditions 2 and 3**. Since the proposed development is taking place adjacent to the ocean in a hazardous area that is potentially subject to wave uprush, the Commission is imposing a waiver of liability special condition (**Special Condition 2**). **Special Condition 3** requires that the applicants agree that no additional future shoreline protective device shall be constructed to protect the proposed new trail improvements CDP 5-03-322-A4. Through these two special conditions, the applicant is notified that the project site is in an area that is potentially subject to flooding which could damage the proposed trail improvements and that the improvements cannot be protected through

a new shoreline protective device or expansion of the existing one to afford protection to the proposed development. The applicant is also notified that the Commission is not liable for such damage as a result of approving the permit for development. In addition, these conditions insure that any potential future owners of the property will be informed of the risks, the Commission's immunity from liability, and that the trail improvements cannot be protected through a new or enhanced shoreline protective device.

As conditioned for assumption of risk and no future shoreline protective device, the Commission finds that the proposed project is consistent with Sections 30235 and 30253 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. As such, the Commission retains permit issuance authority.

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. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Section 13096 of Title 14 of the California Code of Regulations requires Commission approval of Coastal Development Permit applications to be supported by a finding showing the application, 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 City of San Clemente is the lead agency for purposes of CEQA compliance. The City determined the project exempt from CEQA under Categorical Exemption 15301(c). Furthermore, the proposed development has been conditioned to assure the proposed project is consistent with the resource protection policies of the Coastal Act. The conditions also serve to mitigate significant adverse impacts under CEQA. The conditions are: 1) retention of the special conditions of the underlying permit not affected by the current action; 2) assumption of risk; and 3) no future protective device or enhancement of existing protective device. 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 permit amendment, as previously conditioned to mitigate the identified effects, and as currently conditioned, 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

SUNSTANTIVE FILE DOCUMENTS

City of San Clemente Certified LUP

CDP 5-03-322(City of San Clemente), A1, A2, and A3

COASTAL COMMISSION

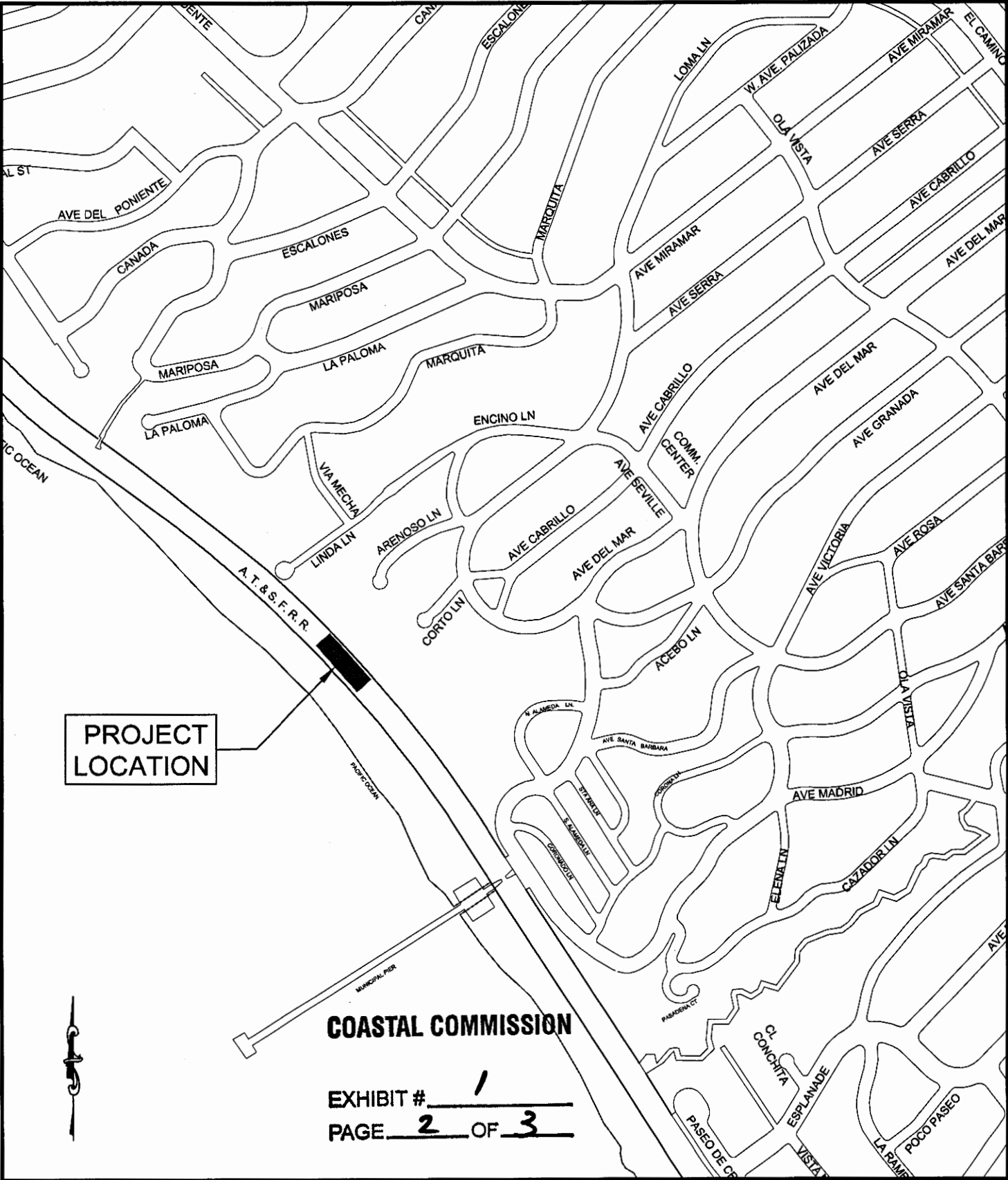
EXHIBIT # 1
PAGE 1 OF 3



Project
Site:
various
locations
along
Beach Trail

7/1/15

\\cf\graphics\graphics_cdl\autocad engr drawings\traffic\location map 2014.dwg



PROJECT
LOCATION

COASTAL COMMISSION

EXHIBIT # 1
PAGE 2 OF 3



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

LOCATION MAP

**BEACH TRAIL FENCING
(CORTO LANE)**



LOCATION MAP

BEACH TRAIL FENCING (T-STREET TO CALAFIA)



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

BEACH TRAIL FENCING (T-STREET TO CALAFIA)

