

**CALIFORNIA COASTAL COMMISSION**

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

**ADDENDUM****W16b**

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

May, 7 2015

TO: Coastal Commissioners and Interested Parties

FROM: South Coast District Staff

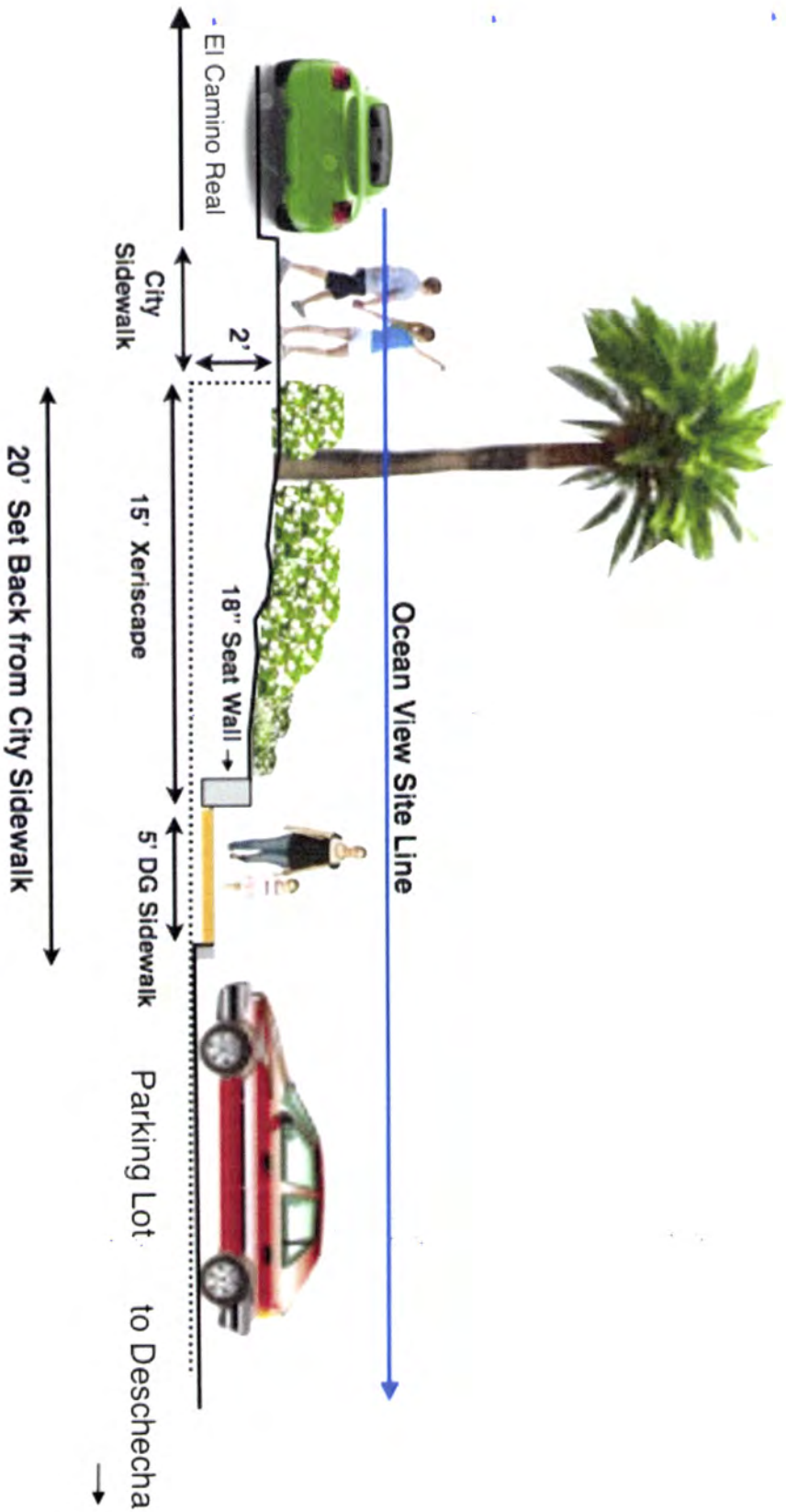
SUBJECT: **ADDENDUM TO ITEM W16b, COASTAL COMMISSION PERMIT APPLICATION 5-14-1310 FOR THE COMMISSION MEETING OF MAY 13, 2015.**

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Since the staff report was written, The South Coast District office has received additional correspondence from the opponents of the City of San Clemente's proposed parking lot plan including another plan (Alternative III) and letters from local citizens in support of this alternative (See Attached). The South Coast Office also received correspondence from the City regarding this submission. The opposition maintains that their plan is better regarding public view, over-use use of impermeable surfaces, and safety. Opponents' Alternative III provides a 20 foot landscaped set-back of the first row of cars, handicapped parking space, one-way traffic, and sidewalks around all sides of the parking lot, with all surfaces consisting of interlocking permeable pavers. The City of San Clemente maintains they have made concessions in their plan sufficient to reduce impacts to public view and public safety, and have also addressed the issue of impermeability which is discussed in the staff report.

After the January Coastal Commission Hearing, when this project was initially before the Commission, the Alternate Plan Proponents made presentations at multiple City Council meetings advocating their plan be adopted by the City Council. Additionally, the City met with the opponents of the project in April, and made some concessions in their currently proposed plan by lowering the grade of the parking lot by two feet, and changing the flow of traffic within the parking lot to one way. As discussed in the staff report, the City has made findings that in addition to making such concessions, their project conforms to the City's General Plan, was reviewed by the City's Design Review Subcommittee and recommended for approval by the City Planning Commission.

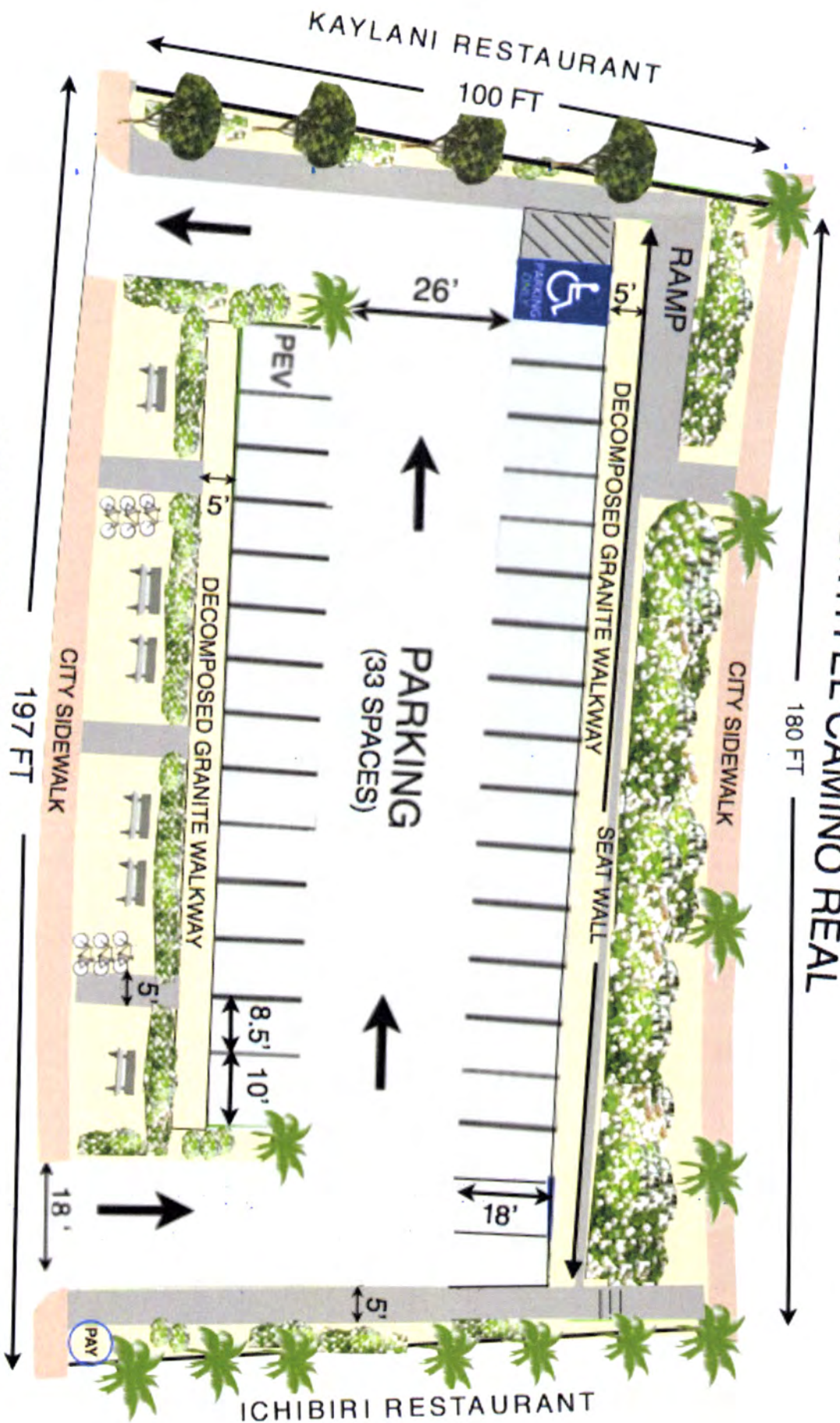
The opponents of the project maintain that their parking lot plan provides a clear ocean view site line over the cars because the first row of parked cars will be set-back 20 feet from the City sidewalk along El Camino Real, while the City's plan sets back the first row of parked cars only 5 feet. The City prefers a slightly larger paved area, as approved by the City Council, so the El Camino Real Parking lot can in the future serve other purposes beyond parking for temporary events, such as farmers markets, art fairs, etc. during non-peak beach use periods. As discussed in the staff report, the public view issues have been addressed by the City, as they have revised their plan to lower the grade of the parking lot by 2 feet, which will not have a significant impact to coastal views. The limited coastal views will be available over the parked vehicles in the parking lot, however, any coastal views will continue to be limited due to vehicles parking in the existing parking lot directly behind the proposed parking lot, existing landscaping, the raised train platform, and raised tracks that are between the existing parking lot and the beach.



# Alternative III Cross Section

## 20 ft. Set-Back from City Sidewalk

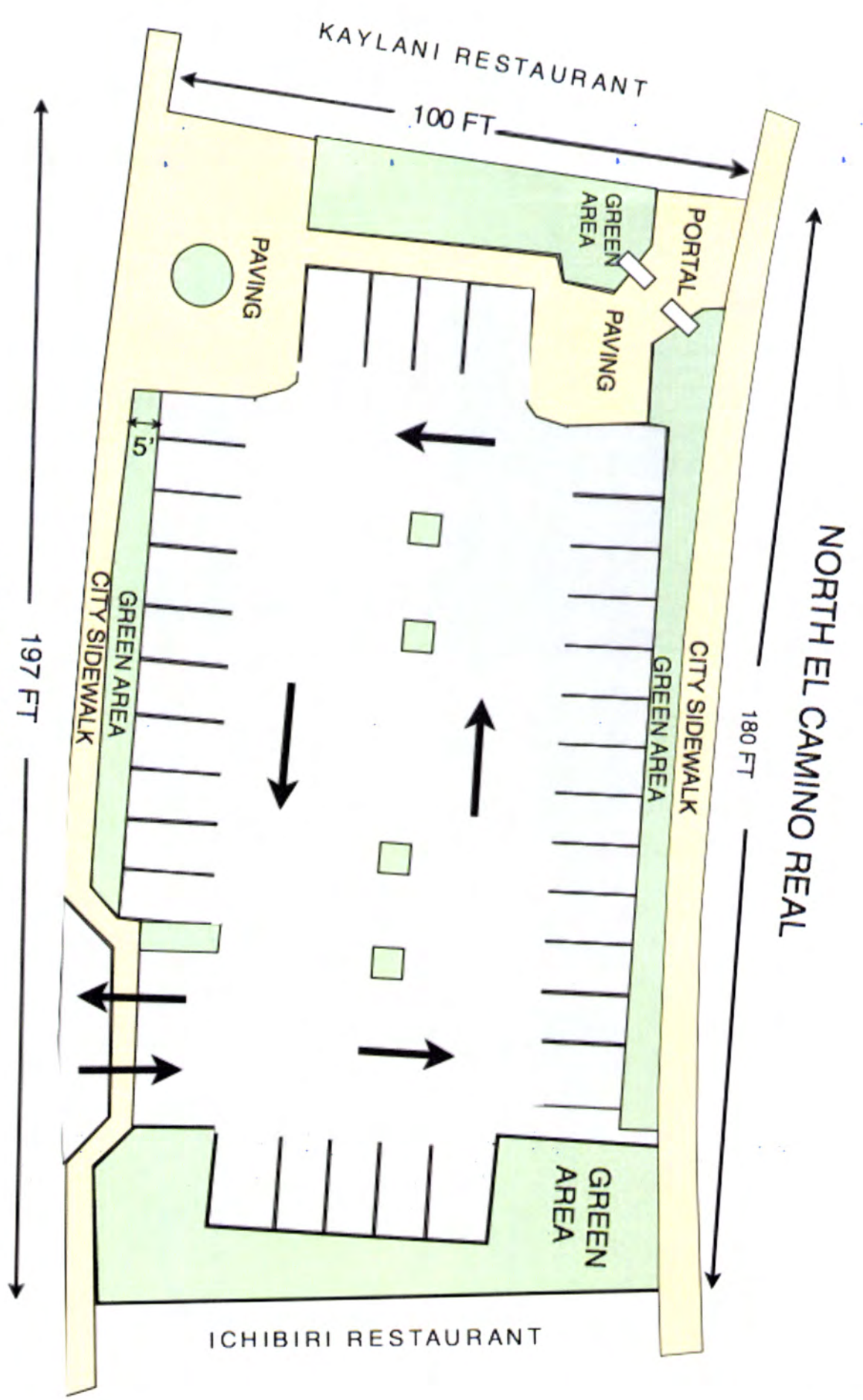
# NORTH EL CAMINO REAL



ALTERNATIVE III ECR PARKING LOT PLAN—33 SPACES  
XERISCAPE, ADA, PEV, BIKE RACKS, PARK BENCHES, PAY STATION

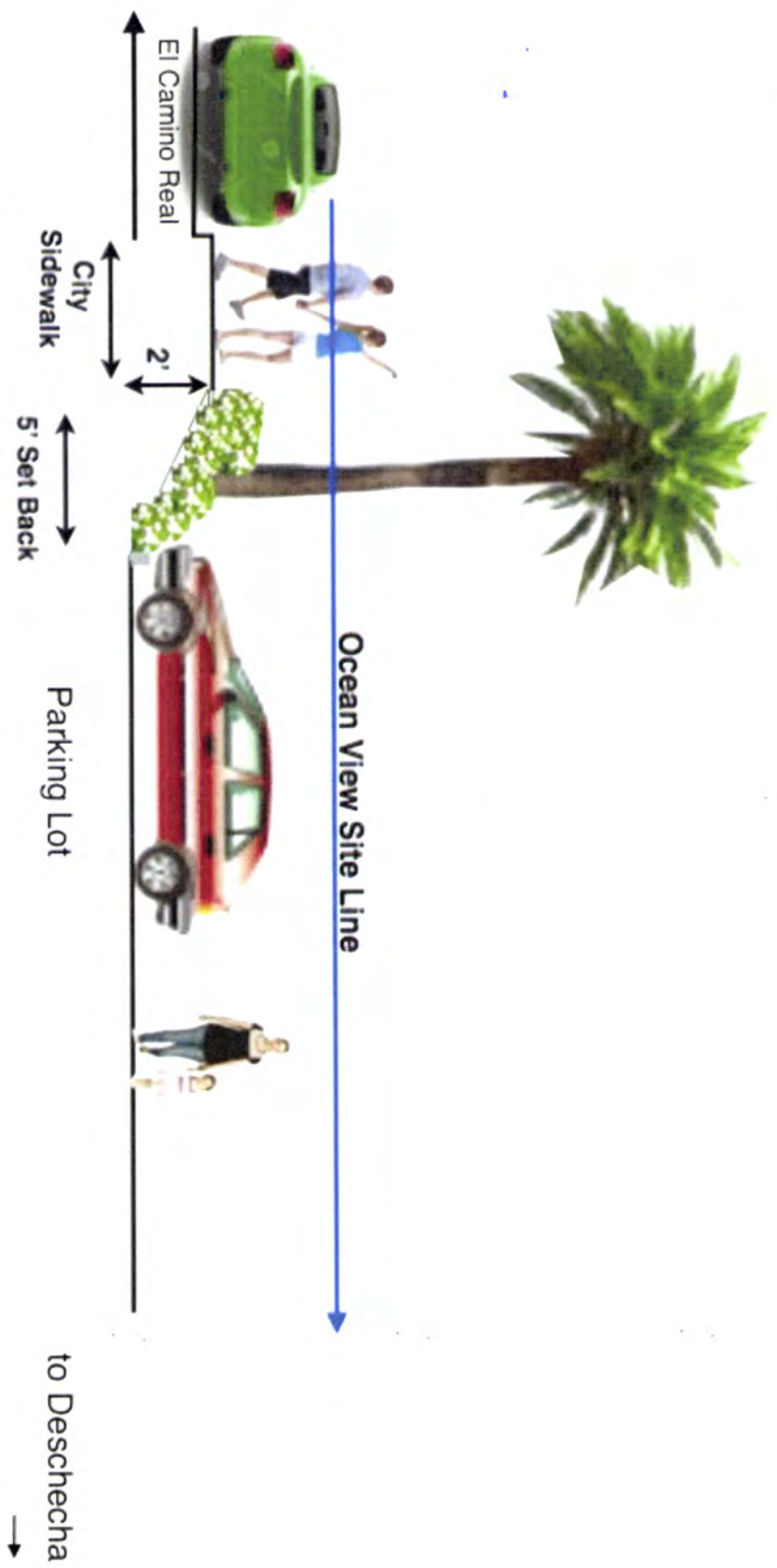
CALLE DESCHECHA — PACIFIC BIKE TRAIL





CITY ECR PARKING LOT PLAN – 31 OR 32 SPACES  
 GREEN AREA, BIKE RACK, PEV, BENCHES, PAY STATION

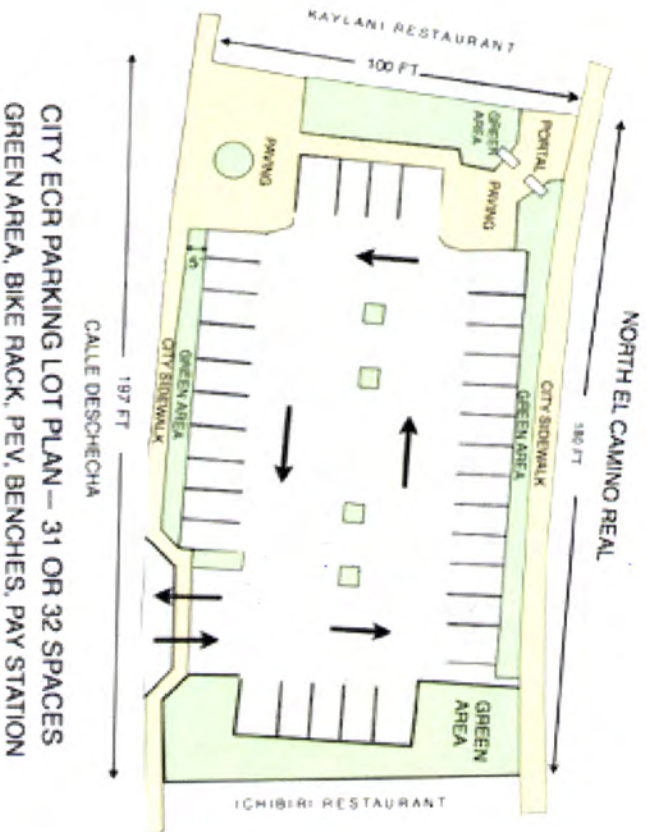
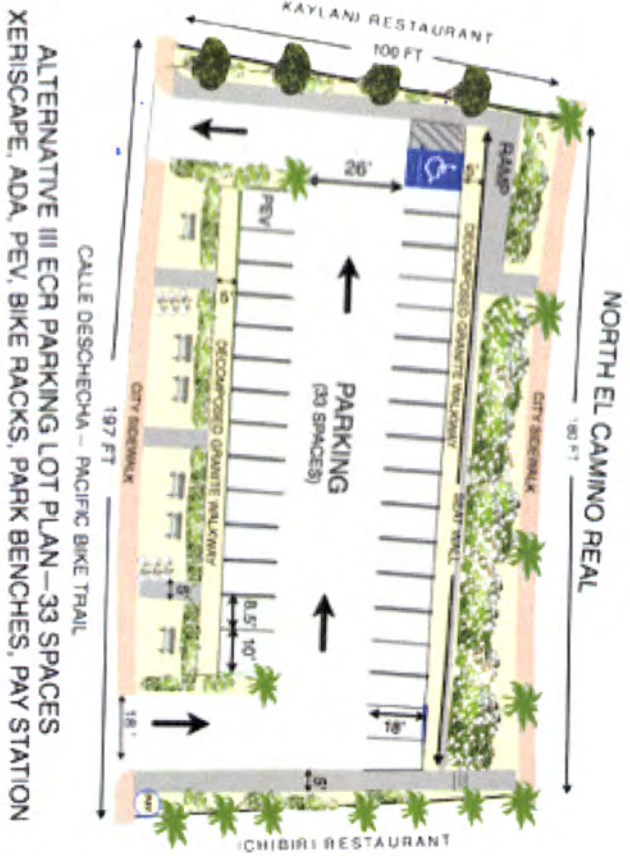




# City Plan Cross Section

## 5 ft. Set-Back from City Sidewalk

# Alternative III & City Plan





April 27, 2015

Ms. Vonne Barnes  
13 Montilla  
San Clemente, CA 92672

Re: San Clemente Parking Lot Layout and Landscape

Dear Vonne,

I have reviewed the three parking lot layouts that you showed us, with one being the design by the City and the other two representing your alternatives. Recognizing that we do not have all the information that the City has that may have directed their design, it appears that your solutions work very well regarding layout, environmental, social and potentially economic concerns.

The layout of both of your proposals provides clear vehicular circulation and minimizes the project's impact on the environment by reducing the amount of impervious material. I understand there was a concern from someone that the clayey soils are no more permeable than asphalt but I would respectfully disagree with that concern.

While it is true that clayey soils do not drain well, they do accept at least some water and when planted, they will accept a great deal more water. The process of planting new plants generally involves adding amended soil which has better drainage. Additionally, the roots of the plants begin to loosen the soil allowing the soil to accept more water that falls directly on the soil and also the runoff from the parking lot.

Runoff from the parking lot is a very important aspect of addressing water quality. If the runoff from the parking lot can be directed to the landscape areas, which are larger in your solutions, the contaminated parking lot water is treated more efficiently and the amount of water directed to any storm drains is minimized, if not eliminated.

Additionally, the larger planting areas will be better for the environment for a multitude of reasons. There will be an increase in habitat, a reduction in the Urban Island Heat Index due to the reduced paved area and that the plants naturally cool the surrounding air.

The social benefits to your alternatives are due to the improved view shed looking toward the west from North El Camino Real and the improved streetscape along North El Camino Real.

Economically, your solution appears to be less expensive due to the reduced use of asphalt as well as the lack of need for any type of screen wall as shown on the



San Clemente Parking Lot Letter  
April 27, 2015  
Page 2 of 2

City's plan. A dense planting scheme will be an attractive way of screening the view of the cars in the parking lot. There may be some other reason that justifies the wall shown on the City's plan but the planting area you suggest is large enough to do a wonderful job of screening and also providing much needed hardscape relief in the area.

We realize that there are many factors that lead a project to be designed in a certain way so the opinions I have described above must be recognized as opinions that may not be based on all of the facts that influenced the City's design. If we can help with the discussion of this important project in any way, please feel free to let me know.

Respectfully,

Timothy M. Smith, PLA, ASLA  
President  
LLA #4008

April 24, 2015

Coastal Commissioners and staff,

I strongly support the Alternate Plans for the ECR Parking Lot as presented by the Barnes' and architect Ricardo Nicol at a number of city council hearings.

The Alternate Plans have the cars parked far enough down the slope so they preserve the ocean view when people are walking along the sidewalk or driving along El Camino Real.

The Alternate Plans also have a lot more landscaping than concrete and more parking spaces than the City's Plan.

It also seems much safer than the City's Plan because the Alternate Plans have only one aisle of one-way traffic with an entrance at one end and exit at the other. This feature would reduce the amount of traffic disputes between motorists racing to open parking spaces from opposite directions. The Alternate Plans also have no trees or curbs in the middle of the parking lot that are a danger to motorists when they are trying to back out of a parking space. Furthermore, the Alternate Plans have a handicapped parking space with safe access from a sidewalk.

The bike racks and park benches in the Alternate Plans will also benefit the public.

Please reject the City's Parking Lot Plan and direct the city to use the Alternate Plans.

Thank-you,

Rob Searle, Resident  
103 La Salle  
San Clemente

From: Gary Hopp [hoppgary@gmail.com](mailto:hoppgary@gmail.com)  
Subject: RE: ECR Alternative Parking Lot Plan City Council Meeting 4.7.2015  
Date: April 7, 2015 at 12:12 PM  
To: Vonne Barnes [vonnebarnes@cox.net](mailto:vonnebarnes@cox.net)

Hello,

Thank you for sending this.  
I completely support your ideas, plans and considerations for this parking lot in San Clemente.

It is exactly the type of project that would serve our California Coast and Community the best possible ways.

I sure hope the Coast Commission continues to support your plan for this site as you have illustrated. And it is exactly what the provisions and purpose of the Coastal Act has been helping since 1971 for all of us to realize and preserve our precious coastal resources.

Sincerely,  
Gary Hopp  
Direct 949-361-5121  
Cell 949-291-4853  
Fax 949-498-5016  
[hoppgary@gmail.com](mailto:hoppgary@gmail.com)

This is the most recent slide of the Alternative Parking Lot Plan with xeriscape and strawberry trees on the north border that I will show tonight.

Second slide below shows greenscape and some dimensions before addition of landscaping as shown at the last city council meeting.

As the parked cars are set back 35 feet down the slope, the ocean view over the parked cars will be preserved.

Respectfully,  
Vonne Barnes, Resident





April 25, 2015

Coastal Commission,

We are in support of the Alternative Plans because they preserve the ocean view and have more benefits than the City's Proposed Plan such as: more sidewalks for safe access to parked cars, one aisle of one way traffic, separate entrance and exit, handicapped parking, bike racks, park benches, no trees or curbs in the middle of the lot to back into, drought tolerant landscaping that absorbs urban run-off and greenhouse gases from the atmosphere.

Please do not approve the City's Parking Plan.

Thank-you,  
Howard & Indai Lange  
233 Via Socorro, San Clemente

April 21, 2015

Coastal Commission:

I strongly recommend the adoption of one of the two alternate plans to those submitted by the City of San Clemente for the following reasons:

There has not been a study completed that additional parking is needed at this point for public access to the beach. Further, the idea of developing this lot did not come about until the City was sued and lost over fees collected for anticipated beach parking. While this is under appeal, I believe that no funds can or should be expended for this proposed project.

As I understand the City's plan would provide parking which would obstruct the ocean view and if, in fact, they were to lower the current ground level, the added expense is not justified when the alternate plans provide public ocean view as presented. In addition, this property was to be used for public parking only under the eminent domain provision and the City is promoting partial parking for privately run adjacent businesses and for events which take away from the required use of the property.

All in all, one could call the City's plan a fiasco, but if additional public parking for beach access is to go forward, the alternate plans presented by the citizens are far superior. Also, if any plan goes forward, a significant enhancement would be the requirement for all surfaces to be water permeable.

Al Cullen  
2701 Via Vistosa  
San Clemente



North Beach Community Association  
109 Boca de la Playa #A  
San Clemente, CA 92672  
Tel: 714 299 7828

Enjoy North Beach. An Easy Place To Be.

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May 6, 2015

TO: California Coastal Commission

SUBJECT: Parking lot design on El Camino Real (ECR)

FROM: Rey Harju, President, North Beach Community Association

Dear Coastal Commission:

I live in North Beach and can see the dirt lot from my deck. I am also the President of the North Beach Community Association, a 501C3 nonprofit group that does what we can to make historic North Beach a better place.

Parking demand and traffic has significantly increased in North Beach with the opening of the beach trail and a small coffee shop, despite the closing of the Ole Hansen Beach Club and several businesses just south of the ECR dirt lot. The Beach Club will reopen within the year and businesses will eventually open again along ECR.

In addition, starting this fall, millions of visitors (yes, millions!) a year will look down on North Beach from the new outlet mall. Some of them will find their way, with their cars, to North Beach. North Beach will no longer be San Clemente's secret.

The North Beach Community Association wants to thank Ricardo Nicol for calling attention to design issues of the initial city design. The new design opens up the view corridor as Ricardo suggested by lowering the level of the lot. North Beach now gets a great looking gateway, more parking, and a great view that doesn't act as a magnet for the homeless.

The North Beach Community Association wants to commend Ricardo Nicol for his efforts and offer our support for the city's new design.

Best regards,

Rey Harju  
President  
North Beach Community Association



**CALIFORNIA COASTAL COMMISSION**

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



# W16b

Filed: 9/4/14  
180th Day: 3/1/15  
Staff: M. Revell-LB  
Staff Report: 4/23/15  
Hearing Date: 5/13/15

## STAFF REPORT: REGULAR CALENDAR

**Application No.:** 5-14-1310

**Applicant:** City of San Clemente

**Project Location:** 1832 El Camino Real, San Clemente, Orange County  
APN 057-192-04

**Project Description:** Construction of a 32-space asphalt paved surface public beach parking lot including hardscape improvements, bike racks, 16 ft. high entry portal, landscaping, lighting, and a pay station on an 18,000 sq. ft. vacant lot adjacent to North Beach.

**Staff Recommendation:** Approval with conditions.

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### SUMMARY OF STAFF RECOMMENDATION

The City of San Clemente (applicant) proposes to construct a 32-space asphalt paved surface public beach parking lot including the installation of an electronic pay station, lighting, benches, bike racks, entry portal, and new landscaping.

The proposed public parking lot will be an improvement to an existing 18,000 square foot vacant City owned lot located between the first public road and the sea and inland of the Orange County Transit Authority railroad tracks that are adjacent to and run parallel to the beach. The proposed project will improve public beach access through the increase in public parking with rates

consistent with other public beach lots in the surrounding area. As proposed, the project will not have a significant impact on public coastal views and is designed with water quality measures such as a modular wetland unit to treat low water runoff from the proposed site.

The proposed development has been conditioned to assure the proposed project is consistent with the resource protection policies of the Coastal Act. The Commission recommends approval of the project with revised plans to increase (double) the number of bike racks and to include installation of an electric vehicle charging station. The conditions are: 1) Final Revised Plans; 2) Agreement Regarding Future Fee Changes; 3) Future Improvements; 4) Compliance with Proposed Construction Staging Plan; 5) Water Quality - Maintenance of Structural and/or Treatment Control BMPs; 6) Construction Best Management Practices; and 7) Landscaping. Commission staff recommends **approval** of coastal development permit application 5-14-1310, as conditioned.

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### APPENDICES

Appendix A – Substantive File Documents

### LIST OF EXHIBITS

- Exhibit 1 – Vicinity Map
- Exhibit 2 – Location Map
- Exhibit 3 – Site Plan
- Exhibit 4 – Public Access Map with Public Parking
- Exhibit 5 – Applicant’s Proposed Plan and Opponent’s Alternative Plan
- Exhibit 6(a)- Opponent’s Response to Applicant’s Revised Plan
- Exhibit 6(b)- Opponent’s Alternative and Modified Alternative Plans
- Exhibit 7 – Applicant’s Revised Plan
- Exhibit 8 – View from Marblehead Park
- Exhibit 9 – View from Avenida Pico
- Exhibit 10 – Close-up from Avenida Pico showing parked vehicle in proposed lot
- Exhibit 11 – Vehicle in proposed parking lot
- Exhibit 12 – View Cross Section with 2 foot grade
- Exhibit 13 – Water Quality Plan
- Exhibit 14 – Construction Staging Plan



## I. MOTION AND RESOLUTION

### Motion:

*I move that the Commission **approve** Coastal Development Permit No. 5-14-1310 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:

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

## II. STANDARD CONDITIONS

This permit is granted subject to the following standard conditions:

1. **Notice of Receipt and Acknowledgment.** The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. **Expiration.** If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. **Interpretation.** Any questions of intent 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. **Final Revised Plans.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit final revised project plans to the Executive Director for review and approval. The plan shall substantially conform to the preliminary plans, with a revision to include a minimum of 10 bicycle spaces and to include/convert a proposed parking stall into a Plug-In Electronic Vehicle (PEV) charging station.

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

2. **Agreement Regarding Future Fee Changes.** With the acceptance of this permit the applicant agrees that any change in the rate charged for parking or method of fee collection will require Executive Director review to determine if an amendment to the permit or a new permit will be required. Any proposed changes to the approved project, including but not limited to a fee increase of 25% or more in any given year or 50% or more on a cumulative basis over any three consecutive year period or new development, shall require an amendment to the permit or a new permit.

The permittee shall undertake the development authorized by the approved coastal development permit. No changes to the plans or the development authorized in this coastal development permit shall occur without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

3. **Future Improvements.** This permit is only for the development described in Coastal Development Permit No. 5-14-1310. Except as provided in Public Resources Code section 30610 and applicable regulations, any future development as defined in PRC section 30106, including, but not limited to, a change in the density or intensity of use land, as specified in Special Condition 2, shall require an amendment to Permit No. 5-14-1310 from the Commission or shall require an additional coastal development permit from the Commission or from the applicable certified local government.
4. **Compliance with Proposed Construction Staging Plan.** The permittee shall comply with the proposed construction staging area depicted on **Exhibit #14** of the staff report which indicates that the construction staging area will be located on an 18 ft. x 45 ft. space, taking up five (5) public parking spaces within the North Beach municipal parking lot directly across Calle Deshecha from the project site; a site chosen to minimize impacts to public access, to beach areas and to sensitive habitat areas and minimizing public parking spaces used for staging or storage of material and equipment.

5. **Water Quality Management Plan (WQMP) - Maintenance of Structural and/or Treatment Control BMPs.** The permittee shall comply with the proposed WQMP by Gable Engineering, Inc. dated 8/28/14 and depicted on **Exhibit #2, page 5 of 5**. The permittee shall comply with following requirements related to proposed structural and/or treatment control Best Management Practices (BMPs):
  - (a) All structural and/or treatment control BMPs shall be designed, installed, and maintained for the life of the project in accordance with well-recognized and accepted design principles and guidelines, such as those contained in the California Stormwater Quality Association Best Management Practice Manuals;
  - (b) All BMP traps/separators and/or filters shall be, at a minimum, inspected and cleaned/repared or otherwise maintained in accordance with the following schedule: (1) prior to the start of the winter storm season, no later than October 15th each year, (2) inspected monthly thereafter for the duration of the rainy season (October 15th -April 30), and cleaned/maintained as necessary based on inspection and, (3) inspected and maintained where needed throughout the dry season;
  - (c) Debris and other water pollutants removed from structural BMP(s) during clean out shall be contained and disposed of in a proper manner;
  - (d) It is the permittee's responsibility to maintain the drainage system and the associated structures and BMPs according to manufacturer's specifications.
  
6. **Construction Best Management Practices.** The permittee shall comply with the following construction-related requirements and shall do so in a manner that complies with all relevant local, state and federal laws applicable to each requirement:
  - (1) No construction materials, debris, or waste shall be placed or stored where it may be subject to wave, wind, or rain erosion and dispersion;
  - (2) Staging and storage of construction machinery and storage of debris shall not take place on any sandy beach areas or areas containing any native vegetation;
  - (3) Any and all debris resulting from construction activities shall be removed from the project site within 24 hours of completion of the project;
  - (4) Construction debris and sediment shall be removed from construction areas each day that construction occurs to prevent the accumulation of sediment and other debris which may be discharged into coastal waters;
  - (5) Concrete trucks and tools used for construction of the approved development shall be rinsed off-site;



- (6) Erosion control/sedimentation Best Management Practices (BMP's) shall be used to control dust and sedimentation impacts to coastal waters during construction. BMP's shall include, but are not limited to: placement of sand bags around drainage inlets to prevent runoff/sediment transport into coastal waters; and
- (7) All construction materials, excluding lumber, shall be covered and enclosed on all sides, and as far away from a storm drain inlet and receiving waters as possible.

Best Management Practices (BMP's) designed to prevent spillage and/or runoff of construction-related materials, sediment, or contaminants associated with construction activity shall be implemented prior to the onset of such activity. Selected BMP's shall be maintained in a functional condition throughout the duration of the project.

- 7. **Landscaping – Native, Drought Tolerant, Non-Invasive Plants.** All areas affected by construction activities not occupied by structural development shall be re-vegetated for erosion control purposes.

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

## IV. FINDINGS AND DECLARATIONS:

### A. PROJECT DESCRIPTION AND LOCATION

The City of San Clemente (applicant) proposes to construct a 32-space asphalt paved surface public beach parking lot on an 18,000 sq. ft. slightly sloped vacant lot in North Beach. The proposed plan includes the installation of an electronic pay station, lighting, benches, bike racks, pedestrian entry portal, and new landscaping (**Exhibit #3**). The proposed entry portal is a 16 ft. high, 18 ft. wide pedestrian archway located in the northwest corner of the lot, the design of which is consistent with the traditional Spanish Colonial Revival architectural details in the area. There was also a three foot high masonry wall proposed along El Camino Real in the original plan which the City now proposes to be replaced with landscape materials not exceeding two to three feet in height in order to maintain visual resources. The parking lot will have approximately 142 feet of frontage along North El Camino Real and will have a single ingress and egress point along Calle Deschecha at the southeast corner of the lot. In addition, a modular wetland unit is proposed in the southwest corner of the lot for treatment of water runoff and water quality.

The proposed project is located between the first public road and the sea at 1832 North El Camino Real in the City of San Clemente, Orange County (**Exhibits #1 & #2**). The subject lot is a City owned vacant lot in the North Beach area located between Avenida Estacion to the east and Avenida Pico to the west, with frontage along El Camino Real to the north and Calle Deshecha to the south. Existing development includes Kaylani Coffee to the west and Ichibari Restaurant to the east. The site is adjacent to the larger, 250 space, North Beach parking lot, the North Beach public beach access point, and the North Beach MetroLink/AmTrak train station. The site is designated MU3 (mixed use) in the certified City of San Clemente Land Use Plan (LUP).

At the January 8, 2015 Coastal Commission hearing, Coastal Commission staff presented the proposed plan for the North El Camino Real Parking Lot located in the City of San Clemente, Orange County. During the hearing, several members of the public expressed opposition to the City's proposed project and raised issues concerning: 1) visual impacts, 2) the use of impermeable pavement, and 3) public safety. Project opponents submitted an Alternative El Camino Real Parking Lot Plan at the hearing, (**Exhibit #5**) and the Commission subsequently continued the item so that the City could review the Alternative Plan in an effort to address the issues raised by the opposition, which will be discussed below.

## **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 30212 of the Coastal Act states, in 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, or,*

Section 30213 of the Coastal Act states:

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

Section 30252 of the Coastal Act states, in part:

*The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service...(3) providing*

*non-automobile circulation within the development, (4)providing adequate parking facilities or providing substitute means of serving the development with public transportation...*

Section 30253 of the Coastal Act states, in part:

*New development shall do all of the following:*

*(c) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development.*

*(d) Minimize energy consumption and vehicle miles traveled.*

*(e) Where appropriate, protect special communities and neighborhood that, because of their unique characteristics, are popular visitor destination points for recreational uses.*

Section 303 of The Coastal Access Policies of San Clemente's Certified Land Use Plan requires:

*IX.11 Additional off-street public parking spaces to serve beach accessways through the maximize use of existing beach parking lots and creation of new parking lots where feasible.*

As shown in **Exhibit #1**, the proposed municipal parking lot will be located between the first public road and the sea, inland of the Orange County Transit Authority (OCTA) railroad tracks. Vertical public access to the public beach is available approximately 540 feet to the south from the site at North Beach.

The proposed municipal parking lot will add 32 spaces to the stock of public beach parking available at North Beach access point. North Beach is a popular regional coastal access point, as it is located along a popular regional bike route along El Camino Real. It is also the trailhead to the popular San Clemente Coastal Trail, and is the site of a Metrolink/Amtrak train stop. North Beach is identified as a primary beach access point in the City with the greatest number of public parking spaces (approximately 250 off-street and 100 on-street) in the City's certified LUP. Out of 18 coastal access points throughout the City, only 5 access points provide off-street public parking at municipally owned parking lots, these are North Beach, Linda Lane City Park (135 parking spaces), San Clemente Municipal Pier (235 parking spaces), T-Street (150 parking spaces), and at the Calafia/San Clemente State Beach access point (210 parking spaces) (See **Exhibit #4**).