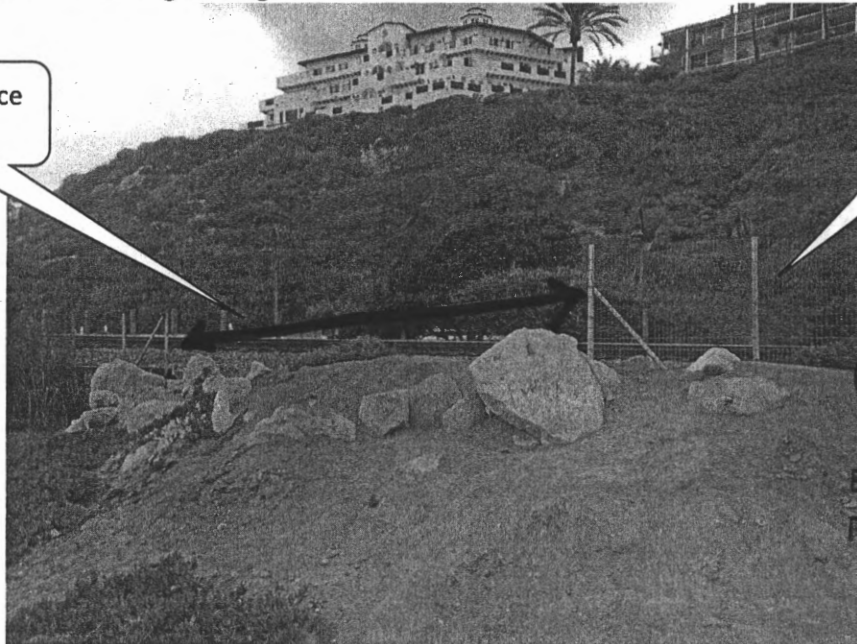
**San Clemente Beach Trail Fencing Project
Wire Mesh and Chain Link Fence Locations**

Wire Mesh Fence Extension – north of Corto Lane at-grade crossing

Federal Railroad Administration (FRA) staff have required an extension of the existing wire mesh fence on the ocean side of the railroad track north of Corto Lane. The existing fence is located behind existing rip rap and a berm and would be extended about 30 feet to an existing drainage culvert bulkhead as shown below.

Proposed fence
extension

Existing wire
mesh fence



COASTAL COMMISSION

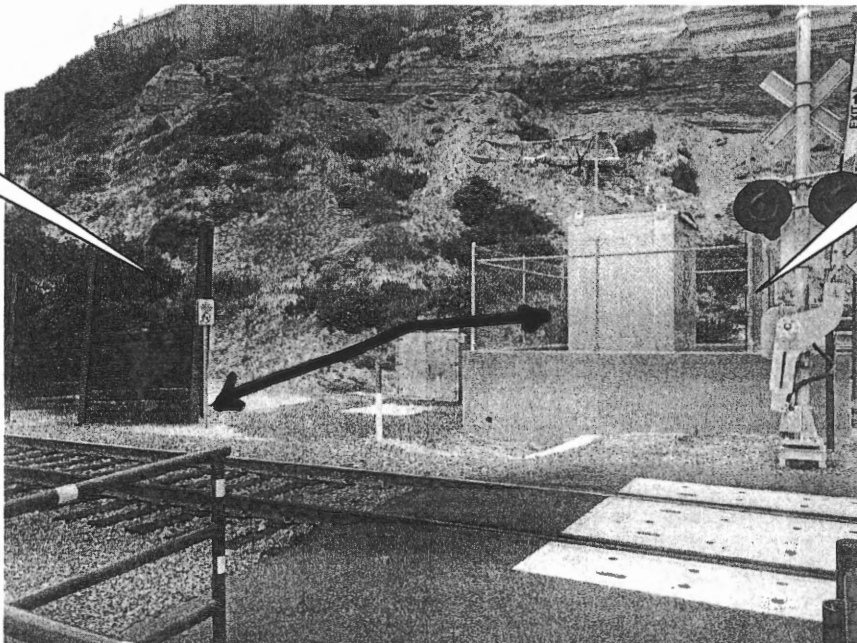
EXHIBIT # 3
PAGE 1 OF 1

Chain Link Fence Extension – T-Street at-grade crossing

FRA staff have required a short extension of fence from the existing T-Street signal house to an existing retaining wall. This location is on the inland side of the railroad track. The proposed chain link fence matches existing and would connect to the back corner of the existing fence, be placed behind the small existing utility cabinet and connect to the end of the steel/wood retaining wall as shown below.

Proposed fence
extension

Existing chain link
fence around
signal house.



PROJECT NUMBER	DATE	LINE	CONTRACT DESIGNATION	PHYSICAL ENTITY	WORK ELEMENT
10812	04/04/2018	1	10812	10812	10812

REV	DATE	DESCRIPTION
1	04/04/2018	10812

DESIGNED BY	AG
CHECKED BY	AG
IN CHARGE	AG
DATE	04/04/2018

STAFF APPROVAL	WILLIAM E. CARMON
CITY ENGINEER	
DATE	
BGB / DESIGN GROUP	
3180-C ARWAY AVENUE	
COSTA MESA, CA 92626	
PHONE 714-445-2888 / FAX 714-445-2878	

RAILROAD CORRIDOR BEACH TRAIL FENCE
CITY OF SAN CLEMENTE PROJECT NO. 10812
FENCING PLAN - SHEET 1

CONTRACT NO.	C-1
DRAWING NO.	03 OF 13
REVISION	SHEET NO.
SCALE	1" = 20'