In past permit action, the Commission has found that parking rate changes for on-street and off-street public parking can adversely impact public access. If parking rates are significantly raised, or are set high in the case of new parking spaces, those rates can discourage use by the public and force the public to find parking elsewhere, or avoid the area altogether and travel to other beaches. Currently, public parking in the existing public parking lot at North Beach is available 24 hours a day to the public. Paid parking is only required from 9am to 6pm, 7 days a week at a fee of \$1.50/hour. The proposed new parking lot is intended to increase the stock of public beach parking spaces at North Beach and the City plans to implement the same parking fee, fee schedule, and operating hours imposed at the existing North Beach municipal beach parking lot. To ensure adequate public access is maintained in the future, the Commission imposes **Special Condition #2** requiring the applicant to agree that any change in the rate



charged for parking or method of fee collection will require Executive Director review to determine if an amendment to this permit or a new permit will be required. Any proposed changes to the approved project, including but not limited to a fee increase of 25% or more in any given year or 50% or more on a cumulative basis over any three consecutive year period or new development, shall require an amendment to the permit or a new permit.

Furthermore, according to a report by the California Department of Energy (*Tracking Progress*, September 2, 2014), in 2013, sales of plug-in battery electric vehicles (PEVs) were three times the number sold in 2012 and between March 2010 and March 2014, more than 83,000 PEVs were sold in California. With the use of electric vehicles increasing, the demand for charging stations also increases. Because of the increase use in electric, or hybrid vehicles, public and private lots should provide spaces for charging vehicles which will improve public access through the provision of adequate parking facilities for both gas and electric vehicles.

At this time there is no established standard for the ratio of electric charging spaces per standard vehicle spaces for public lots; however, CALGreen (California Green Building Code, California Building Standards Commission 2012 Supplement) offers municipalities a voluntary standard for PEV charging at commercial, retail and other nonresidential locations, of one PEV charging space for a parking lot of 1-50 spaces, two charging spaces for 51-200 spaces, and four charging spaces for over 201 parking spaces. Although the proposed public lot does not fit these type of listed uses, this standard gives a general range that could be applied to this type of parking use. Because the proposed lot is small, providing 32 parking spaces, providing one space for electric vehicle charging, consistent with the above standard, will be adequate. Therefore, to maximize use and public access, **Special Condition #1** requires revised plans showing the location of one PEV charging station within the proposed 32 space parking lot. In discussions with the applicant, the applicant has agreed to provide one PEV charging station.

Furthermore, as stated, the proposed site is located near a regional bicycle route along El Camino Real, and a beach bicycle route. The applicant has proposed to provide bike racks for five bicycles. Because of the location along the popular bike routes, the proximity to the public beach, and other visitor serving uses, the area is heavily used by bicyclists. Because of the location and heavy use of the area, the lot should provide a minimum of ten spaces. The lot as designed is large enough to accommodate ten or more bicycle spaces within the proposed hardscape areas without affecting the number of parking spaces or proposed green space. By providing additional bicycle racks, public beach access will be improved by providing designated and secured areas for alternative modes of transportation. Therefore, the revised plans required in **Special Condition #1** also include the requirement of providing a minimum of 10 bicycle spaces. In discussions with the applicant, the applicant has agreed to provide the additional bicycle spaces.

Construction Phase Impacts to Access

The applicant provided a construction phase staging area, included as **Exhibit #14**. The proposed staging plan map depicts use of a 18 ft. x 45 ft. area within the 250-space North Beach public beach parking lot and would take up five (5) public parking spaces. Project construction is anticipated to take approximately 8 months. A limited number of public parking spaces are anticipated to be temporarily impacted during the construction period, and construction is planned to occur during the non-summer period, therefore construction will not have a significant impact to public coastal access within the project vicinity.

Furthermore, to ensure adverse construction phase impacts are minimized, **Special Condition #4** requires the applicant limit the proposed staging area to a proposed 18 ft. x 45 ft. area within the existing paved surface of the North Beach parking lot and ensuring that beach areas and sensitive habitat areas are not used for construction staging or storage of material and equipment.

During the hearing January 8, 2015 Commission hearing, opponents of the applicant's project raised concerns that the City's Project as proposed was "dangerous to both motorists and pedestrians by funneling both cars and people in the same single entry and exit point to the lot." They also contend "as two-way traffic circles the lot, a potential 'bumper car' situation creates dangerous conditions." (**Exhibit #5**) Proponents of The Alternate El Camino Real Parking Lot Plan utilized a separate in and out driveway and one way traffic through The Alternate Plan which they asserted was safer. Proponents of The Alternate Plan have not submitted any data to support this assertion.

The City has reviewed the opponent's alternative plans, which were presented to the city council. The City maintains they have designed the proposed parking lot plan to take into account public safety. Additionally, the applicant cited one study "Final Report: Aging Drivers and Pedestrian Safety; Parking lot Hazards Study BDK83-977-12" which determined there was "no evidence that the frequency of severe crashes differed between parking lots with one-way aisles, two way aisles, or a combination of both." The City contends that a one way route through the parking lot with a separate entrance and exit as designed in the Alternate Plan could create an unsafe condition whereby motorists may utilize it as a "u-turn" area at an increased speed, whereas the applicant's proposed design will have the effect of slowing down traffic because it is larger with two lanes of traffic flowing in opposite directions causing motorists to enter and exit the parking lot at slower speeds. Nevertheless, although the City does not agree that one design is significantly safer than the other, the City has modified their plan to be striped and signed for one way traffic in and out of a single ingress and egress driveway to address the opponents' public safety concerns (**Exhibit #7**).

The proposed project will improve public access through the provision of additional public parking in an area that is heavily used by the public and will provide safe access for vehicles, bicyclist, and pedestrians. As designed and conditioned, the project will not have any significant adverse impacts to public access and will be consistent with the certified Land Use Plan and with the applicable Chapter 3 access policies of the Coastal Act.

#### **D. SCENIC AND VISUAL RESOURCES**

Section 30251 of the Coastal Act states that:

*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. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.*

Sections 305 of the Visual Resource Policies of the Coastal Element of the City of San Clemente's Land Use Plan require:

*XII.3 Avenida Pico and El Camino Real be maintained and preserved as scenic corridors in accordance with the Scenic Highways Element of the General Plan (GP Policy 5.1.1).*

*XII.5 Preservation of the aesthetic resources of the City, including coastal bluffs, visually significant ridgelines, and coastal canyons and significant public views.*

*XII.9: Preservation of significant public view corridors to the ocean.*

The subject site is a vacant lot located at 1832 El Camino Real. From this location, existing public coastal views were analyzed from different vantage points along El Camino Real and adjacent locations, and how those views may be impacted by the proposed project. The existing view from Marblehead Park adjacent to Avenida Pico across El Camino Real to the north has views over and across the proposed site of open coastal waters (**Exhibit #8**). The view from Avenida Pico, north of El Camino Real looking over the proposed parking lot is also of open coastal waters (**Exhibit #9**). From a pedestrian's viewpoint walking along El Camino Real, and vehicles traveling along El Camino Real, blue water views exist, but are relatively obstructed by the North Beach parking lot, existing trees and vegetation, elevated train station platform, and passenger shelters. (**Exhibit #10**).

During the January 8, 2015 hearing, opponents of the City of San Clemente's (applicant) project raised concerns regarding the scenic and visual impacts of the City's Project as proposed. Specifically, that the public ocean view for motorists, bicyclists, and pedestrians traveling through the El Camino Real public view corridor would be blocked by the parked cars and proposed trees (*Melaleuca Linarifolia*) in the City's Conceptual Landscape Design at the City's proposed project elevations.

The applicant maintains that the initial plan did not have significant impact upon coastal views because of the relatively low profile of the parking lot as proposed. An average sized vehicle parked in the proposed parking lot near El Camino Real has little impact on already obstructed views from the north side of El Camino Real (**Exhibit #11**).



However, after discussions with staff and considering the opponents alternative project, the City of San Clemente staff developed a Modified Parking Lot Grading Plan. The Modified Plan for the parking lot lowers the grade of the parking stalls closest to El Camino Real by approximately two feet, which will result in a landscaped downslope from El Camino Real parking lot to the parking stalls and a reduction in the grade of the parking lot to one percent.

A view corridor profile of the City's Modified Parking Lot Grading Plan (**Exhibit #12**) shows pedestrians and vehicles traveling along El Camino Real at approximately 24 feet in elevation, with cars parked in the proposed lot at approximately 21 ft. in elevation, which is 3 feet lower in elevation. This cross section of the view corridor demonstrates that lowering the parking lot surface elevations minimizes view corridor issues for pedestrians walking on sidewalks and vehicles traveling along El Camino Real. The city engineer has confirmed that two feet is the maximum depth that can be achieved in lowering the elevation of the site, as there is an existing concrete storm control channel that crosses underneath the proposed lot from El Camino Real to Calle Deshecha.

Therefore, post project, views from Marblehead Park adjacent to Avenida Pico across El Camino Real to the north will not be obstructed due to the higher existing elevations of this location. The view from Avenida Pico north of El Camino Real looking over the proposed lot will also remain visually similar as they currently exist of open coastal waters. Finally, views from pedestrians and vehicles travelling on El Camino Real will virtually remain the same.

Opponents of the Applicant's Revised Parking Lot Plan subsequently submitted two more parking lot plans: The Alternative El Camino Real Parking Lot Plan and Modified Alternative El Camino Real Parking Lot Plan (**Exhibit #6b**). Opponents to the City's Revised El Camino Real Parking Lot Plan contend that their plan is still safer, and have less negative impact on the view corridor because of the wider setback between El Camino Real and the first row of parking spaces. (**Exhibit #6a**) After reviewing these plans, the Commission finds that since the City has addressed the opposition's concerns regarding safety by changing it to one way direction of traffic, and has lowered the grade by 2 feet to minimize view impacts, these concerns have been adequately addressed.

Another potential visual impact concern raised is the proposed archway. The conceptual landscaping plan provided as **Exhibit #3** provides a photographic example of a typical pedestrian archway. The proposed Spanish style entry portal (pedestrian archway) will be located in the northwest corner of the parking lot just off of El Camino Real. The portal will be approximately 16 feet high and 18 feet wide. Because of the location, its proximity to the adjacent development (restaurant and retail building) and minor size of the portal, the structure will not have a significant adverse impact on coastal views from El Camino Real. The majority of the lot will remain open, and coastal views will continue to be available along the adjacent roadway.

After review of the submitted landscaping plan, Commission staff determined that the proposed trees (*Melaleuca Linarifolia*) would obstruct coastal views across the parking lot from along El Camino Real out to the ocean, because when grown to maturity, such trees would have a wide trunk and full canopy, with the canopy extending as much as twenty feet in width. This issue was also raised by opponents of the proposed plan. Staff discussed with the applicant replacing

the proposed trees in this location with alternative trees/plants that would have a narrower profile, such as palms, or low growing shrubs, that would protect the coastal views. The applicant is in agreement and will revise the landscaping to substitute palm trees for the seven centrally located canopy trees in the City's Conceptual Landscape Design to protect the public ocean view corridor. The palms will be drought tolerant and non invasive, which is consistent with **Special Condition #7**. In addition, landscape design provides for open views throughout the parking lot, with trees and low-profile shrubs to maintain views from Avenida Pico. The proposed pay station and new signs are well below the City's height limits (33 feet) for structures in the area and will have no adverse impact on public coastal views.

Security lighting will be provided within the parking lot. The surrounding area provides lighting along the public streets and within the adjacent public parking lot and train station. The lighting will be directed into the parking lot to minimize light spillage, and will be consistent with the surrounding area. Therefore, the proposed lighting will not have a significant effect on the surrounding area.

As proposed, the Commission finds the proposed development consistent with Section 30251 of the Coastal Act, and Sections 305 of the Visual Resource Policies of the Coastal Element of the City of San Clemente's Land Use Plan.

#### **E. 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 306 Water and Marine Resources Goals and Policies of the Coastal Element of the City of San Clemente's Land Use Plan state in part:

*XIV.2 The biological productivity and the quality of coastal waters...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 wastewater discharges and entrainment, and controlling runoff.*

Paved surfaces can potentially increase offsite water runoff, and the construction of a parking lot can potentially increase the quantity of petroleum by-products entering adjacent streams and the ocean. To address potential runoff, the applicant provided a Water Quality Management Plan (**Exhibit #13**) and hydrology calculations for the proposed paved surface parking lot project. The applicant is proposing a manufactured bio retention product consisting of a 3 ft. x 6 ft. “modular wetland unit” designed around the space constraints of the site while providing the necessary treatment for low water runoff. The applicant considered a bio-swale option and determined that there is not sufficient length available within the site for effective use of this water quality BMP option. Discharge from the filtration system will be directed to the adjacent municipal flood control channel.

During the January 8, 2015 hearing, opponents of the applicant’s project objected to the applicant’s overuse of impermeable pavement in their proposed design, and suggested that the parking lot should be designed to allow water to infiltrate into the subsurface soil. The applicant has examined this issue and has determined that the underlying soils in this location are part of the Capistrano Formation, which consist mainly of clayey silts that allow minimal volumes of water to percolate through the soils, and therefore do not drain well. To support this assertion, the applicant has submitted a geotechnical report prepared by LGC Geotechnical, Inc. entitled “Preliminary Geotechnical Evaluation for the North Beach/El Camino Real Beach Parking Lot, 1832 North E Camino Real, San Clemente, California”. The study investigated infiltration capabilities of the proposed parking lot’s underlying soils, the results of which substantiated a negligible rate of water infiltration at the locations tested due to the significant amounts of clay soils that are not considered permeable and thereby not good for infiltration. The hydrology study concluded that the calculated soil permeability of the soil at the project site is 0.04 inches per hour, which is a negligible rate of water infiltration, making onsite infiltration of water runoff as a water quality Best Management Practice (BMP) not a viable option. The Commission’s staff geologist, Mark Johnsson tends to agree with the City’s assertion; that based on the composition of the proposed parking lot’s underlying clayey soils in this location, there is relatively no advantage in utilizing permeable pavements that drain into such poor draining soils. Furthermore, the city’s engineer has indicated that designing a surface to allow infiltration over such soils can cause a “perching” condition in the soil which could potentially cause damage to the parking lot and attached structures. Therefore, Commission staff is in agreement with the city engineer and geologists that the use of impermeable surfaces in this instance would have little to no effect on water infiltration and is therefore not necessary.

In order to ensure that the proposed modular wetland unit is maintained in working condition, **Special Condition #5** requires the applicant to inspect and maintain all proposed structural and/or treatment control BMPs for the life of the project in accordance with well-recognized and accepted design principles and guidelines. Additionally, **Special Condition #6** requires the applicant comply with standard construction phase BMPs to minimize the effects of construction activities on the marine environment.

As conditioned, the project will minimize potential adverse impacts on coastal waters to such an extent that it will not have a significant impact on marine resources, biological productivity or coastal water quality. Therefore, the Commission finds that the proposed development, as conditioned, conforms to Sections 30230 and 30231 of the Coastal Act and Section 306 of the



City's Certified Land Use Plan regarding the protection of water quality to protect marine resources, promote the biological productivity of coastal waters and to protect human health.

#### **G. LOCAL COASTAL PROGRAM**

Section 30604(a) of the Coastal Act provides that the Commission shall issue a coastal development permit only if the project will not prejudice the ability of the local government having jurisdiction to prepare a Local Coastal Program that conforms to 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, as conditioned, 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 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 that the activity may have on the environment.

The City of San Clemente is the lead agency for purposes of CEQA compliance. As determined by the City, the project is categorically exempt pursuant to CEQA as a Class 11 exemption pursuant to CEQA Guidelines Section 15311 because the project consists of the City constructing a small parking lot for beach parking accessory to an institutional facility, beach parking provided for public recreation. In order to ensure compliance with Coastal Act requirements, the Commission adopts additional mitigation measures including: special conditions related to compliance with construction-related best management practices (BMPs), drainage, landscaping, and future development. As conditioned, the proposed project is consistent with the public access, water quality and visual resource protection policies of the Coastal Act and there are no feasible alternatives or additional feasible mitigation measures available which would substantially lessen any significant adverse effect, which the activity may have on the environment. Therefore, the Commission finds that the proposed project, as conditioned to mitigate the identified impacts, is the least environmentally damaging feasible alternative and is consistent with the requirements of the Coastal Act and CEQA.

## **APPENDIX A**

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### **SUBSTANTIVE FILE DOCUMENTS**