REFERENCE NOTES SCHEDULE

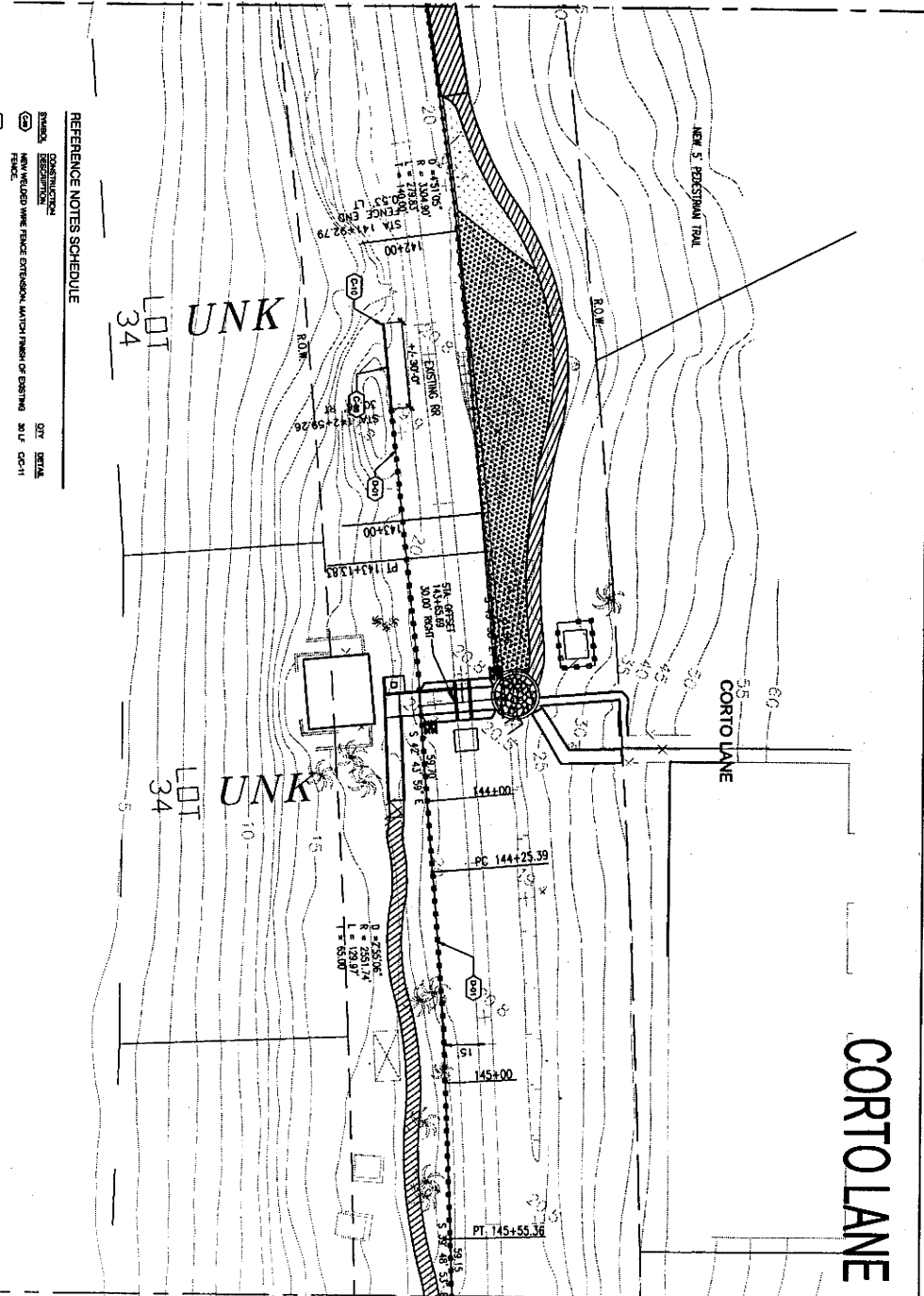
1. NEW WELDED WIRE FENCE EXTENSION, MATCH FENCE OF EXISTING 30 LF C-11 FENCE.

2. NEW WELDED WIRE FENCE EXTENSION, MATCH FENCE OF EXISTING 30 LF C-11 FENCE.

3. EXISTING WELDED WIRE FENCE TO PROTECT PLACE.

4. EXISTING WELDED WIRE FENCE TO PROTECT PLACE.

QTY: 2000



COASTAL COMMISSION

EXHIBIT # 4
PAGE 3 OF 13

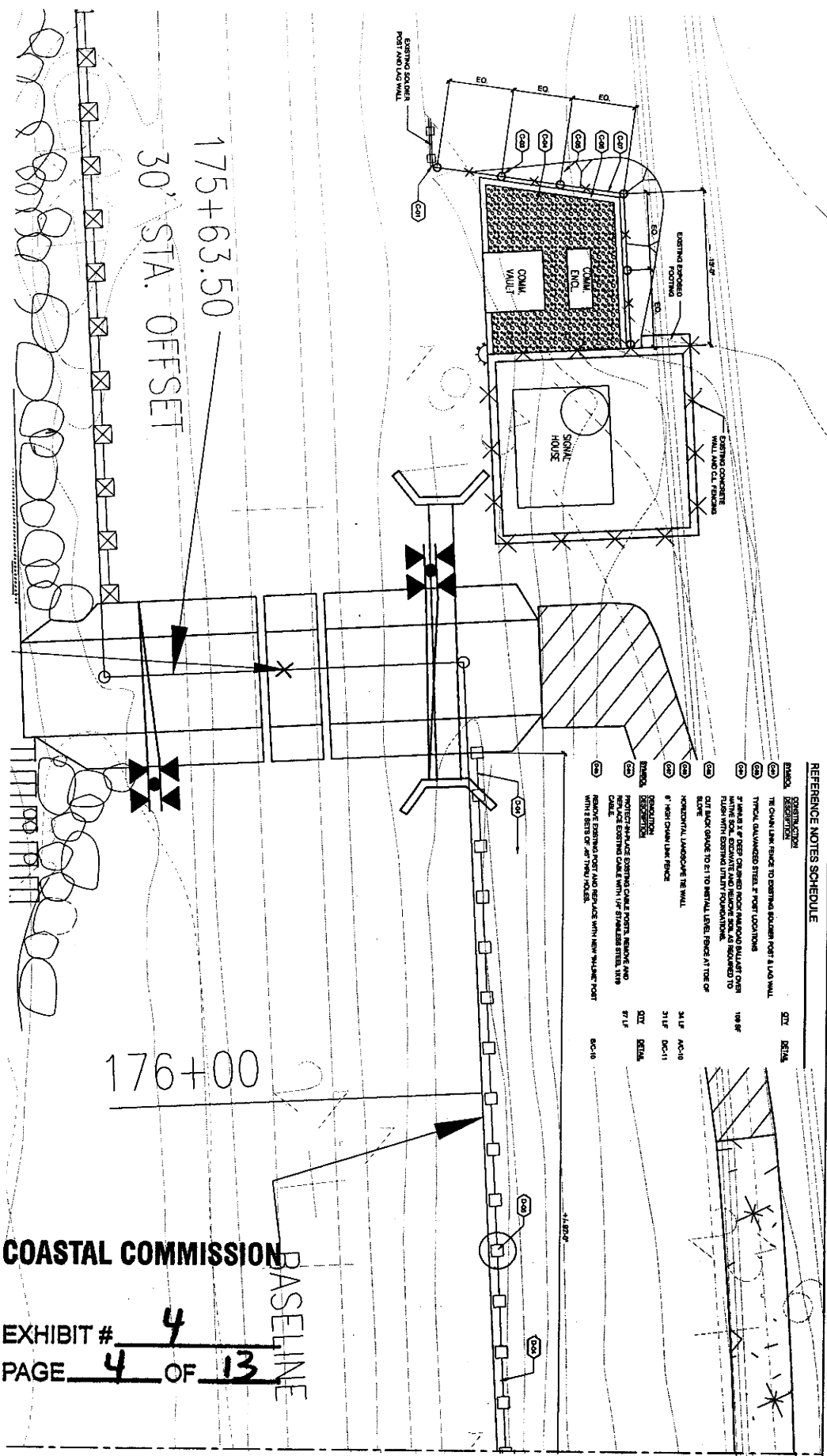
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REV	DATE	DESCRIPTION	BY	APP
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10				

DESIGNED BY	AG
DRAWN BY	AG
CHECKED BY	AG
IN CHARGE	AG
DATE	04/28/2015

CITY APPROVAL	CITY ENGINEER
DATE	
BGB / DESIGN GROUP	
COSTA MESA, CA 92626	
PHONE 714-545-3888 / FAX 714-545-3879	

RAILROAD CORRIDOR BEACH TRAIL FENCE	CONTRACT NO.
CITY OF SAN CLEMENTE PROJECT NO. 10812	DRAWING NO. C-2
FENCING PLAN - SHEET 2	REVISION SHEET NO.
	04 OF 13
SCALE 1/4"=1'-0"	



REFERENCE NOTES SCHEDULE

- 1. CHAIN LINK FENCE TO EXISTING SIGNAL POST & LVA WALL
- 2. TYPICAL GALVANIZED STEEL 8" POST LOCATION
- 3. 7" WIDE 1" DEEP CLEANED ROCK RADIUS 90° TURN OVER EXISTING CABLE AND REMOVE SIGN AS REQUIRED TO MATCH WITH EXISTING UTILITY FOUNDATION
- 4. CUT BACK GRADE TO 2" TO INITIAL LEVEL FENCE AT THE 0°
- 5. HORIZONTAL LANDSCAPE RE WALL
- 6. 8" HIGH CHAIN LINK FENCE
- 7. EXISTING SIGNAL POST AND REMOVE WITH NEW WALLING POST WITH 2 SETS OF 4" TYPICAL
- 8. 1/4" AC-10
- 9. 31 LF DEC-11
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- 100. 31 LF DEC-11


COASTAL COMMISSION
EXHIBIT # 4
PAGE 4 OF 13
BASELINE


MATCHLINE ; SEE DWG. NO. C-3

PROJECT NUMBER	COST ELEMENT	LINE ITEM	CONTRACT DESIGNATOR	PHYSICAL ENTITY	WORK ELEMENT

SUBNO.	DESCRIPTION	QTY	UNIT
(60)	EXISTING COALE RAIL FENCE, PROTECT ADJACENT		
(61)	PROTECT ADJACENT EXISTING COALE POSTS, REMOVE AND REPLACE EXISTING COALE WITH NEW STAINLESS STEEL 1X18 COALE		
(62)	PROTECT ADJACENT ALL INTERSECTION AS POSSIBLE, UPRIGHT TURNING MAY BE REQUIRED.		

DESIGNED BY	AS	CITY APPROVAL	WILLIAM E. CARMERON
DRAWN BY	RG	CITY ENGINEER	
CHECKED BY	AS	DATE:	
IN CHARGE	AS	BCG / DESIGN GROUP	
DATE	04/09/2015	318-C ARWAY AVENUE	
		COSTA MESA, CA 92626	
		PHONE 714-642-3888 / FAX 714-645-5873	





RAILROAD CORRIDOR BEACH TRAIL FENCE

CITY OF SAN CLEMENTE PROJECT NO. 108112

FENCING PLAN - SHEET 3

SCALE 1"=20'


CONTRACT NO. _____

DRAWING NO. **C-3**


REVISION _____

SHEET NO. _____

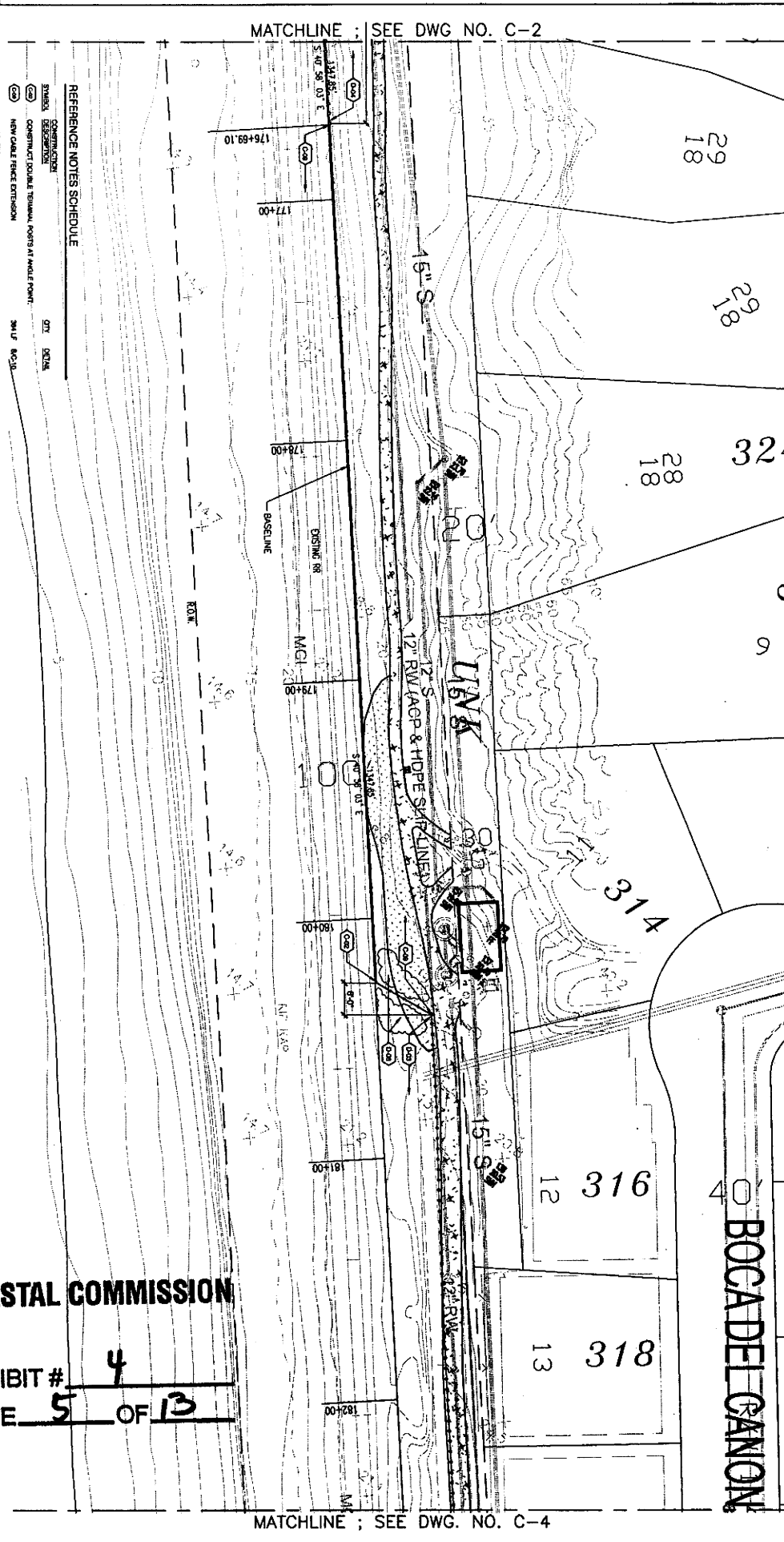
OF _____



GRAPHIC SCALE







COASTAL EXHIBIT PAGE



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DISCLOSE BY	40
ORIGIN BY	40
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N CHANGE	40
DATE	06/05/2015

CITY AIRPORT. WILLIAM E. CAMERON CITY ENGINEER	DATE: _____
B2B / DESIGN GROUP 3186-C MEADOW LANE COSTA MESA, CA 92626 PHONE 714-545-2888 / FAX 714-545-2878	

RAILROAD CORRIDOR BEACH TRAIL FENCE

CITY OF SAN CLEMENTE PROJECT NO. 10812

CONTRACT NO.