City of San Clemente LUP

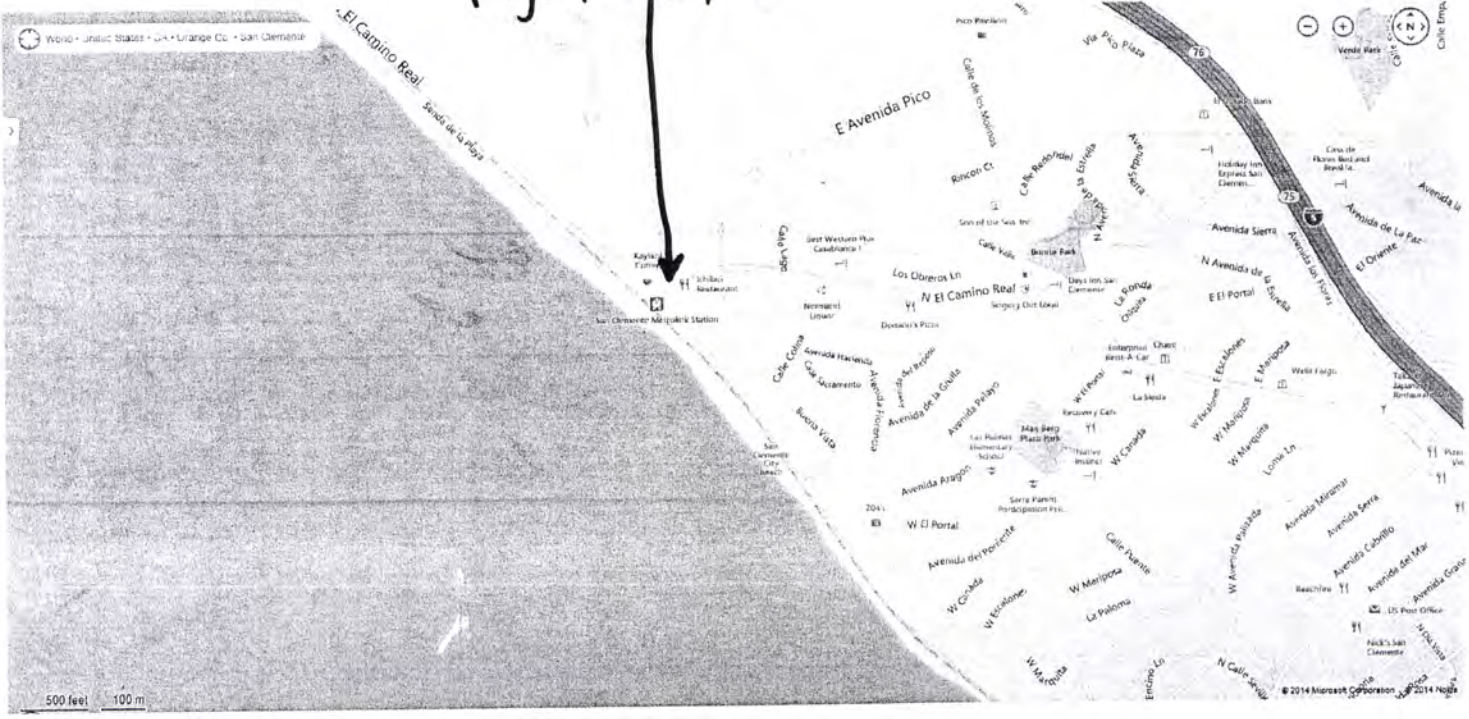
Approval-in-Concept dated 7/25/14

Conditional Use Permit 13-478

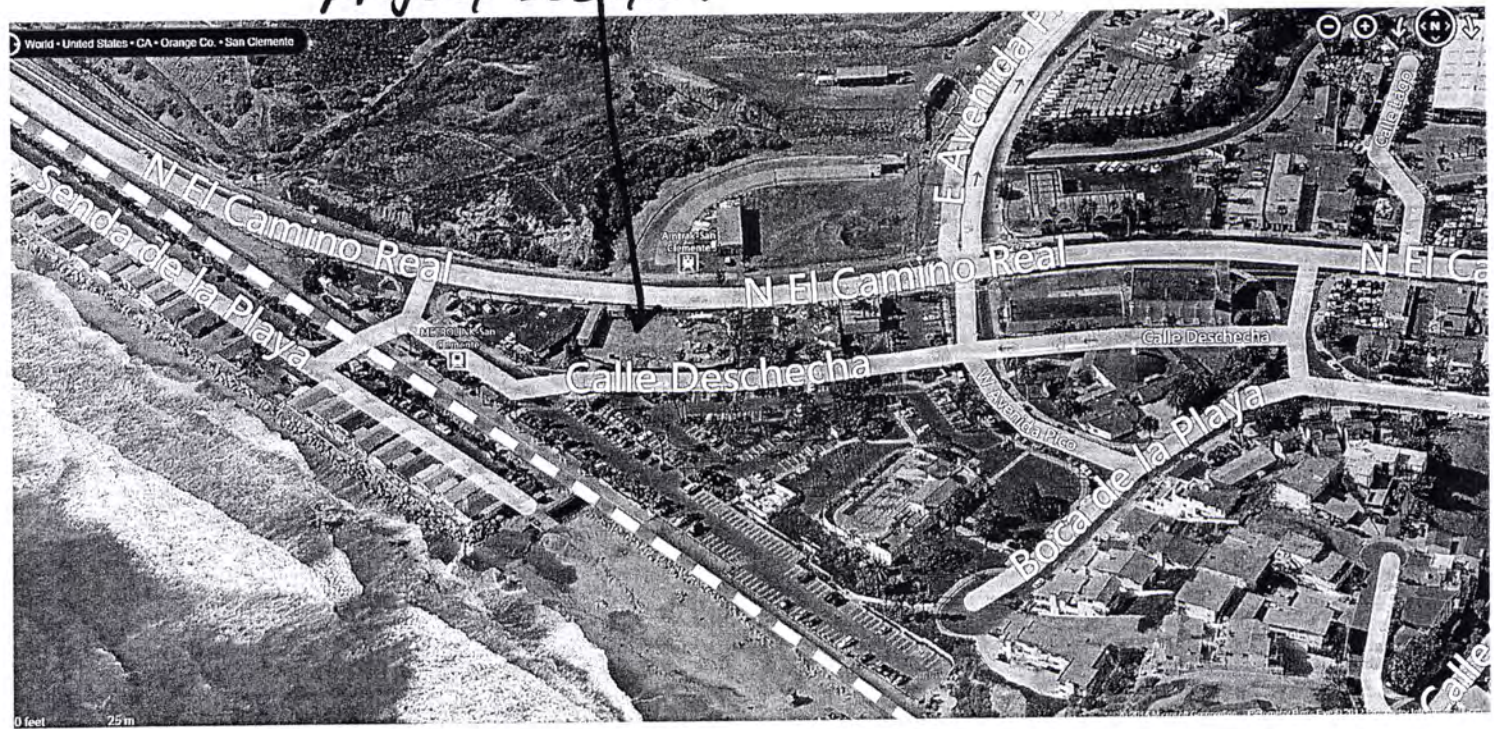
Minor Cultural Heritage Permit 14-004



# Project Location



# Project Location

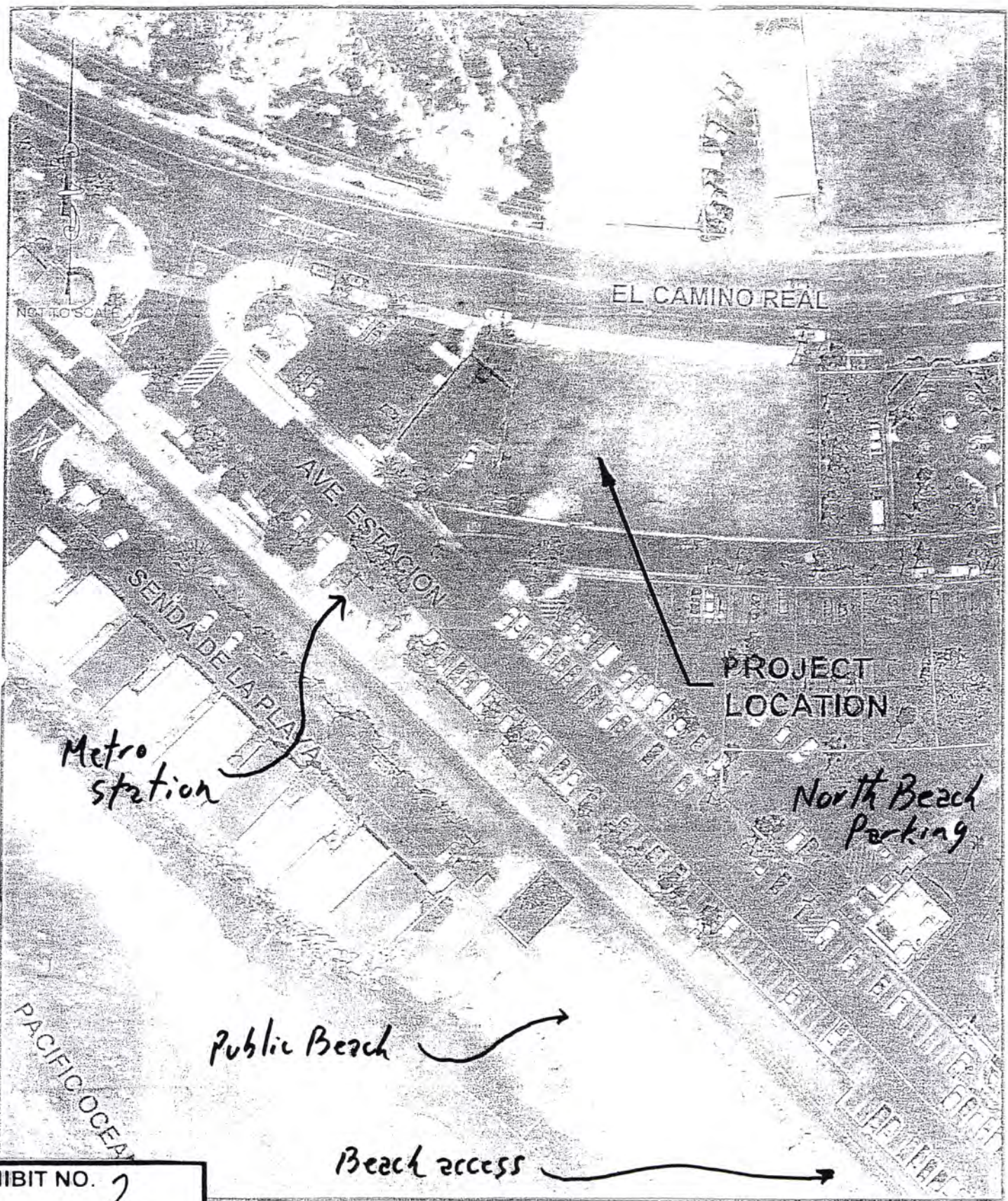


**COASTAL COMMISSION**

EXHIBIT # 1

PAGE      OF





NOT TO SCALE

EL CAMINO REAL

AVE. ESTACION

SENDA DE LA PLAYA

Metro station

PROJECT LOCATION

North Beach Parking

Public Beach

Beach access

PACIFIC OCEAN

EXHIBIT NO. 2
Application Number 5-14-1310
Location Map

City of San Clemente

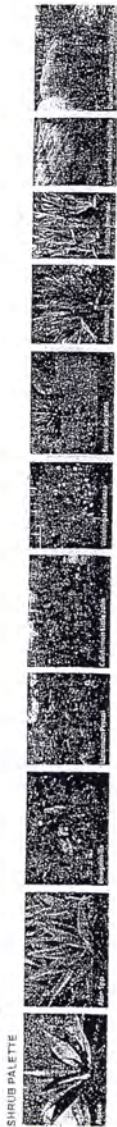
315 Calle Negocio, Suite 100  
San Clemente, CA 92673  
Tel: (949) 361-8100  
Fax: (949) 361-8318

LOCATION MAP

North Beach /  
El Camino Real Parking Lot

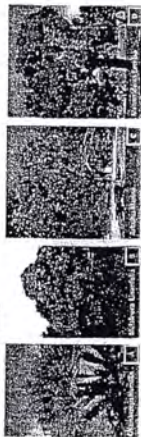
*Co. No. 10*





SUCCULB PALETTE

TREE PALETTE OPTIONS



- KEY NOTES**
- 1) SECONDARY DESHCHA CANYON CHANNEL
  - 2) PARKING LOT LIGHT STANDARDS
  - 3) MODULAR WETLAND
  - 4) STRIPED ADA ACCESS WALK
  - 5) BIKE RACK
  - 6) WASH RECEPTACLE
  - 7) 1'-6" OVERHANG
  - 8) ACCENT FLAGSTONE PAVING (FE BEACH TRAIL ENTRY)
  - 9) SAND FINISH SCORED CONCRETE PAVING COLOR MESSOUTTE 667 (DARK COLORS)
  - 10) 12x12 TERRAZZO CORTINA SLABS
  - 11) ENTRY PORTAL (SEE LEFT)
  - 12) 3'-0" HIGH MASSHORY WALL WITH ACCENT BRICK TOP STUCCO BURNED CAP
  - 13) PARKWAY PLANTERS TO MIMIC EXISTING
  - 14) MIMIMUM 4' SQUARE TREE PLANTER WITH CURB
  - 15) BENCH
  - 16) PAY STATION
  - 17) ASPHALT PAVING
  - 18) SAND FINISH CONCRETE PUBLIC USE WALK COLOR MESSOUTTE 677 (DARK COLORS)
  - 19) EXISTING SUBIRRIA
  - 20) SUBIRRIA (REFER TO SUBIRRIA PALETTE)
  - 21) EXISTING WASHINGTONIA RONINISTA
  - 22) MATCH EXISTING STREET TREE
  - 23) ACCENT SEATWALL PLANTER

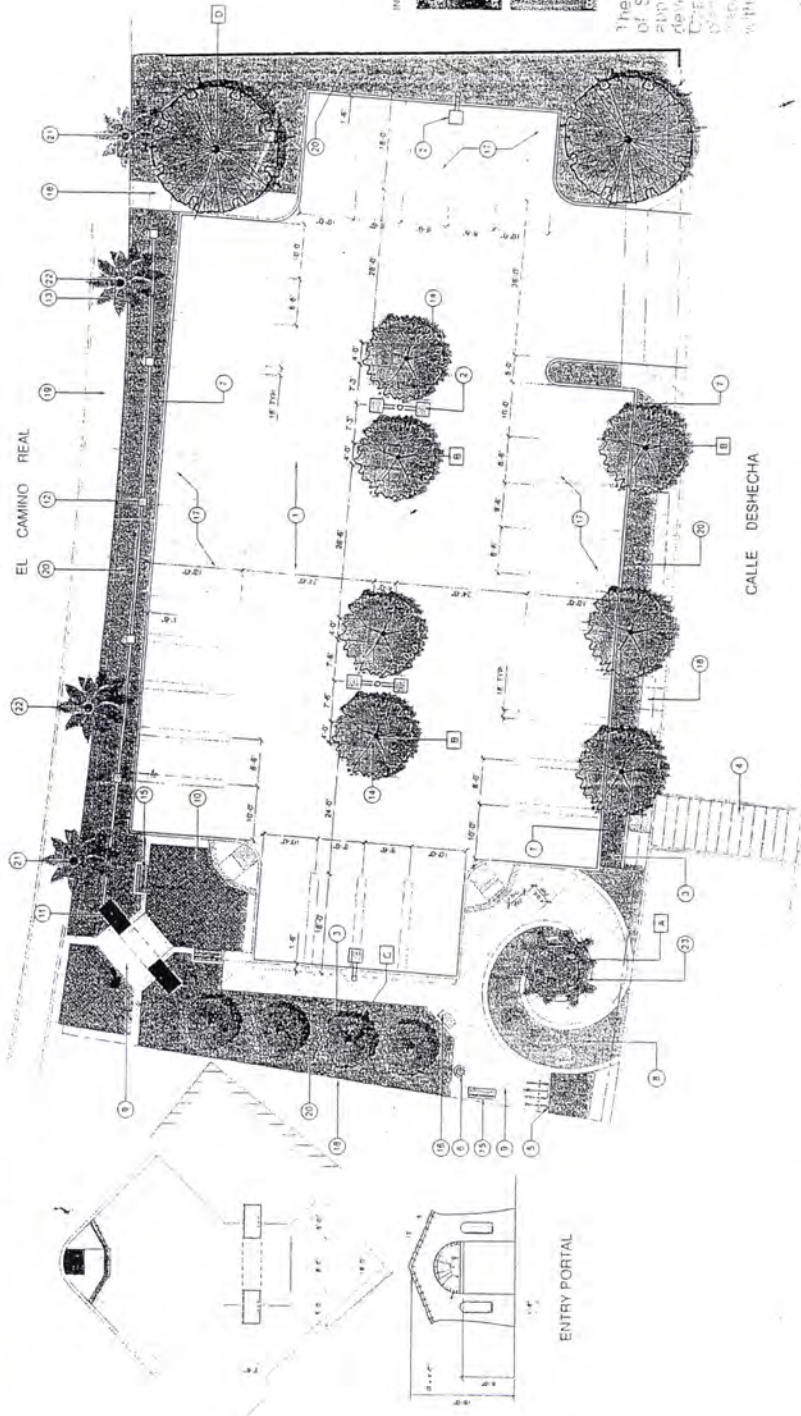
NOTE: IN ADDITION TO AREA LIGHT STANDARDS, MATCH EXISTING LIGHTING TO BE INCORPORATED.

INSPIRATION IMAGERY



The development as proposed is approved by the City of San Clemente as concept. This is a preliminary approval and does not grant the applicant any development rights. When approved by the California Department of Transportation, the City will then process the project through the City's public works department and the City will then process the project through the City's public works department and the City will then process the project through the City's public works department.

*City Engineer*  
 Date: \_\_\_\_\_  
 Seal: \_\_\_\_\_



Conceptual Landscape Plan  
 SOUTH BEACH / EL CAMINO REAL BEACH PARKING LOT CITY PROJECT NO. 14806

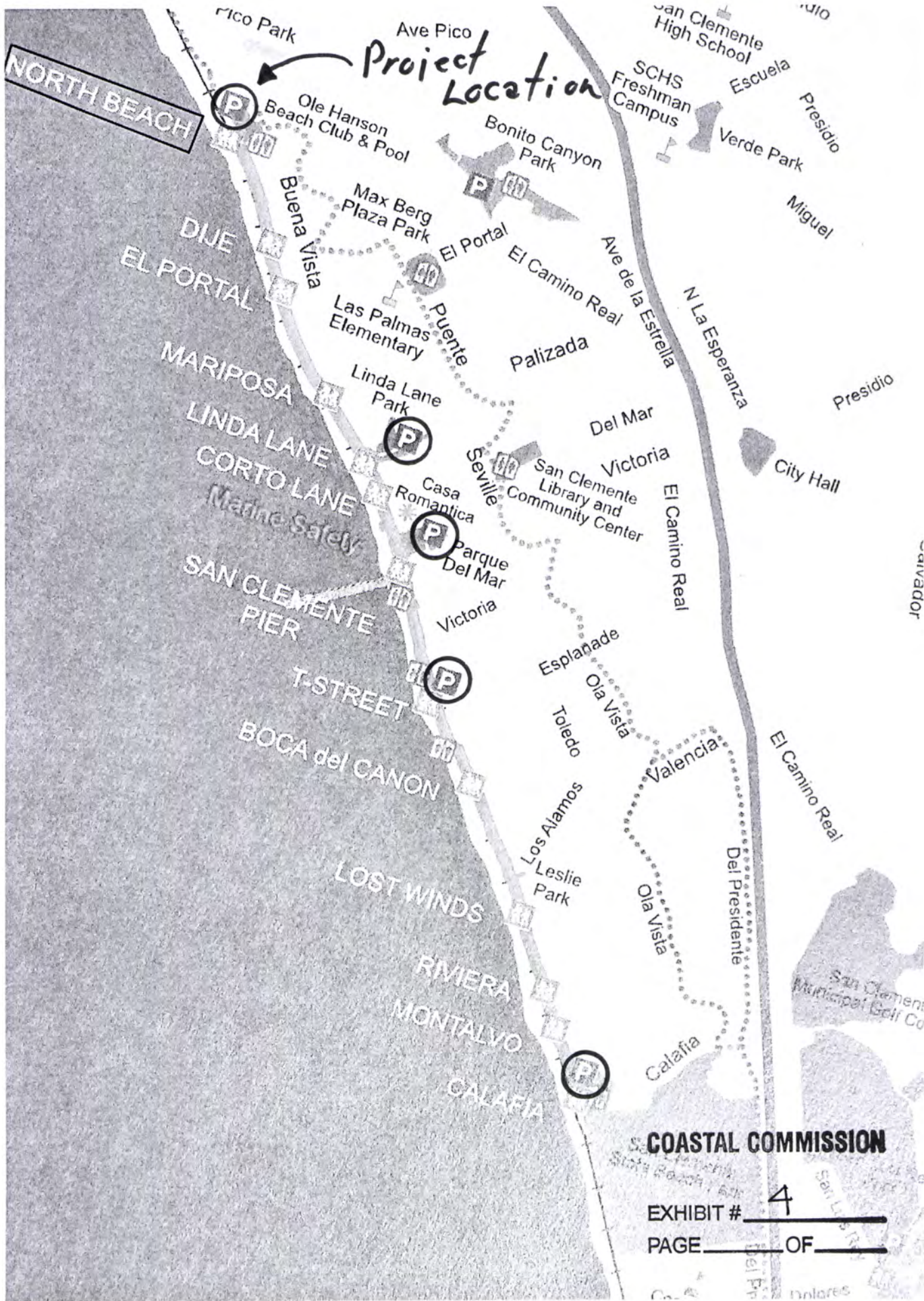
EXHIBIT NO. **3**

Application Number  
**14-1310**

Site Plan &  
 Landscape Plan

California Coastal Commission





**Project Location**

**COASTAL COMMISSION**

EXHIBIT # 4  
 PAGE \_\_\_\_\_ OF \_\_\_\_\_



RECEIVED  
South Coast Region

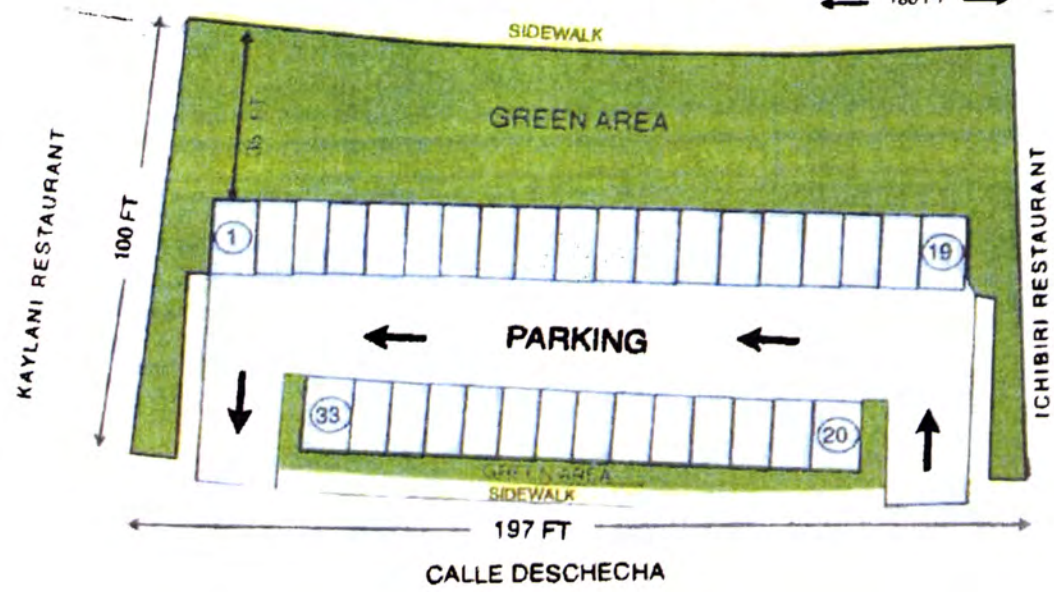
MAR 11 2015

CALIFORNIA  
COASTAL COMMISSION

3-3-15 8A-101

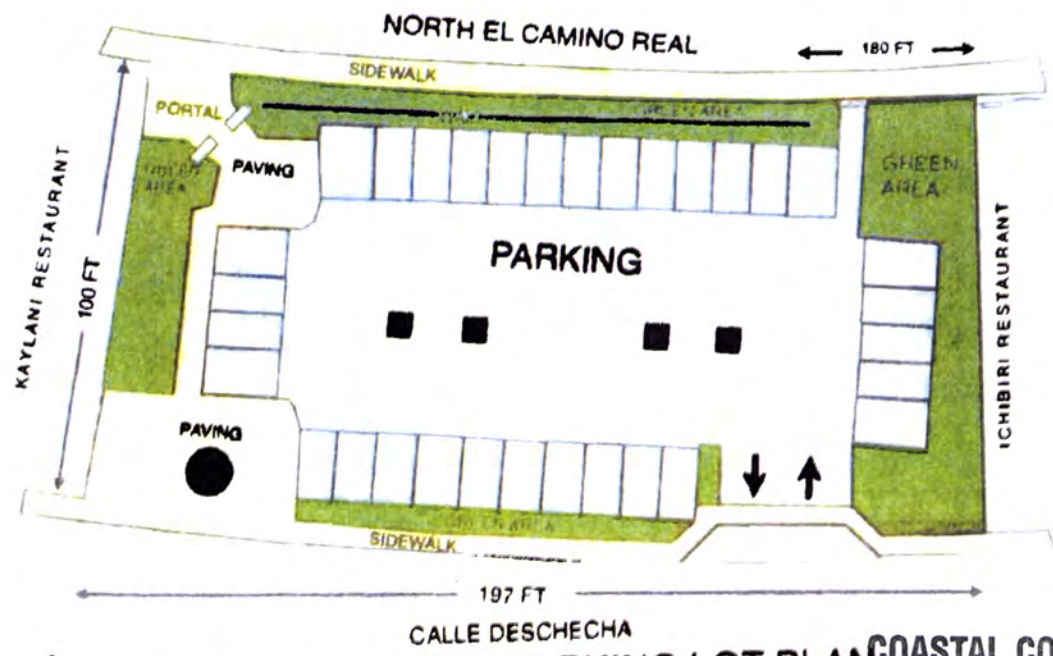
4

NORTH EL CAMINO REAL



AVENIDA  
ESTACION

**ALTERNATE EL CAMINO REAL PARKING LOT PLAN**  
**33 PARKING SPACES**



AVENIDA  
ESTACION

**EL CAMINO REAL PARKING LOT PLAN**  
**32 PARKING SPACES**

COASTAL COMMISSION  
EXHIBIT # 5  
PAGE      OF

April 17, 2015

Hi Mandy, Coastal Commission Staff, and Commissioners,

The attached report is Tom & Vonne Barnes' response to Bill Cameron's summary of his staff report at the city council hearing on February 25, 2015 (Agenda Item 8-A) in a 30-minute presentation with a 10 minute follow-up. Tom and Vonne Barnes were only allowed to speak for 3 minutes each during oral communication with no follow up.