DRAWING NO.

C-4

REVISION

SHEET NO.

06 OF 13

SCALE

1"=20'

0 10' 20' 30' 40'

GRAPHIC SCALE

COAST

EXHIBIT

PAGE

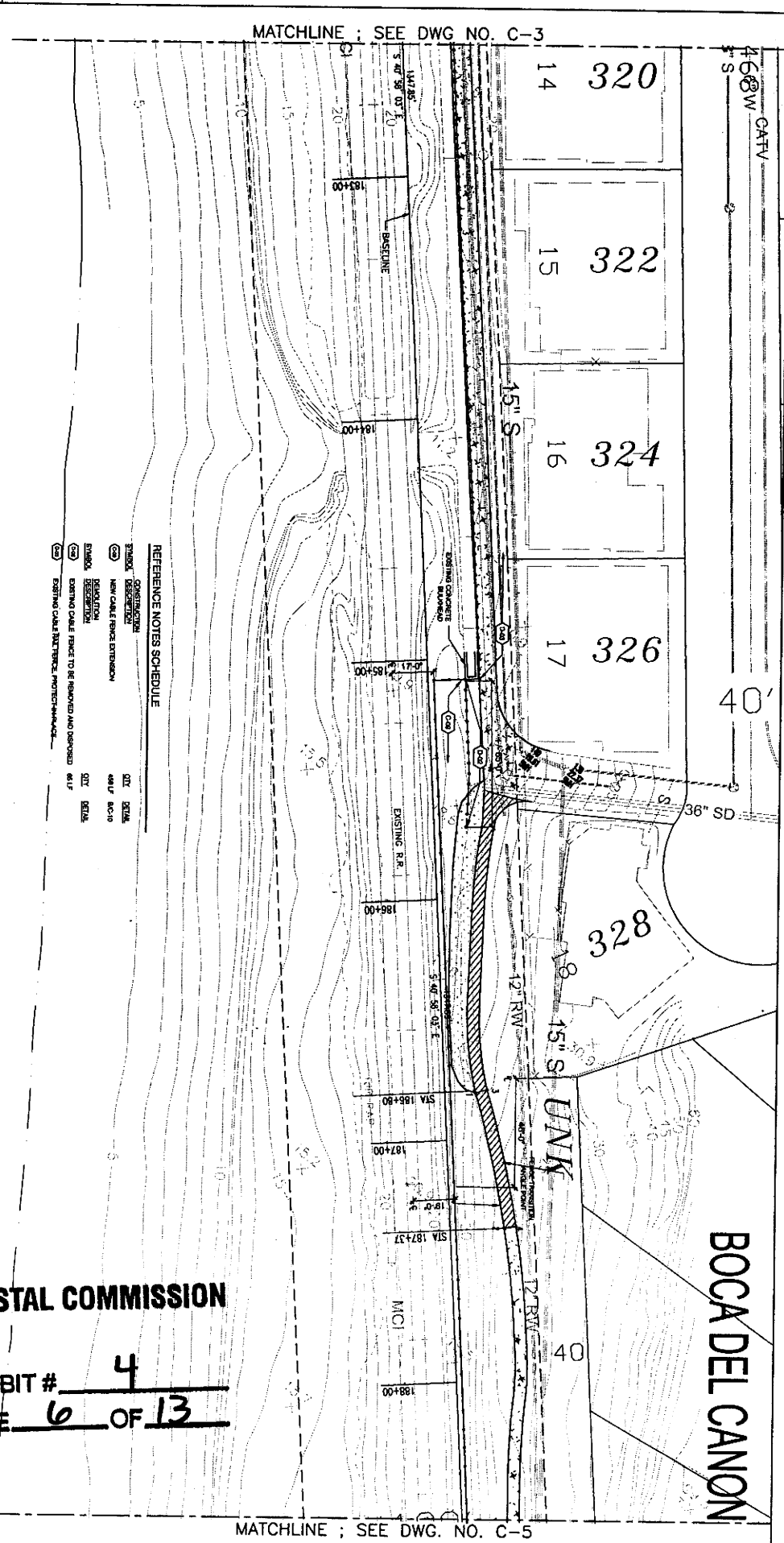


EXHIBIT # 4
PAGE 6 OF 13

BOCA DEL CANON

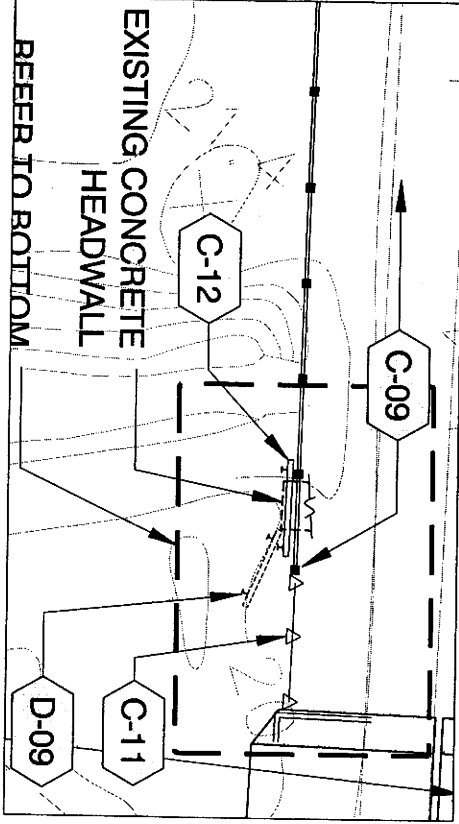
PROJECT NUMBER	CITY ELEMENT	LINE ITEM	CONTRACT DESIGNATION	PHYSICAL ENTITY	WORK ELEMENT

REV.	DATE	DESCRIPTION
1	04/05/2015	ISSUED FOR PERMIT

DESIGNED BY	AD
DRAWN BY	AD
CHECKED BY	AD
IN CHARGE	AD
DATE	04/05/2015

CITY APPROVAL	WILLIAM E. CLEMENTE
CITY ENGINEER	
DATE	
BGB / DESIGN GROUP	
3165 C. ARROYO AVENUE	
PHOENIX, ARIZONA 85008	
PHONE 714.555.5555 / FAX 714.555.5555	

RAILROAD CORRIDOR BEACH TRAIL FENCE	CONTRACT NO.
CITY OF SAN CLEMENTE PROJECT NO. 10812	C-6
FENCING PLAN - SHEET 6	REVISION SHEET NO.
	08 OF 13
SCALE 1"=20'	