Included in this document are:

- Key Points of the Coastal Commission Hearing of January 8, 2015
- Background of the ECR Lot
- Response to Mr. Cameron's "Current Design Analysis"
- Zoning, Permitted Uses and Restrictions
- General Plan Provisions—Relevant Sections (29 references)
- Local Coastal Plan—Relevant Sections (14 references)
- San Clemente Municipal Code— Relevant Sections (2 references)
- Recommended Action

*Tom & Vonne Barnes*  
*Tom Barnes*

**COASTAL COMMISSION**

EXHIBIT # 6(a)  
PAGE 1 OF 16



## El Camino Real Parking Lot

- The proposed parking lot at 1832 El Camino Real (ECR) runs along historic “El Camino Real,” which means “The Royal Road,” (aka—“King’s Highway”), so named in 1769 when Spanish Gaspar de Portola and Father Juniper Serra led an expedition from Baja to San Francisco. Today this coastal route is commonly known as Pacific Coast Highway (Alternative Exhibit 1).

- Ole Hanson retained the Spanish name of “El Camino Real,” for this route to honor the history of our Spanish Village by the Sea, where he envisioned a beautiful city on the ocean where “...nearly everyone will have his view preserved forever.”

- The historic ocean views from El Camino Real have been preserved and enjoyed by residents and visitors for 246 years. Today this corridor provides ocean views to motorists, pedestrians, bicyclists enjoying the Pacific Coast Bike Route, and visitors to North Beach (Alternative Exhibit 2). With new bike and pedestrian lane(s) from North Beach to Dana Point, demand for this street-level view will steadily increase. Guests driving to the new Marblehead shopping outlet along this route will also enjoy viewing the ocean, the natural and historic showcase of a “gateway” to San Clemente.

- The City’s Plan places a row of parked cars up by the highway where they will block the historic ocean views from the El Camino Real view corridor (Alternative Exhibit 3). Please modify the proposed plan by moving the first row of parked cars **35 feet west of the sidewalk, where the terrain is at least 1.5 feet lower**, so that the cars will not block the historic ocean view (Alternative Exhibit 4).

- The city council seized the ECR property (5 lots) by *eminent domain* from private owners in 1994, and voted unanimously that this particular property can **only** be used for the purpose(s) of storm drain improvements and parking by Resolution 94-55 (Alternative Exhibit 5). Acting in violation of Resolution 94-55 to use the property for public purposes such as Entertainment, Street Fairs, Farmer’s Market, Art Fairs, Food Vendors, Concerts, and other such purposes, raises questions of ethics, honor, and the public trust; and also raises questions about the legality of the city’s action. Taking property by eminent domain for one purpose and then using it for a different purpose may constitute an illegal “taking.” It also brings into question whether subsequent City Councils will honor other Resolutions that they make. Violation of Resolution 94-55 may cloud the city’s justification for taking the property away from the original owners and their heirs.

- In 1969 the City seized 10 properties adjacent to the ECR lot by *eminent domain* to form a lot commonly known as the “Triangle;” and voted unanimously that this particular property be used for the express purpose(s) of parking, park, and public use by Resolution 69-70 (Alternative Exhibit 6). This resolution allows pedestrian-friendly uses on “flex space,” including but not limited to: Farmers Markets, Art Fairs, Food Truck Vendors, Special Events, Regular Community Events, Entertainment, Movies, Concerts, Picnics, Rallies, Bicycle Events, Pet Shows, Fitness, Yoga, Tai Chi programs, and many

COASTAL COMMISSION

EXHIBIT # 6(a)

PAGE 2 OF 16



other public activities. All of these land uses are permitted under Resolution 69-70's "public use clause."

- The "Triangle," located in the center of the North Beach parking lot, offers panoramic ocean views (Alternative Exhibit 7) and pedestrian-friendly access to **all** of the amenities at North Beach, including but not limited to: Coastal Trail, Ole Hanson Beach Club, Public Restroom facilities, Ellie's Table, Casino, Miramar, 7-Eleven, Ichibiri, Kaylani's, Flower shop, OCTA Bus stop, Urban Bicycle Outfitters, Metrolink Train Station, Pacific Bike Route, Coastal Trail, and Residential Areas of North Beach. The "Triangle," not the ECR lot is the ideal location for public events (Alternative Exhibit 8).

### March 3, 2015 City Agenda Report

- The staff report does not provide a summary of what took place at the January 8, 2015 Coastal Commission hearing in order to enable the City Council to make an informed decision. Although the engineer did not attend the Coastal Commission hearing, he or another member of staff should have summarized the video, which has been available for public viewing since January 9, 2015 at this hyperlink:

: [http://www.cal-span.org/calspan-media/Video\\_Files/CCC/CCC\\_15-01-08/CCC\\_15-01-08.mp4](http://www.cal-span.org/calspan-media/Video_Files/CCC/CCC_15-01-08/CCC_15-01-08.mp4)

Move the slide bar to the right almost to the end of the video to Agenda Item Th 11b Application No: 5-14-1310.

#### Key Points of the Coastal Commission Hearing of January 8, 2015

- The Coastal Commission staff reversed their approval of the City's Plan because the Alternative design is feasible, preserves the ocean view, provides safety for pedestrians and motorists, includes a significant amount of permeable space, and uses drought tolerant landscaping to set-back and buffer the first line of cars parked in the lot along El Camino Real.
- Deputy Director Sherilyn Sarb stated that the Coastal Commission staff **"would be changing our recommendation to include a condition for revised plans that incorporate the Alternative that has been presented to the Commission today...if the applicant could accept the idea of the Alternative Plan, that would be preferable from the staff's standpoint."**
- Commissioner Greg Cox commented: **"... frankly, I like the Alternate better than I do the city's proposal,"** noting the permeable space and adding that he thought it was **"visually a better plan,"** and that he **"cannot support the City Plan."**
- Chairman Steve Kinsey asked the assistant city manager, Erik Sund if the city had considered the Alternative Plan. Sund said they had but it was rejected because of **"public safety."** He said **"...That large grass area [the Alternative has no grass] would become more or less a home for [the] homeless."**

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- Vice-Chair Jana Zimmer began a motion to appeal the City's Plan in favor of the Alternative, until the Commission Staff reminded her that an appeal was not an option as the city does not have a certified Local Coastal Plan. Commissioner Zimmer understood that the only choice left would be for a motion to continue the item. Zimmer moved, seconded by Cox to continue the item.
- The Chairman asked the Coastal Commission staff if 60 days would be enough time for the city to evaluate the Alternative and submit it to the Coastal Commission staff.
- Sarb replied: **"It will be dependent on how willing the city is to give us the Alternative [Plan] information...."**
- In response to that possibility, the Chairman instructed the Commission staff, **"If you don't get a cooperative city you might at least be able to review this internally and reflect on it."**

The Coastal Commissioners voted 10-0 to continue the item for 60 days to the March 13, 2015 Coastal Commission hearing.

- The City staff failed to meet with the Coastal Commission after the January 8, 2015 Coastal Commission hearing to review the reasons why the Coastal Commission preferred the Alternative and the reasons why the Coastal Commission staff reversed their previous approval of the City's Plan. No meeting has yet been scheduled.

## Background

- The City Agenda Report lacks new documentation such as charts, diagrams, or references to the General Plan, to support the staff's conclusion(s). In fact, 95% of the 144 - page report consists of attachments that have already been reviewed by the City Council and Coastal Commission.
- The city seized the ECR property by *eminent domain* and restricted the Land Use to storm drain improvements and public parking (Resolution 94-55). To use the property for other purposes is not "feasible" as such uses are in violation of Resolution 94-55.
- The adjacent ocean-view "Triangle" property, taken by *eminent domain*, can be used for pedestrian-friendly public uses (Resolution 69-70) that are not allowed on the adjacent ECR lot (Resolution 94-55).

## Current Design Analysis

- This section analyzes a **non-existent** "15 ft. wide strip of landscaping along El Camino Real" that is described as "Mr. Nicol's design" (Alternative). The correct measurements for the Alternative's landscaped area along El Camino Real are 35 ft. by 180 ft. or 6300



sq. ft. This permeable surface is clearly labeled on the diagram that was presented to the City Council on January 6, 2015 (Staff Report 8A-99, Alternative Exhibit 9).

- The Alternative's 35 ft. set-back from the sidewalk along El Camino Real is necessary because the terrain is 1.5 ft. or more lower than it is along El Camino Real. The set-back preserves ocean views over the tops of the parked cars for motorists, pedestrians, and bicyclists who are travelling along the protected El Camino Real view corridor (Alternative Exhibit 4).
- By comparison, the City's Plan only has a narrow ribbon of landscaping 5 ft. wide running along El Camino Real; hardly a buffer for the first row of parked cars that will block the ocean views from El Camino Real (Staff Report 8A- 26, Alternative Exhibit 10).
- Instead of a "strip of landscaping along El Camino Real" the Alternative features a xeriscape of drought tolerant, colorful plants that will increase aesthetics and soften the look of parked cars and asphalt in the ECR parking lot for motorists, pedestrians, and bicyclists travelling along the protected view corridor (Alternative Exhibit 11). The xeriscape will also be aesthetically appealing when viewed from the new public trails and parks along the bluffs of Marblehead Coastal.
- The Alternative's xeriscape palette includes a selection of 38 specimens that have been approved by the Coastal Commission for nearby projects in the coastal zone in San Clemente (Alternative Exhibit 12). By comparison, the City's Plan has only a limited number and choice of plants (Staff Report 8A-84).
- The staff's label of the xeriscape as "void" demonstrates a limited knowledge of landscaping principles. Xeriscape along El Camino Real's view corridor is an opportunity to move forward with artistic designs that will enhance this scenic corridor.

### **Zoning and Permitted Uses**

- The narrow scope of the staff report is blind to how suitable the adjacent Triangle is for public uses that are permitted by Resolution 69-70. The Triangle is also closer to the ocean and amenities of North Beach,
- The staff report does not inform the City Council that the City's Plan is not "feasible" on the ECR lot because uses other than storm drain improvements and parking are contrary to Resolution 94-55.
- The staff report says that a 45 ft. high single story building is feasible for the MU3 parcel, which is in direct conflict with Resolution 94-55 that only allows storm drain improvements and parking.
- The staff's emphasis on the 30 inch height of the wall in the City's Plan is a non-issue and was never mentioned as a "concern" by the proponents of the Alternative.

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- The assertion that the ECR lot is “ideal for community events” demonstrates a lack of research into the land use restrictions attached to the property, and a lack of vision regarding the Triangle adjacent to the ECR lot as “the ideal location for community events” because it is located at the hub of North Beach (Alternative Exhibit 8) and can be used for public uses, park, and parking by Resolution 69-70.

- Staff’s “excerpts” of safety and design elements from outdated Agenda Reports (May 2014) are items that fell short of Coastal Commission approval at the January 8, 2015 Coastal Commission hearing. Coastal Commissioners, in fact, stated that they preferred the Alternative Plan over the City’s Plan in terms of safety, landscaping, and design. The hearing may be viewed at: [http://www.cal-span.org/calspan-media/Video\\_Files/CCC/CCC\\_15-01-08/CCC\\_15-01-08.mp4](http://www.cal-span.org/calspan-media/Video_Files/CCC/CCC_15-01-08/CCC_15-01-08.mp4)

- The staff report fails to compare the City’s Plan to the Alternative for the City Council to review. For example, the Alternative is safer because it has one aisle with one-way traffic, a separate one-way entrance at the southwest end, and a separate one-way exit at the northwest end. The Alternative also has separate walkways on each side of the lot that is safer for pedestrians to walk to their parked cars (Staff Exhibit 8A-99, Alternative Exhibit 9).

- By comparison, the City’s Plan has two aisles of two-way traffic circulating around structures located in the center of the lot; and it only has one entry/exit to accommodate two-way traffic. Pedestrians have to walk through two-way moving traffic to get to their parked cars in the City’s Plan; and there is no walkway on the southeast side of the lot (Staff Exhibit 8A-100, Alternative Exhibit 12).

- The report fails to compare permeable surfaces and non-permeable surfaces between the City’s Plan and the Alternative (Staff Exhibit 8A-111, Alternative Exhibit 14); or to inform the City Council that the Coastal Commission preferred the Alternative. Although the staff report concludes that there is “not a significant difference” in soil percolation in the two proposals, it well documented that appropriate landscaping produces root systems that out perform concrete in terms of percolation and absorption of urban run-off.

- The staff report fails to analyze, compare, or review the new modifications on the Alternative including a sidewalk-walkway extension on the north side of the parking lot to the sidewalk along El Camino Real. Also, the bike corral for 12 bikes and the PEV (Plug-in Electric Vehicle) are similarly ignored (Alternative Exhibit 9).

- The staff report fails to provide references cited from the General Plan, Coastal Element, Local Coastal Plan (Draft), Coastal Act, Zoning Code, or other relevant documentation to support the conclusions asserted in the Agenda Report.

- The staff report fails to produce photos showing the City Plan’s first row of parked cars set back 5 ft. from the sidewalk to demonstrate the visual impact of the cars and how much they will block the ocean view.

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- The staff report also fails to produce photos showing the Alternative's first row of parked cars set back 35 ft. from the sidewalk in order to compare the visual impact of the two plans.
- Parking a row of cars 5 ft. from the sidewalk in the City's Plan and taking a photo of them is a simple procedure. Parking the same cars in a row 35 ft. from the sidewalk in the Alternative and taking a photo of them from the same location as the first, is also a simple procedure. This would allow for a "real" comparison of the visual impacts of the ocean view in the two plans. Although the staff has had months or years to produce these photos for the City Council to review, it still has not been done.
- Instead, the staff parked one small sedan on a "space closest to El Camino Real as proposed in the city-approved Plan." No measurements are included— not even the height of the car or its distance from the sidewalk (Staff Report 8A-4).
- The City's Plan relies on an entirely fabricated image simulation that left out numerous essential components, including the plan's first row of parked cars that will block the ocean views (Staff Report 8A-12).
- Even though the staff relies on the simulated image (Staff Report 8A-12), and has failed to take photos comparing the visual impact of the first row of parked cars in both plans, the staff dismisses the Alternative's photos with the word "photoshopped," used three times in the report. Photoshop was not used for the photo exhibits.
- To clarify, a "real" photo was taken (Kodak camera) of the "real" lot where 2 "real" 5 ft. tall signs had been placed at locations 5 ft. and 35 ft. west of the "real" sidewalk along El Camino Real (Staff Report 8A-6, Alternative Exhibit 2).
- After the "real" photo was downloaded, a horizontal line was drawn along the top of each "real" sign (Pages Program, iMac computer) to show how high a row of parked cars 5 ft. tall would be (Staff Report 8A-6).
- Next, images of cars were added below the line to show what a row of 5 ft. high cars would look like in both parking plans (Staff Report 8A-6 & 10). The last step was to remove the "unreal" horizontal line (Staff Report 8A-7 & 11, Alternative Exhibit 4).
- Photos and explanations of each of these steps were provided to the City Council members for review prior to the council meeting of January 6, 2015. With only 3 minutes to speak (staff are allowed at least 10 minutes) there was not sufficient time to show the details of how the photo exhibits were produced.
- If the city had simply taken photos like they should have done in the first place to compare cars parked in both plans, this would not be an issue.

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- With no relevant photos, the staff report concludes “that there is very little difference in obstructed ocean view impacts whether the first line of vehicles are parked on the City’s approved plan or Mr. Nicol’s plan” (Alternative). As staff took no photos of cars parked “in the first line of vehicles” 35 ft. west of the sidewalk of “Mr. Nicol’s Plan” (Alternative), no meaningful comparison is possible and no conclusion can be drawn.

## General Plan Provisions

General Plan provisions support the Alternative, which protects and preserves the El Camino Real historic ocean view corridor, minimizes the use of non-permeable surfaces, and maximizes xeriscape in landscaping to provide drought tolerant plants and permeable drainage.

- **LU-10.05 Ocean Views.** We preserve the General Plan-designated public view corridor from Avenida Pico through North Beach and encourage new development along El Camino Real to take advantage of ocean vistas (p. LU-28).
- **Gateways (GP UD-5)**
- **UD-2.05 Public View Corridors.** We require the preservation of designated public view corridors in the design and construction of gateway area improvements (UD-6).
- **M-1.26 Major and Minor Scenic Corridors.** We require the following roadways be maintained and preserved as major or minor scenic corridors with key entry points as shown in Figure M-2: d) El Camino Real and Pico, f) El Camino Real.
- **M-1.27 Scenic Corridor Enhancement and Designation.** Enhance existing scenic corridors and identify opportunities for the designation of new corridors.
- **M1.30 Protection of Scenic Corridors.** We ensure that development is sited and designed to protect scenic corridors and open space/landscape areas by blending man-made and man-introduced features with the natural environment.
- **Urban Design Primary Goal.** Create and enhance a high-quality, built environment that protects and enhances our treasures of natural and historical resources...
- **UD-2.05 Public View Corridors.** We require the preservation of designated public view corridors in the design and construction of gateway area improvements.
- **UD-2.06 Parking.** Where practical, we limit the visibility of surface parking lots and parking spaces with gateway areas by requiring them to be located behind or to the side of buildings. Where this is not practical, we ensure that street-facing parking spaces and parking lots are visually screened with landscaping and/or architectural treatments.
- **Scenic Highway Element of the General Plan policy 5.3.1**—requires landscape trees to be planted to enhance scenic highways and view corridors.....

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- **Scenic Highway Element of the General Plan policy 5.3.2**—that scenic highways maintain view corridors by limiting the amount of structures that would impact views.
- **Scenic Highway Element of the General Plan policy 5.1**—enhance existing view corridors along scenic corridors...(General Plan page 5-4).
- **Scenic and Cultural Resources.** San Clemente residents and visitors enjoy spectacular scenic resources and unique cultural resources as described in the Community profile. The Coastal Act policies require the protections of scenic coastal areas and the preservation of cultural resources. Scenic resources include coastal bluffs, coastal canyons, natural landforms, designated scenic view corridors from publicly-owned properties and along or through public rights-of-way, as defined in the Coastal Act and/or designated by the City (p. C-12).
- **C-12 GOAL** Continue to be a community that places high priority on the preservation and enjoyment of our scenic and cultural resources (p. C-12).
- **Coastal Element of the General Plan Policy VII.3** —requires [Pacific Coast Hwy] El Camino Real be maintained and open for preservation of the scenic corridor and maintain views towards the ocean.
- **Coastal Element of the General Plan Policy XII.5** — requires preservation of significant public view corridors. The view corridor from Pacific Coast Hwy (El Camino Real) has been identified in multiple General Plan elements as being a view corridor of the City.
- **Coastal Element of the General Plan Policy XII.9** —promotes the preservation of significant public view corridors to the ocean.
- **C-2.02 Development Proposals.** We protect the natural resources found in the Coastal Zone by evaluating development proposals, as required under the California Environmental Quality Act and as described in the Zoning Ordinance (p. C-10).
- **C-2.03 Stormwater and Urban Runoff Management.** We protect our coastal and marine resources by implementing the Clean Ocean Program to address stormwater and urban runoff pollution and comply with applicable Federal, State and regional requirements (p. C-10).
- **C-3.04 Development Review.** We review and require changes to development proposals, as needed, to minimize obstruction of designated significant public views and designated scenic view corridors...
- **Aesthetic Resources.** (Figure NR-2) **North Beach Public View Corridors** (Map) page before C-1, Coastal Element).

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- **Recreation C-1.10 Visual Compatibility.** We maintain improve and develop recreational resources in ways that are visually compatible with the character of surrounding areas (p. C-8).

- **Public Access (Coastal Zone).** Access can be described as lateral access (across a beach), vertical access (access from the upland street of bluff to the beach), trails above the coast (for example along a bluff top), or upland trails that lead to the coast. Providing maximum public access to the coast is a fundamental goal of the Coastal Act. This includes the protection of existing and the provision of new public access. The authority for this mandate partially derives form the California Constitution, which declares that “access to the navigable waters of this State shall be always attainable for the people thereof. (Article 10, Section 4 of the California Constitution). The Coastal Act also recognizes that the provision of public access needs to take in to account public safety concerns and the protection of private property, and natural resources from overuse (See Universal Access for issues related to Americans with Disabilities Act) (Glossary, p.17).

- **PSFU-7.05 Impervious Surfaces.** We minimize the amount of impervious surfaces and directly connected impervious surfaces in areas of new development and remodeling projects and, where feasible, slow runoff and maximize on-site infiltration, except where infiltration would exacerbate geologic hazards (p. PS-12).

- **PSFU-7.06 Urban Runoff Quantity.** We encourage the use of low impact development strategies to intercept run-off, slow runoff discharge rates, increase infiltration and ultimately reduce discharge volumes to meet design capacities of City storm drain systems.

- **Public View Corridor (also, “Designated Public View Corridor”).** A view from a public right-of-way, public facility or other publicly-owned use area which is specifically designated in the General Plan and which provides the public at large with views of the Pacific Ocean, shoreline, coastal ridgeline, coastal canyons or other visual resources. Approximate boundaries of a view corridor are identified using a motorist’s, cyclist’s or pedestrian’s line of vision and are typically defined or enframed by landforms, structures and vegetation (Glossary, p.17).

- **Scenic Corridor.** A scenic corridor is a linear segment of major or minor streets, as described in the Master Landscape Plan for Scenic Corridors. Scenic corridors are designated to: 1) identify scenic highways and local arterials, 2) describe significant visual linkages between the resources and amenities of San Clemente, and 3) establish objective design and landscaping criteria to maintain quality visual experiences along such corridors through appropriate landscaping, enhancement and protection of public views. “Major” and “Minor” scenic corridors shall correspond to the Master Landscape Plan for Scenic Corridor’s definitions of “Major Urban/Recreation Corridor” and “Minor Urban/Recreation Corridor”, respectively (Glossary, p.18).

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- **Stormwater runoff.** Stormwater runoff refers to seasonal rainfall flows. It is very noticeable during a heavy rain storm when large volumes of water drain off paved areas (Glossary, p.18).
- **Urban Runoff.** Urban runoff can happen anytime of the year when excessive water use from irrigation, car washing and other sources carries litter, lawn clippings and other urban pollutants into storm drains (Glossary, p. 21).
- **Xeriscape.** Landscaping which uses water-conserving, drought-tolerant plant species that are environmentally and horticulturally adapted to local conditions, and which uses design strategies to minimize water use while maintaining an attractive and neat appearance (Glossary p. 22).

## Local Coastal Plan

### 6.2 Coastal Act Policies

The Coastal Act Policies set forth below are incorporated herein as policies of the Land Use Plan:

#### Section 30251 Scenic and Visual Qualities

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. New development in highly scenic areas such as those designated in the California Coastline preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting,

### 6.3 Goals and Policies

**GOAL 6-1:** Continue to be a community that places high priority on the preservation and enjoyment of our scenic and cultural resources.

#### 6.3.1 Viewpoints and Scenic Corridors

**VIS-1 Visual Character and Aesthetic Resources Preservation.** Preserve the visual character and aesthetic resources of the City and where feasible, enhance scenic and visual qualities of the coastal zone, including coastal bluffs visually significant ridgelines, and coastal canyons, open spaces, prominent, mature trees on public lands, and designated significant public views (C-3.01).

**VIS-2 Scenic View Corridors and Public Views.** Identify and designate the location and orientation of significant designated scenic view corridors and significant public views (C-3.02).

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**VIS-3 Public View Corridors of Ocean.** Preserve designated public view corridors to the ocean (NR-2.04).

**VIS-8 Public View Corridors.** The City will preserve and improve the view corridors, as designated in Figure 6.1, Public View Corridors, and encourage other agencies with jurisdiction to do so. Specifically, in its capital improvement programs and discretionary approvals, the City will seek to ensure that (MR-2.09):

- a) New development including buildings and landscaping shall be sited and designed to minimize impact to public views. Siting and design of buildings and landscape should avoid impacts on public view corridors to the extent feasible. New development shall require a view analysis to ensure that the development reduces impacts on public view corridors.
- b) Utilities, traffic signals, and public and private signs and lights shall not impact public view corridors, consistent with safety needs.
- c) Where important vistas of distant landscape features occur along streets, street trees shall be selected and planted so as to facilitate viewing of the distant features.

**VIS-9 Visual Character and Aesthetic: Resources Preservation.** Preserve the visual character and aesthetic resources of the City, including coastal bluffs and beaches, visually significant ridgelines, and coastal canyons, open spaces, prominent, mature trees on public lands, and designated significant public views. Any development on the sandy beach approved in compliance with all other policies of this LUP shall be sited and designed to minimize impacts to public coastal views (C-3.01).

**VIS-11 Scenic View Corridors and Public Views.** Identify and designate the location and orientation of significant designated scenic view corridors and significant public views.

**VIS-12 Scenic Street Corridor.** Designate scenic street corridors to 1) identify scenic highways and local arterials, 2) describe significant visual linkages between the resources and amenities of San Clemente, and 3) establish objective design and landscaping criteria to maintain quality visual experiences along such corridors through appropriate landscaping, enhancement and protection of public views.

**VIS-16 Public View Corridors.** Require that street trees planted along designated public view corridors have narrow form and open structure to allow greater visual access. Street trees should be carefully placed and/or properly pruned, following best arboricultural practices, to achieve the desired goals without interruption of significant public views. (UD-6.06)

**VIS-17 Scenic Corridor Enhancement and Designation.** Enhance existing scenic corridors and identify opportunities for the designation of new corridors (M-1.27).

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**VIS-20 Major and Minor Scenic Roadway Corridors.** Require the following roadways be maintained and preserved as major or minor scenic corridors with key entry points as shown in Figure 6-2, Scenic Roadway Corridors (M-1.26): a) Avenida Pico, b) El Camino Real/Pacific Coast Highway, c) Ola Vista, d) El Camino Real.

## **San Clemente Municipal Code**

### **17.56.050 Coastal Zone (CZ) Overlay District**

**A. Purpose and Intent.** The purpose of the Coastal Zone (CZ) Overlay is to provide standards which preserve and protect the coastal resources within San Clemente, and implement the coastal policies in the City's Coastal Element and the California Coastal Act (Division 20 of the Public Resources Code). The Coastal Zone is an overlay which may be combined with any other zone that lies within the Coastal Zone of San Clemente (p. 17-271).

#### **6. Coastal Bluff and Canyon Preservation**

d. New landscaping and landscape modification other than as described above, must be in-concept approved by the City Planner and reviewed and approved by the California Coastal Commission. (p. 17-276).

#### **Recommended Action**

The Alternative has been reviewed and preferred by the Coastal Commission and Coastal Commission staff, is consistent with the city's Centennial General Plan, and the Coastal Act, and it is recommended that the City Council direct staff to submit the Alternative to the Coastal Commission for permit approval.

**Vonne Barnes**  
**Tom Barnes**  
**Ricardo Nicol**

March 2, 2015

**COASTAL COMMISSION**

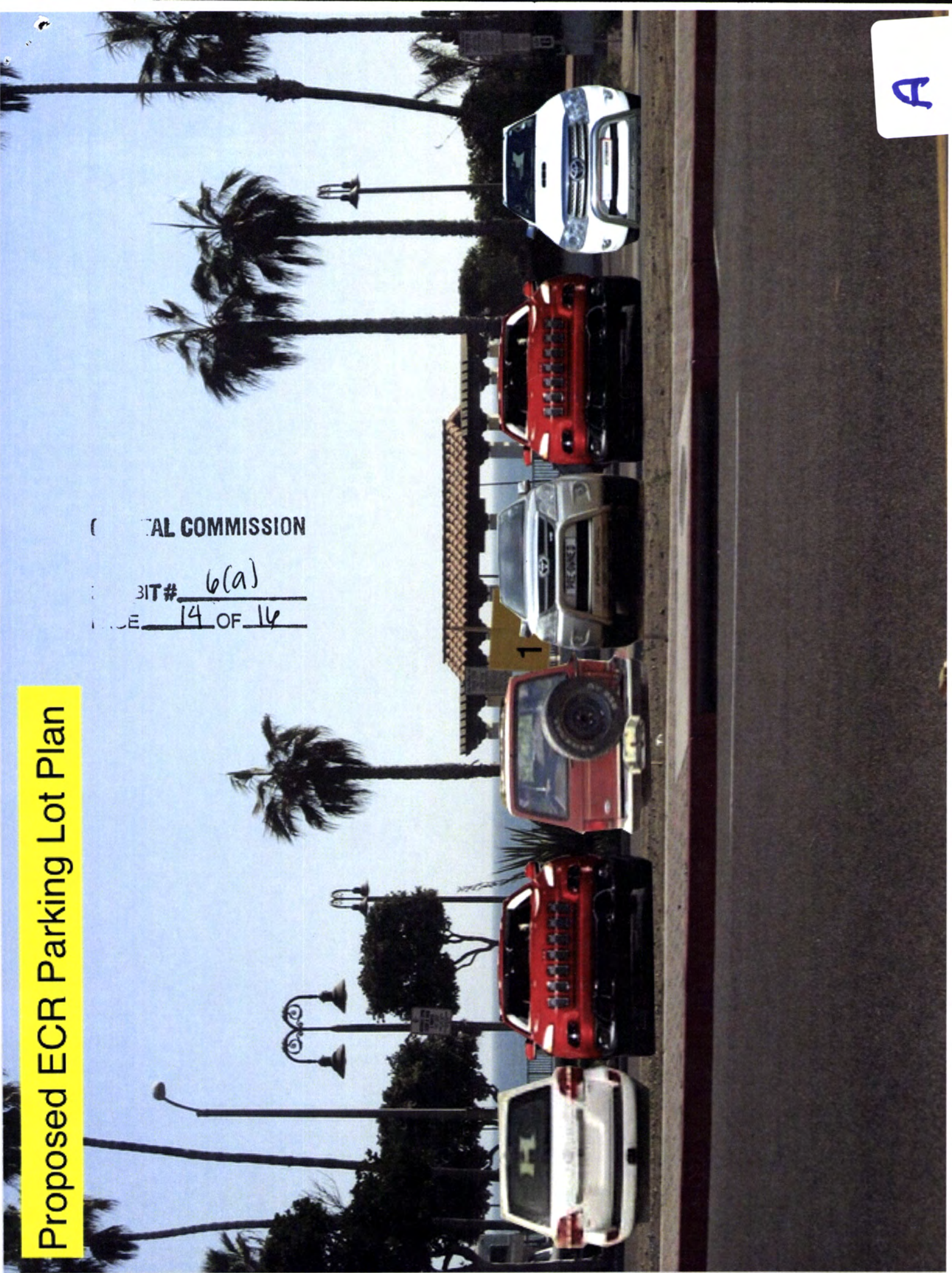
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Proposed ECR Parking Lot Plan

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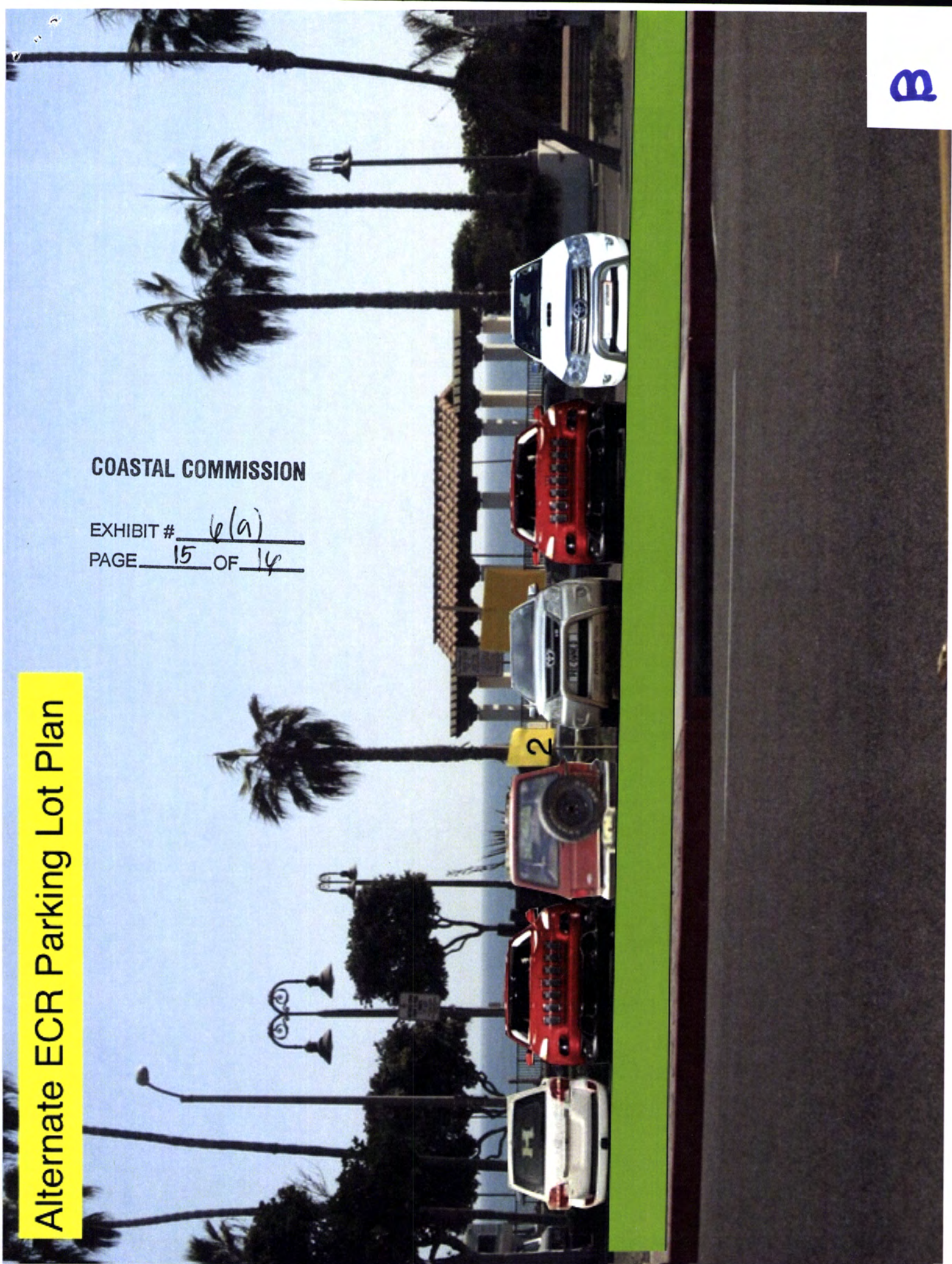


Alternate ECR Parking Lot Plan

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To: Mandy Revell and Al Padilla—California Coastal Commission Staff  
From: Alternative & Modified Alternative Plans—Vonne Barnes, Tom Barnes, Ricardo Nicol

**Re: Application 5-14-1310—El Camino Real Parking Lot**

April 16, 2015

Dear Mandy Revell, Staff, and Coastal Commissioners,

This is written in response to William Cameron's April 2, letter that analyzes our "Alternative Plan" (Exhibit 1) for the ECR parking lot presented to the Coastal Commission at their January 8 meeting in Santa Monica. In addition, our new, "Modified Alternative Plan" (Exhibit 2)—now possible because of the willingness of the City of San Clemente to lower the parking lot by two feet—will be explained.

**1. Safety**

In Mr. Cameron's April 2, letter to Al Padilla he claims there is no data to suggest that the funneling of cars and pedestrians into a single entry and exit point in the lot is dangerous to pedestrians. He cites an ancient study done in Florida that addresses fatalities, rather than data regarding risks of accidents that is pertinent to the safety of pedestrians and motorists in the ECR lot. Accidents, not fatalities, are the primary issue, and the single entry and multi-directional two-way traffic flow around trees and curbs is inherently unsafe in the City's Plan (Exhibit 3). No Florida study is needed to reach this conclusion. The "bumper car" effect of the city's two-way plan will increase the occurrence of accidents and "stress-inducing" near misses, which are totally unnecessary and completely eliminated with the ease of access and traffic flow of the Alternative and Modified Alternative plans.

Mr. Cameron's assertion that the single entry and exit plan is a "positive" because it is further away from a crosswalk is a *non-sequitur*. People will walk in a southwesterly direction (opposite to Mr. Cameron's assertion) to the beach entry, and not north westerly toward a crosswalk located on the wrong side of the parking lot. The cross-walk across Calle Deschecha should be at the southwest end of the parking lot rather than at the northwest end, with easy access from the sidewalks in the Alternative and Modified Alternative Plans.

Replacing the bollards around the trees in the parking lot with curbs is a difference without a distinction. Whether it is bollards, curbs, k-rails, or palm trees, obstructions in the parking lot make in and out maneuvering dangerous. This unsafe condition is further exacerbated by the tight 24 ft. back-up area (the city's minimum) in the City's Plan. Both the Alternative and Modified Alternative plans are safer. The Alternative Plan is safer because there is only one aisle of one-way traffic, a separate entrance and exit, and no obstructions (such as trees, curbs, or two aisles of two-way traffic) to block motorists when they are backing out of parking spaces. The Modified Alternative increases the back-up distance from 24 ft. to 26 ft. providing 8.3% more back-up space than the city requires. This is especially important in the "SUV and pick-up truck" era, and will be especially appreciated by the many seniors in San Clemente who use North Beach.

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Mr. Cameron also fails to analyze that sidewalks provide significant safety benefits for pedestrians, possibly because the City's Plan only has one sidewalk on the north side of the lot. Pedestrians are forced to walk through two aisles of two-way traffic in the asphalt parking lot to access their cars. The Alternative Plan has sidewalks on both the north and south sides of the lot with safe access to the handicapped parking space (the City's Plan has no handicapped parking space). The Modified Alternative Plan increases the safety benefits even more as there are sidewalks on the north, south, east, and west side of the lot. Pedestrians will be able to access their cars without walking through the parking lot at all. This is a tremendous public safety benefit especially for families with children and beach gear.

## 2. Permeable vs. Impermeable

The single greatest flaw in the City's Plan is the excessive amount of unnecessary impermeable concrete and asphalt that serves no useful purpose in the parking lot. This flaw has contributed to the belief that the City's Plan be known as the "Concrete and Asphalt Plan." Compared to the City's "Concrete and Asphalt Plan" both the Alternative and Modified Alternative plans offer a much greater percentage of permeable area and a greater respect for the environment.

While Mr. Cameron's report references soil permeability versus concrete, it omits and completely fails to recognize or analyze how landscaping significantly increases soil permeability and percolation. Xeriscape landscaping also serves as a natural filter to absorb urban run-off, preventing hazardous pollutants from entering the storm drain system and emptying into the ocean. The xeriscape landscaping also absorbs heat and greenhouses gases from the atmosphere, introduces fresh oxygen into the atmosphere through photosynthesis, and mitigates climate change (Exhibit 4). The concrete and asphalt part of the City's Plan uses 73% (Exhibit 5) of the total land area for impermeable purposes. By comparison, the Alternative Plan uses only 57% of the total land area for impermeable purposes and the Modified Alternative uses only 48%. Both are a far cry from the City Plan's 73%!