0' 2' 4' 6' 8' 10' 12' 14' 16' 18' 20'

0' 10' 20' 30' 40'

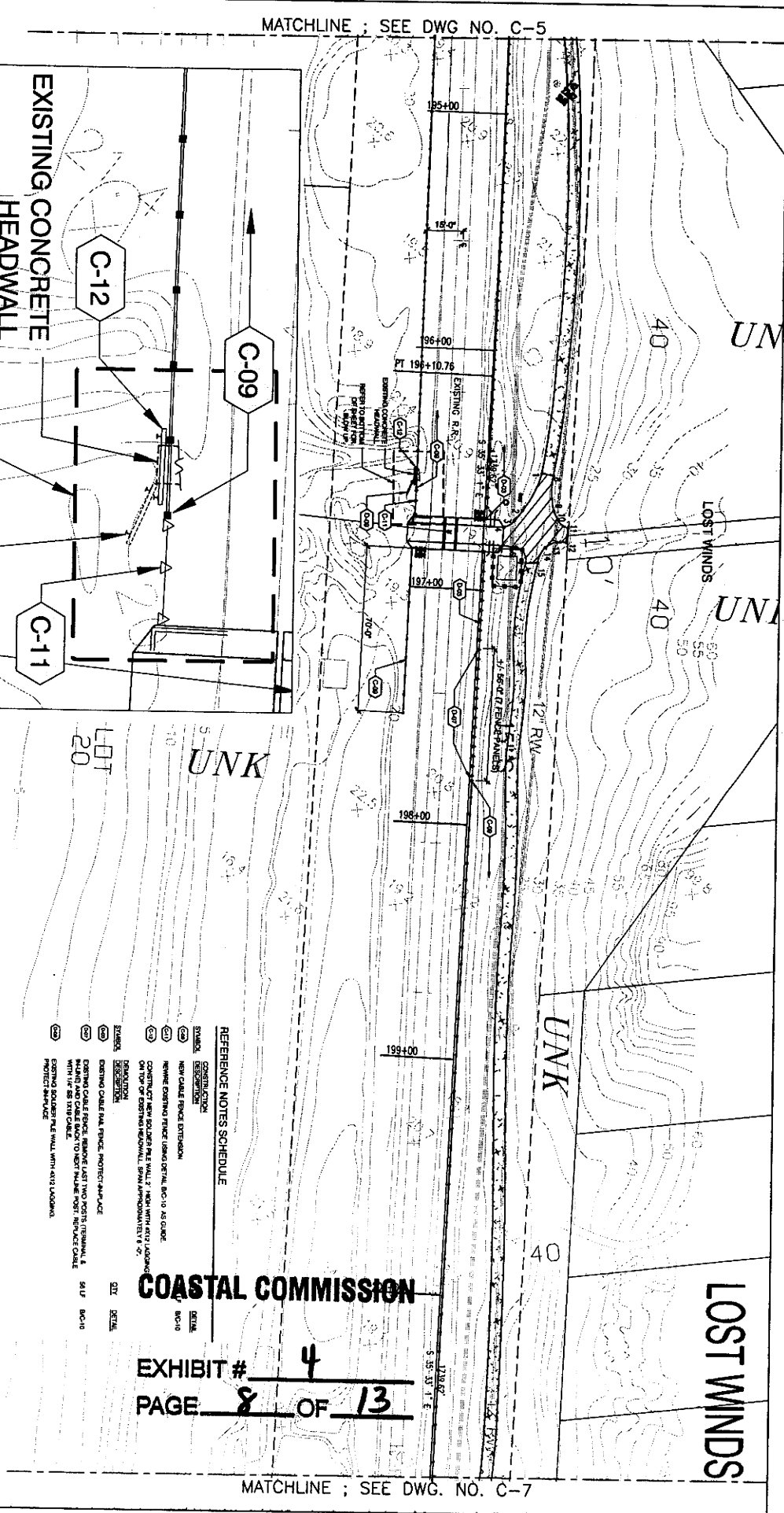
- REFERENCE NOTES SCHEDULE**
- 1. NEW FENCE EXTENSION
 - 2. EXISTING FENCE LINE TO BE REMOVED
 - 3. EXISTING FENCE LINE TO BE REMOVED
 - 4. EXISTING FENCE LINE TO BE REMOVED
 - 5. EXISTING FENCE LINE TO BE REMOVED
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 - 19. EXISTING FENCE LINE TO BE REMOVED
 - 20. EXISTING FENCE LINE TO BE REMOVED

COASTAL COMMISSION

EXHIBIT # 4
PAGE 8 OF 13

MATCHLINE ; SEE DWG. NO. C-5

MATCHLINE ; SEE DWG. NO. C-7



PROJECT NUMBER	COST ELEMENT	LINE ITEM	CONTRACT DESIGNATION	PHYSICAL ENTITY	WORK ELEMENT
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REV.	DATE	DESCRIPTION
1	06/06/2008	ISSUED FOR PERMIT