## 3. Ocean Views

If City's Plan is modified to lower the parking stalls closest to El Camino Real by approximately 2 feet, it will be an improvement over the existing City's Plan but still significantly inferior to the Alternative Plan. Mr. Cameron asserts that there will only be a 2-inch difference in ocean view obstruction due to the location of first row of cars comparing the City and Alternative Plan, but he has not provided any relevant exhibits to back up the claim. His exhibit, (Attachment 4) is a photo of only one small compact car (his own Toyota Corolla) and he did not provide necessary data that includes the height of the car or its distance from the sidewalk. Such measurements are crucial in comparing the two plans because the terrain slopes downward from the curb at El Camino Real making it easier to see the ocean over parked cars the further they are away and down the slope from El Camino Real. He also fails to take photos of a row of 13 parked cars (City's Plan) 5 feet from the sidewalk and of a row of 19 cars (Alternative Plan) 35 feet from the sidewalk to compare the visual impacts of each plan from a finite point along El Camino Real. An actual photo of a row of cars parked 5 feet from the sidewalk along El Camino Real, similar to the City's Plan, is included as Exhibit 6.

**COASTAL COMMISSION**

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Mr. Cameron's study using his own Toyota Corolla, hardly a mid-sized car as he contends, is deeply flawed and does not compare the City's Plan with the Alternative in any meaningful way.

#### **Additional View Analysis**

Mr. Cameron's insistence that ocean views "are barely existent to non-existent" comes under the category "he doth protest too much." All anyone has to do is stand on the lot or drive by on a bicycle or automobile to see that there is an ocean view and according to the Coastal Act this protected view corridor must be preserved at all cost. Vonne Barnes' slide presentation clearly shows that it exists. Mr. Cameron may want to do away with preserving the ocean view, but proponents of the Alternative Plan and the Modified Alternative Plan do not.

#### **4. Trees in the Center of Parking Lot**

Mr. Cameron's contention that the proponents of the Alternative Plan objected to the types of trees in the middle of the parking lot is not correct. He has once again misstated our position. Since we were not allowed to consult with the city staff, this is not surprising. To clarify, proponents of the Alternative and Modified Alternative Plans objected to trees that would block the ocean view, as well as any trees in the "back-out" area of the lot as a safety factor. Planting palm trees or so-called canopy trees did not matter—our criteria is view preservation and safety. The unsafe factor of the City's Plan that has trees located in the middle of the parking lot was covered under **1. Safety**.

#### **5. Amenities**

The archway is not included in the Alternative or the Modified Alternative Plans. Whether it impacts ocean views or not is subject to debate. Its existence is irrelevant to the Alternative and Modified Alternative Plans. The 3 ft. stucco wall was never part of the Alternative Plan and was not mentioned in the Alternative Plan. Its elimination is a good thing. The City's so-called "walkway extension" is basically a sidewalk on steroids—a large, unnecessary, concrete area on the northwest side of the parking lot. Both the Alternative and Modified Alternative Plans have a sidewalk that is in scale to the rest of the lot for pedestrian access between El Camino Real and Estacion. Furthermore, the Modified Alternative Plan has sidewalks to every parking space so that pedestrians do not have to enter the asphalt area of the lot to reach their cars. This safety feature alone makes the Modified Alternative Plan preferable to either the City's Plan or the Alternative Plan. The Modified Alternative Plan also includes a second complete sidewalk for pedestrian traffic that goes from Calle Deschecha to El Camino Real.

In regard to actual parking spaces there are 32 spaces in the Alternative and 33 spaces in the Modified Alternative compared to the City's Plan of 31 or 32 spaces (it is not quite clear as one of their designated spaces may not be legal). Moreover, both the Alternative and Modified Alternative Plans are complete plans. They include: a complete landscape pallet, a PEV space, bike racks, a pay station, and handicapped parking. The City's incomplete plan shows none of these amenities.

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## 6. Urban Design Analysis of North El Camino Real Parking Lot

The City claims their plan is the best design to provide beach parking. Proponents of the Alternative and Modified Alternative Plans fervently disagree. The city also asserts that their plan promotes a pedestrian friendly atmosphere and works as a "flex" space for potential community events in the future. Interpreting this "code language" means the design of the parking lot is being used for something other than parking. The City speaks in code because they are aware that Resolution 94-55 (Exhibit 7) requires that the lot be used for storm drain improvement (accomplished in 1995) and public parking. This land was taken by *eminent domain* for the express purpose of storm drains and public parking, not as "flex space" for potential community events. The City's Plan may be in violation of Resolution 94-55 that clearly states the property is for public parking, not flex space for community events or for patrons of private events. The City in its desire to provide public space for the community has confused Resolution 94-55 with Resolution 69-70 (Exhibit 8). Resolution 69-70 refers to a different area in the North Beach parking lot usually called the "Triangle" (Exhibit 9) that was also taken by *eminent domain*. Resolution 69-70 is a much more flexible document than Resolution 94-55 as it allows the property to be used for parking, a park, and public use. If the city wants "flex" space in the North Beach parking lot for potential community events, then the Triangle can be used for that purpose. It is much better location for events than the ECR lot. This confusion by the City explains why they are attempting to commit an illegal action by designing the ECR parking lot, not as a parking lot but as a space for community events. According to Mayor Chris Hamm the extra concrete space in the ECR lot will be used for free valet parking for events at the privately owned Casino and the Miramar Theatre (closed for the last 23 years). Closing off a public parking lot for private events certainly violates the "spirit" if not the letter of Resolution 94-55.

### Homeless

The official city position regarding their aversion to the Alternative and presumably Modified Alternative Plans is that they were rejected because of "public safety." In the words of Assistant City Manager Erik Sund as expressed at the CCC January 8 meeting in Santa Monica, "that large grass area would become more or less a home for [the] homeless." As has been shown numerous times there is no grass or lawn area in the Alternative and Modified Alternative Plans, just native and drought tolerant xeriscape. The cities position on the homeless is an interesting one they make no attempt to document their assertions but insist the xeriscape will be a magnet for the homeless. There is a homeless population in San Clemente and some of them reside in North Beach, but there is no evidence that they will congregate on the rather inhospitable xeriscape of the Alternative and Modified Alternative Plans adjacent to busy and noisy El Camino Real highway. There are much more favorable locations in the North Beach area for them to reside like the soft lawn of the Ole Hanson Beach Club or Bonita Park. The "public safety" issue is strictly a "red herring" to discredit the Alternative and Modified Alternative Plans.

### Conclusion

Mr. Cameron's use of the term "flexibility" is code for other uses meaning that the parking lot will be used for other purposes than parking. Because of its location by the busy and noisy

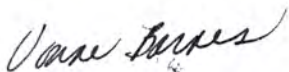
**COASTAL COMMISSION**

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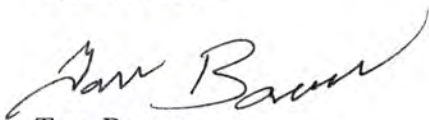


thoroughfare, El Camino Real, its function as a "pedestrian center" will be extremely limited. The better location (and a legal one) for an "event center" is the adjacent "Triangle." Parking, park, and public use come under its purview (Resolution 69-70), where the ECR lot is strictly for storm drains and public parking (Resolution 94-55). Mr. Cameron's veiled threat of putting a 45 foot high building on the lot would once again violate Resolution 94-55, unless the 45 foot building he envisions is a parking structure. We recommend that the Coastal Commission staff endorse either or both of our Alternative and Modified Alternative Plans and reject the City's Plan—modified or otherwise.

Respectfully,



Vonne Barnes



Tom Barnes

Ricardo Nicol

Exhibits:

1. Alternative Plan Diagram and Alternative Plan Diagram with Xeriscape
2. Modified Alternative Plan Diagram and Modified Alternative Plan with Xeriscape
3. City's Plan Diagram
4. Alternative and Modified Alternative Plant Palette
5. Comparison Chart of City Plan, Alternative Plan, Modified Alternative Plan
6. Photo of Cars on El Camino Real
7. Resolution 94-55
8. Resolution 69-70
9. Triangle Map & ECR Lot

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**10 Reasons to Reject City's Plan for the ECR Parking Lot and Adopt the Alternative or Modified Alternative Plans**

1. Excessive amount of concrete that serves no useful purpose in a parking lot in the City's Plan.
2. An environmentally unsound design of excessive urban run-off in the vast area of impermeable surfaces in the city's "asphalt-concrete" design plan.
3. Unsafe design of traffic flow with a single entry and exit and two-way traffic inside the parking lot.
4. The inherent danger of cars backing-up from 4 different directions with the added impediment of curbs and palm trees in the middle of the parking lot.
5. Violation of Resolution 94-55 which states the lot taken by *imminent domain* is to be used for storm drain improvements (accomplished in 1995) and public parking, not for special events like a farmer's market or valet parking for private events at the Casino and Miramar.
6. Placing the cars 5 feet from the sidewalk contributes to continuing the "used car" look of the scenic highway of El Camino Real.
7. Both the Alternative Plan and the Modified Alternative Plan are readily available to implement and are superior designs to the City's Plan.
8. A lack of permeable landscaping in the City's Plan compared to the superior xeriscaping of the Alternative and Modified Alternative Plans.
9. The incompleteness of the City's Plan compared to the Alternative and Modified Alternative Plans that have all of the following that are absent in the City's Plan: handicapped-parking space, plug-n electric car station, bicycle racks, and pay station.
10. 31 or 32 spaces in the City's Plan compared to 32 spaces in the Alternative Plan and 33 spaces in the Modified Alternative Plan.

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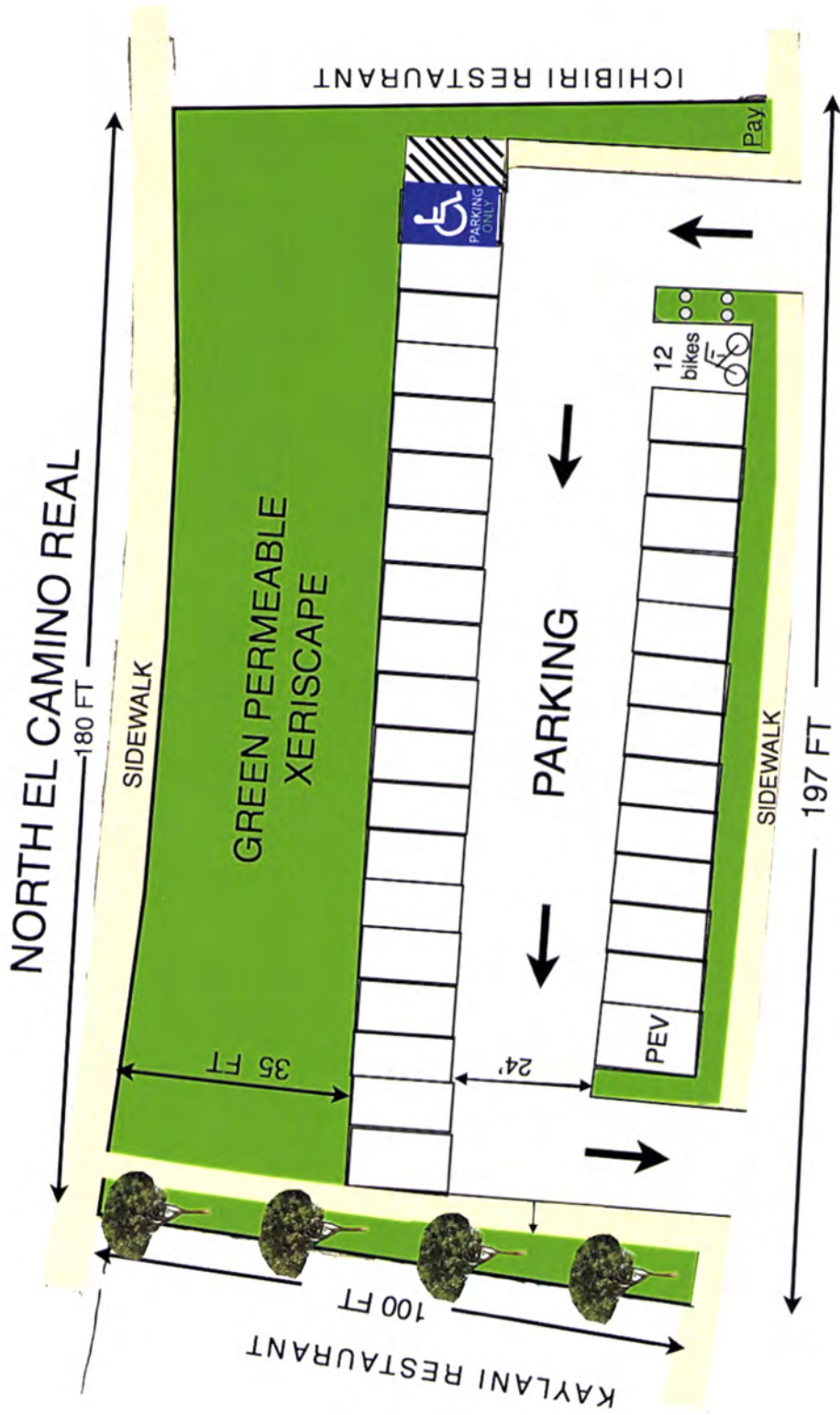


## List of Exhibits

1. a) Alternative Plan Diagram and  
b) Alternative Plan Diagram with Xeriscape
2. a) Modified Alternative Plan Diagram and  
b) Modified Alternative Plan with Xeriscape
3. City's Plan Diagram
4. Alternative and modified Plant Palette
5. a) Comparison Chart of City Plan and Alternative  
b) Comparison Chart of City Plan and Modified Alternative
6. Photo of Cars on E Camino Real
7. a) Resolution 94-55  
b) Resolutions 94-55 and 69-70 Map
8. Resolution 69-70
9. Triangle Map & ECR Lot

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**ALTERNATIVE EL CAMINO REAL PARKING LOT PLAN**  
 32 SPACES, BIKE CORRAL, PEV, HANDICAPPED PARKING, PAY STATION

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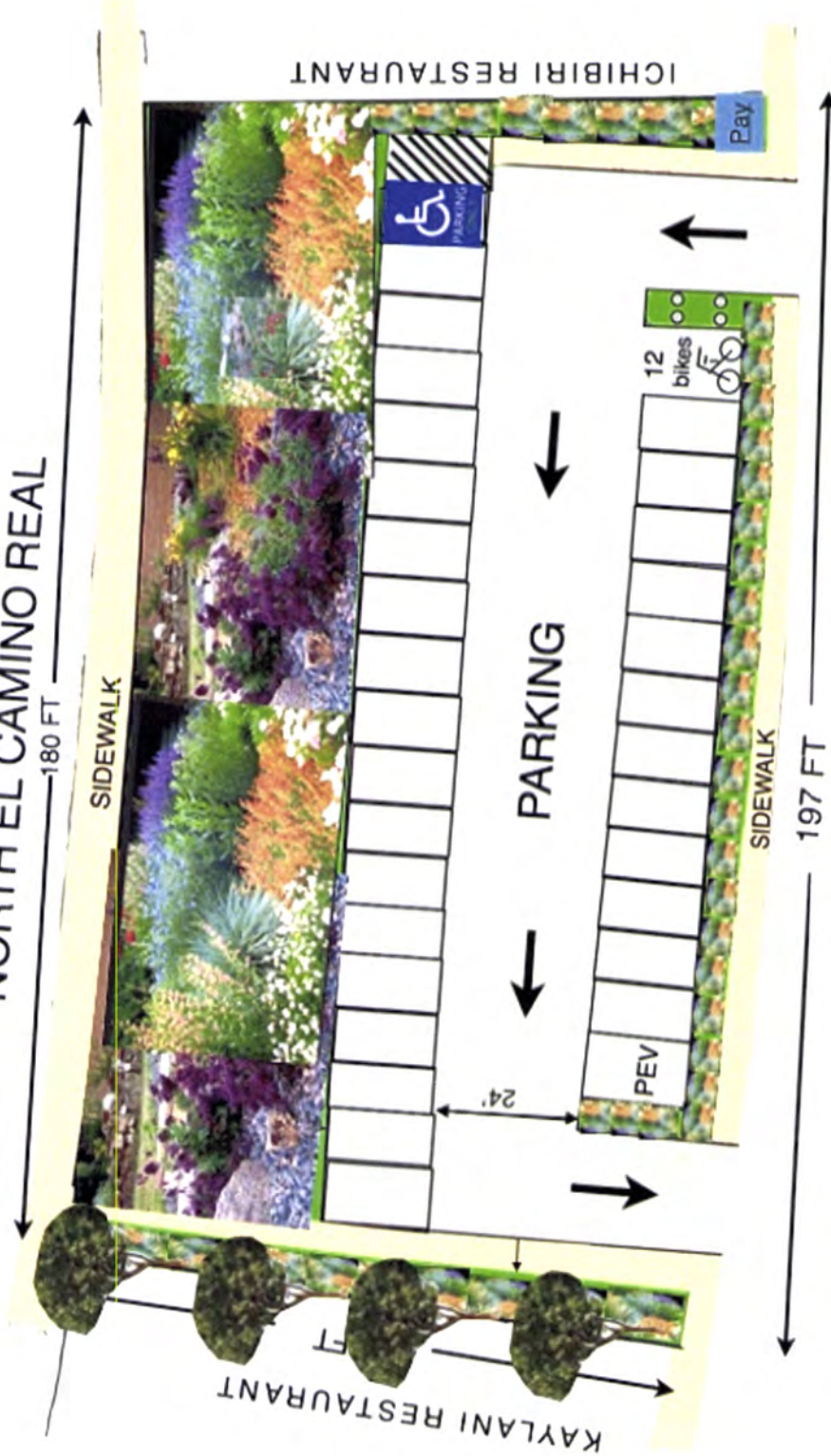
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1a



NORTH EL CAMINO REAL  
180 FT

SIDEWALK



197 FT

CALLE DESCHECHA

Alternative El Camino Real Parking Lot Plan, 32  
Spaces, PEV, Bike Corral, Handicapped Parking

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NORTH EL CAMINO REAL

180 FT

XERISCAPE

100 FT

KAYLANI RESTAURANT

ICHIBIRI RESTAURANT

15' 5' 60' 5' 15'

5'

18'

197 FT

CALLE DESCHECHA



PARKING

PEV

Bike Racks



MODIFIED ALTERNATIVE ECR PARKING LOT  
PLAN 33 SPACES, BIKE RACKS, PEV,  
HANDICAPPED, PAY

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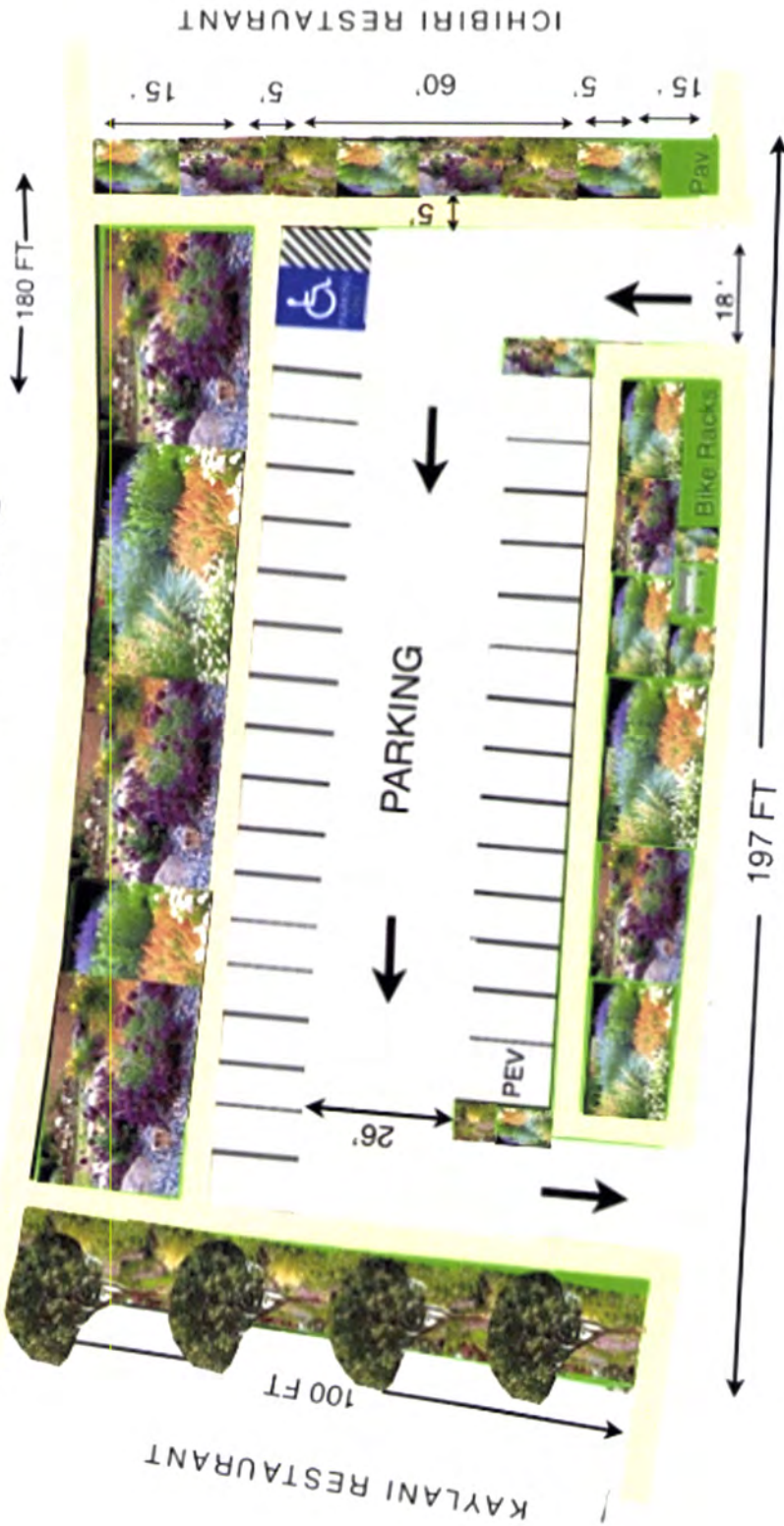
EXHIBIT # 6(b)  
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2a



NORTH EL CAMINO REAL

180 FT



MODIFIED ALTERNATIVE ECR PARKING LOT  
 PLAN 33 SPACES, BIKE RACKS, PEV,  
 HANDICAPPED, PAY

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EL CAMINO REAL PARKING LOT PLAN  
31 or 32 PARKING SPACES

AVENIDA ESTACION  
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## Alternative and Modified Alternative Plant Palette

Aeonium "Alice Keck Park" —Alice Keck Park Aeonium

Aeonium "Jack Catlin"— Jack Catlin "Mint Saucer"

Aeonium "Mint Saucer"—Mint Saucer Aeonium

Arctostaphylos ""Pacific Mist" —Pacific Mist Manzanita

Aeonium "Zwartkop"— Zwartkop Aeonium

Agave Americana—Century Plant

Agave atenuata "Nova"—Blue Fox Tail Agave

Agave lophantha "Quadricolor"— Quadricolor Century Plant

Artemisia apycnocephala "David's Choice" —Coastal Sagewort

Bougainvillea spectabilis, "San Diego Red" bouganvillea

Carissa macrocarpa —"Tuttle" Natal Plum

Ceanothus "Centennial" —Ceanothus Oceanothus

Ceanothus gloriosus "Anchor Bay"—Anchor Bay Lilac

Ceanothus maritimus "Popcorn"—Maritime Ceanothus

Cistus purpureus— Orchid Rock Rose

Coprosma repens "Tequila Sunrise" Tequilla Sunrise Mirror Plant

Correa reflexa "Cape Carpet"—Green Cape Fuschia

Cotyledon orbicula "Lighthouse Road" —Pigs Ears

Crassula capitella "Campfire"—Campfire Crassula

Echeveria agavoides "Pink"— Carpet Esheveria

Echeveria coccinea—Red echeveria

Echeveria elegans "Super Clone" — Large Mexican Snowball

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4.1

Encelia californica—California Encelia  
Escallonia fradesil—Frades Escallonia  
Euphorbia milli “Fireworks” —Fireworks Crown of Thorns  
Euphorbia tirucalle “Sticks of Fire” —Sticks of Fire  
Grevillea “Red JHooks” Natal Plum  
Hesperaloe parvifolia— Red Aloe  
Hibiscus rosa-sinensis— Brilliant Hibiscus  
Kalanchoe beharensis—Oak Leaf Kalanchoe  
Kalanchoe “Fantastic” —Fantastic Kalanchoe  
Leptospermum scoparium “Ruby Glow” Tea Tree  
Pittosporum tobira “Turner’s Variegated Dwarf” Tobira  
Portulacraia afra— Elephant Food  
Sedum Rupestris “Angelina—Angeline Sedum  
Senecio serpens— Blue Chalksticks  
Trachelospermum asiaticum— Asian Jasmine

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4.2



5a

Category	City Plan	Alternative Plan	City Plan %	Alternative %
Lot Area Square Foot	18,800	18,800	100	100
Parking Spaces	32	32	---	---
Concrete Paving Sq. Ft.	2,025	785	11	4
Black Top Paving Sq. Ft.	11,675	9,870	62	53
Total Nonpermeable (Concrete + Black Top) Sq.Ft.	13,700	10,655	73	57
Green Permeable Area Sq. Ft.	5,100	8,145	27	43

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Category	City Plan	Modified Alternative	City Plan %	Modified Alternative %
Lot Area sqft	18,800	18,800	100	100
Spaces	31 or 32	33	-----	-----
Concrete sqft	2,025	0	11	0
Permeable Pavers	0	2256	0	12
Asphalt sqft	11,675	9,000	62	48
Nonpermeable (Concrete + Asphalt)	13,700	9,000	73	48
Xeriscape sqft	5,100	7,430	27	40
Total Permeable (xeri + pavers)	5,100	9,686	27	52

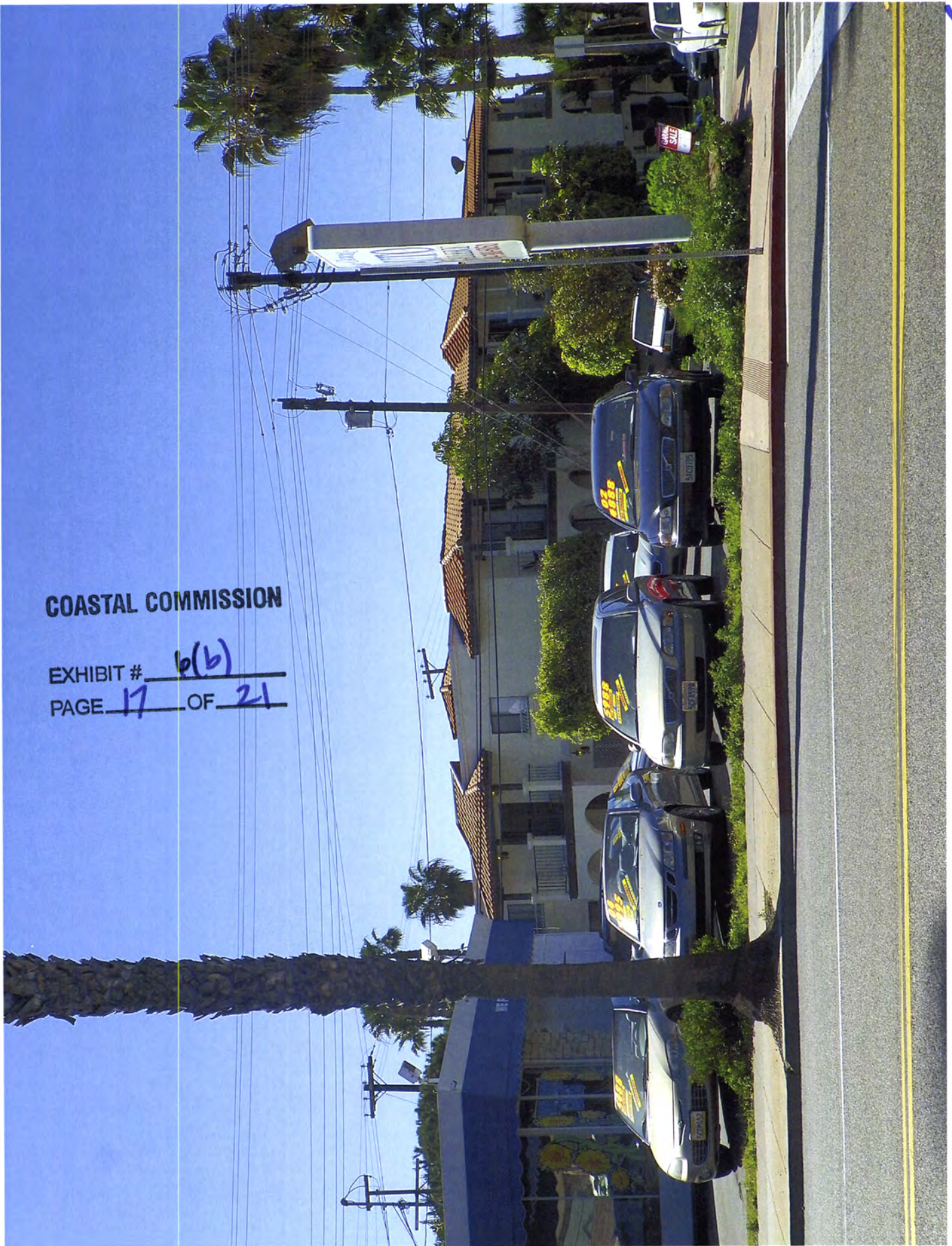
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6



A. RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN CLEMENTE, CALIFORNIA, DETERMINING THE PUBLIC NECESSITY OF THE ACQUISITION BY EMINENT DOMAIN OF CERTAIN REAL PROPERTY LOCATED AT 1832 NORTH BL CAMINO REAL, TO ACCOMMODATE STORM DRAIN IMPROVEMENTS AND PUBLIC PARKING.

WHEREAS, the MO2 Storm Drain improvement project and the City's acquisition of property to devote to public parking uses are collectively referred to herein as the "Project"; and

B. That the public interest and necessity require construction and completion of the Project as follows:

... Further, the City has identified a shortage of available public parking facilities in the vicinity of the Property. Acquisition of additional property for parking purposes will facilitate the development of public parking facilities to address these constraints.

CITY COMMISSION

7a



**RESOLUTION 94-55**

ACQUISITION BY EMINENT DOMAIN OF CERTAIN REAL PROPERTY LOCATED AT 1832 NORTH EL CAMINO REAL, TO ACCOMMODATE STORM DRAIN IMPROVEMENTS AND PUBLIC PARKING.



**RESOLUTION 69-70**

BE IT RESOLVED... the acquisition of said land for public off-street parking, public park and public use abutting the... San Clemente Beach Club.



**COASTAL COMMISSION**

EXHIBIT # 6(b)  
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7b

RESOLUTION NO. 69-70

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN CLEMENTE, CALIFORNIA, DECLARING THAT PUBLIC INTEREST, CONVENIENCE AND NECESSITY REQUIRE THE ACQUISITION AND DEVELOPMENT OF CERTAIN REAL PROPERTY FOR PUBLIC IMPROVEMENT; AUTHORIZING THE ACQUISITION OF SUCH PROPERTY BY EMINENT DOMAIN AND DIRECTING THE CITY ATTORNEY OF THE CITY OF SAN CLEMENTE TO COMMENCE AN ACTION IN THE SUPERIOR COURT OF THE STATE OF CALIFORNIA IN AND FOR THE COUNTY OF ORANGE, FOR THE PURPOSE OF ACQUIRING CERTAIN REAL PROPERTY.

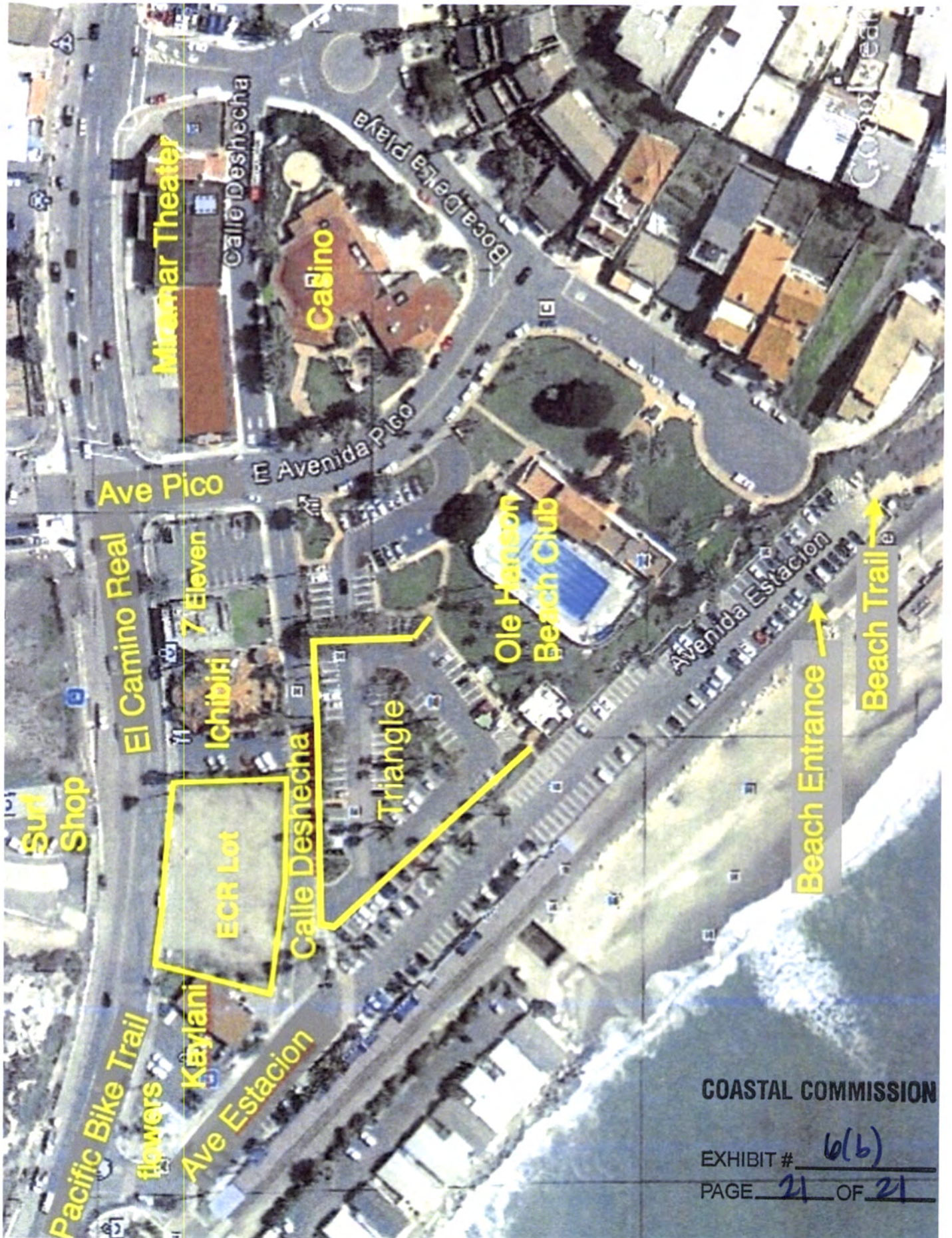
WHEREAS, the City of San Clemente is anticipating the acquisition of certain property for public improvement for off-street parking, public park and public use, hereinafter described in the City of San Clemente, County of Orange, State of California, and

WHEREAS, the City of San Clemente determines that the public interest, convenience and necessity require the acquisition of said land for public off-street parking, public park and public use within the City of San Clemente,

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- View from Marblehead park adjacent to Pico.
- No ocean view impacts with proposed City Design.



COASTAL COMMISSION

EXHIBIT # 8  
PAGE      OF





- View from Pico at flood channel looking over proposed parking lot.
- No ocean view impacts with proposed City Design.

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EXHIBIT # 9  
PAGE      OF





- Zoom lens view from same Pico location.
- Parked vehicles below ocean view sight line.

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EXHIBIT # 10  
PAGE      OF



- Vehicle in proposed parking lot near street has little impact on already obstructed ocean views.



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**PARKING LOT SECTION A-A**  
 SCALE: 1/8" = 1'-0"

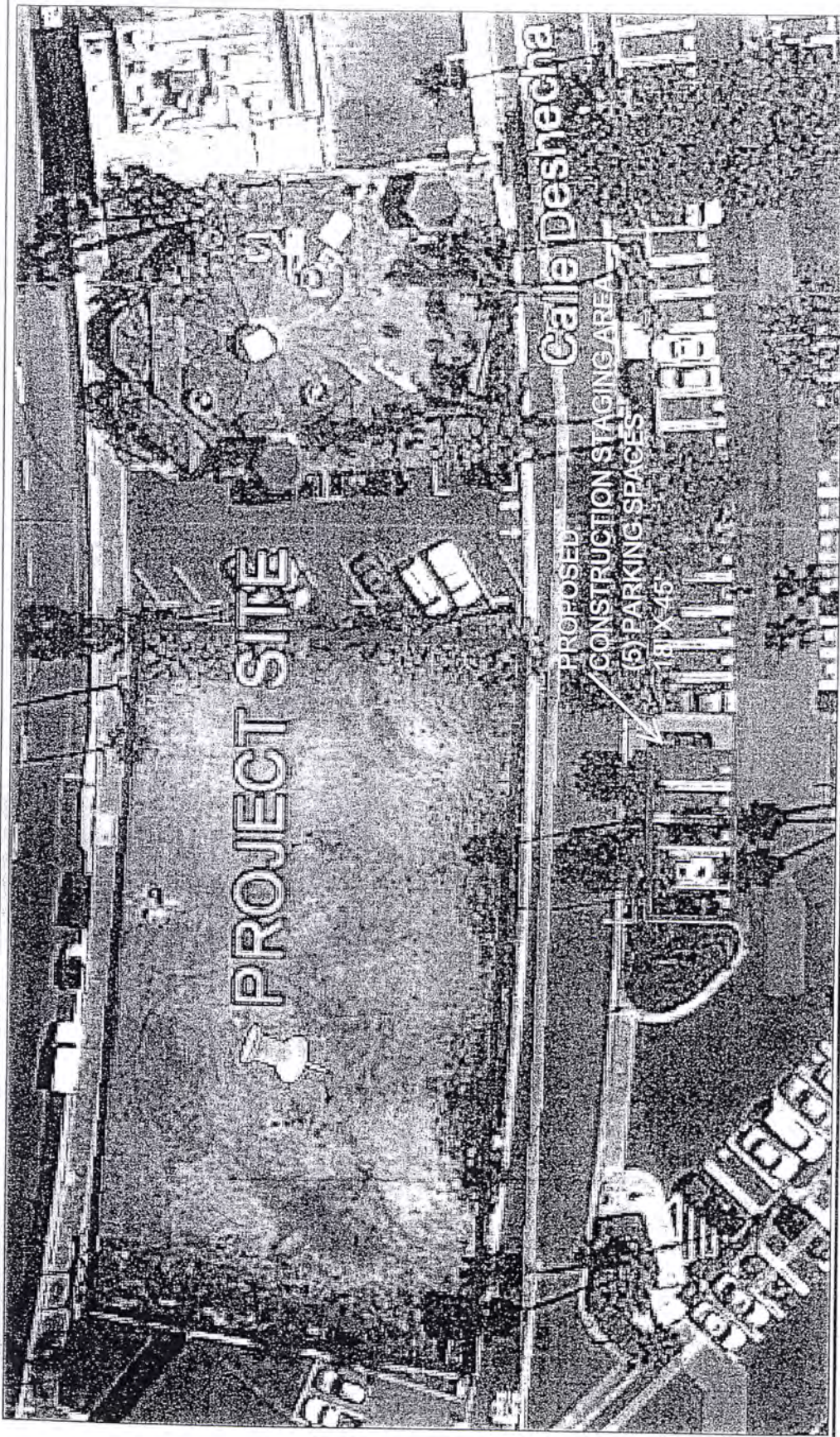
**NORTH BEACH/ EL CAMINO REAL BEACH PARKING LOT**  
 VISUAL IMPACT STUDY  
 CITY OF SAN CLEMENTE  
 4-15-2015

EXHIBIT # 12  
 PAGE      OF     

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 Landscape Architecture Planning Urban Design  
 3185 C Arroyo Avenue, Costa Mesa, CA 92626  
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 info@bgb-inc.com  
 www.bgb-inc.com







DRAWN BY: NG  
 CHECKED BY: MR  
 DATE: 8/20/14  
 JOB NUMBER: 13-3281  
 SCALE: NOT TO SCALE  
 SHEET: 2 OF 2

CONSTRUCTION AND STAGING PLAN  
 NORTH BEACH/ EI CAMINO REAL BEACH PARKING LOT  
 CITY PROJECT NO. 14806  
 CITY OF SAN CLEMENTE



GABLE ENGINEERING, INC.  
 Site Development/Structural Analysis  
 2601 E. CHAPMAN AVE #207  
 FULLERTON, CA 92831  
 949.981.5260 949.209.1914 FAX  
 gengineering.com

EXHIBIT NO.	14
Application Number	5-14-1310
	Construction
	Staging Plan