DESIGNED BY	AG
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CHECKED BY	AG
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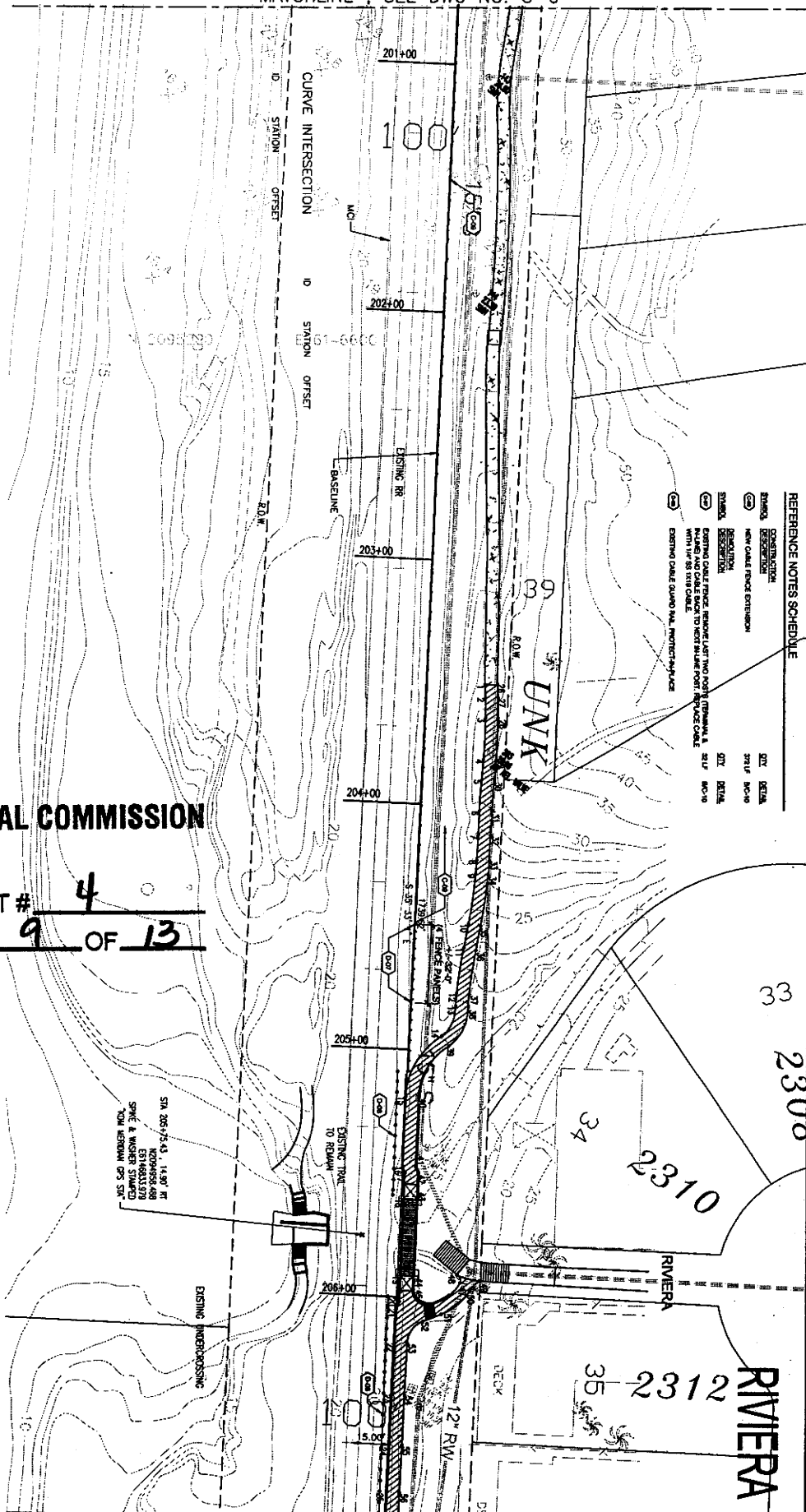
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MATCHLINE ; SEE DWG NO. C-6



REFERENCE NOTES SCHEDULE	QTY	DETAIL
1. NEW CABLE FENCE EXTENSION	291 LF	NO-10
2. EXISTING CABLE FENCE, MINORLY LEFT TWO POSTS REMAIN, & PULLED AND CABLE BACK TO NEXT SHED POST. BRIDGE CABLE WITH 1/4" SS TRIP CABLE	21 LF	NO-10
3. EXISTING CABLE GUANO PILE, INTEREST SPACE		

COASTAL COMMISSION

EXHIBIT # 4
PAGE 9 OF 13

RAILROAD CORRIDOR BEACH TRAIL FENCE
CITY OF SAN CLEMENTE PROJECT NO. 10812

FENCING PLAN - SHEET 7



SCALE 1"=20'

CONTRACT NO.	C-7
DRAWING NO.	09 OF 13
REVISION	

MATCHLINE ; SEE DWG. NO. C-8

PROJECT NUMBER	COST ELEMENT	LINE ITEM	CONTRACT DESIGNATION	PHYSICAL ENTITY	ROW ELEMENT
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REV	DATE	DESCRIPTION
1	08/01/08	APP

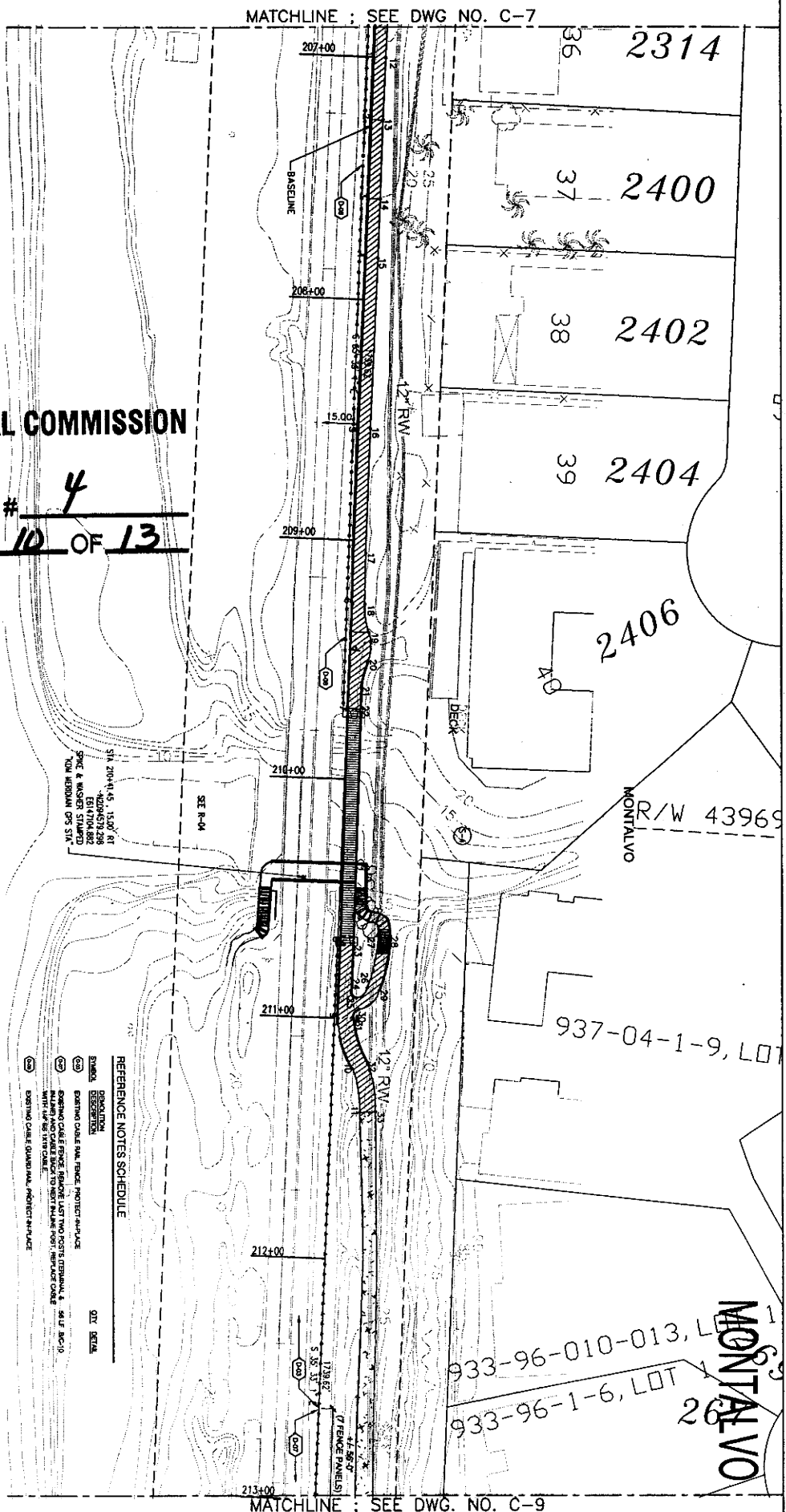
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CHECKED BY	AD
IN CHARGE	AD
DATE	08/01/08

CITY APPROVAL	WILLIAM E. CARMON
CITY ENGINEER	
DATE	
BOB / DESIGN GROUP	
3185 C. ARROYO AVENUE	
PO BOX 15000	
PHOENIX, AZ 85068	
PHONE 602-955-2881 / FAX 602-955-2878	

RAILROAD CORRIDOR BEACH TRAIL FENCE	CONTRACT NO.
CITY OF SAN CLEMENTE PROJECT NO. 10812	DRAWING NO. C-8
FENCING PLAN - SHEET 8	REVISION 1 SHEET NO. 10 OF 13
SCALE 1"=20'	

COASTAL COMMISSION

EXHIBIT # 4
PAGE 10 OF 13



TRAINING NO.	C-9
RAILROAD CORRIDOR BEACH IKAL FENCE	
CITY OF SAN CLEMENTE PROJECT NO. 10812	
REVISION	SHEET NO.
11 OF 13	11 OF 13
FENCING PLAN-SHEET 9	
SCALE	1"=20'

936-37-94-99,

936-37-105-10

MONTALVO TO CALAFIA PARK

PC 213+48.61

BASELINE

214+00

EXISTING RW

16' FENCE PANELS

4' 40'

215+00

216+00

PT 216+22.34

12' RW

PC 216+68.39

217+00

MONTALVO TO CALAFIA PARK

REFERENCE NOTES SCHEDULE

5200	CONSTRUCTION SCHEDULE DESCRIPTION	SLT	DETAIL
5201	NEW CHAIR PITCH EXTENSION	750 LF	80-10
5202	ROAD FROM DESCRIPTION	SLT	DETAIL
5203	EXTINGUISHER WALL PITCH, PROTECT-PAVEMENT	40 LF	80-10-15
5204	REPAIR CHAIR PITCH, REMOVE LAST TWO POINTS (TYPICAL), PAVING AND CHAIRS MADE TO MEET MAINTENANCE POST, REPLACE CHAIRS WITH 16 IN DIA CHAIRS	40 LF	80-10-15

COASTAL COMMISSION

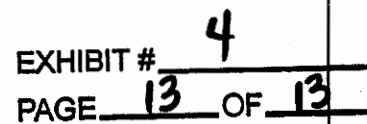
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PAGE 11 OF 13



EXHIBIT # 4
PAGE 12 OF 13

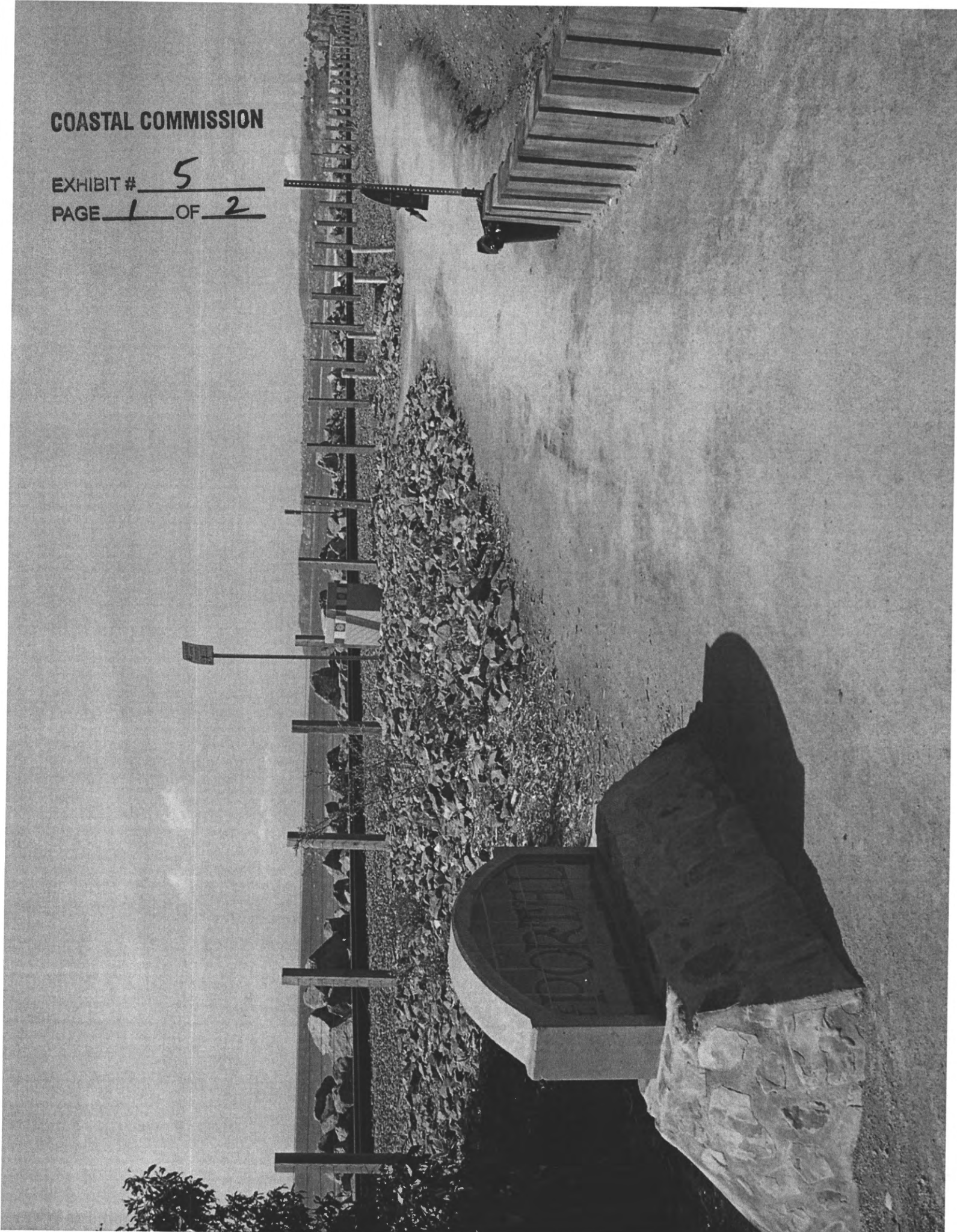
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DRAWING NO.		C-11
REVISION	SHEET NO.	
	13 OF 15	
SCALE SEE SHEET		



COASTAL COMMISSION

EXHIBIT # 5
PAGE 1 OF 2



COASTAL COMMISSION

EXHIBIT # 5

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