



AGENDA

SAN CLEMENTE COASTAL ADVISORY COMMITTEE

THURSDAY, MAY 8, 2003, 7:00 P.M.

OLE HANSON FIRESIDE ROOM

100 N. SEVILLE, SAN CLEMENTE, CA

****PLEASE NOTE TIME AND LOCATION.**

FOR ADDRESSING THE COMMITTEE: Members of the audience who wish to address the Committee are requested to complete one of the forms near the entrance of the meeting room and submit it to the Chairperson.

1. PLEDGE OF ALLEGIANCE
2. ROLL CALL
3. APPROVAL OF MINUTES
 - A. March 13, 2003
 - B. April 10, 2003

Members of the audience who wish to address the Committee on matters of public interest pertaining to the City may step to the podium, state their name and the City in which they reside, and make their presentation. Please limit presentations to three minutes. Since the Committee cannot discuss or take action on matters not on the agenda, items of concern which are not urgent in nature can be resolved more expeditiously by completing and submitting a written request to the Beaches, Parks and Recreation Department.

For matters on the agenda, public comments will be received at the time that the Coastal Advisory Committee considers the agenda item.

Pursuant to the Americans with Disabilities Act, persons with a disability who require a disability-related modification or accommodation in order to participate in a meeting, including auxiliary aids or services, may request such modification or accommodation from the Marine Safety Captain at (949) 361-8260. Notification 24 hours prior to the meeting will enable the City to make reasonable arrangements to assure accessibility to the meeting.

4. PUBLIC INPUT

5. OLD BUSINESS

A. Draft Beach Sand Opportunistic Nourishment Policy.

Continued discussion of the Sand Nourishment Policy. A draft Sand Nourishment policy is attached, as well as a recently adopted policy titled "Sand Renourishment Program", created by the County of Los Angeles Department of Beaches and Harbors, for the Committee's reference.

Staff recommendation: Information and discussion item.

6. NEW BUSINESS

7. COMMUNICATIONS

A. Parks and Recreation Commission Minutes March 11, 2003

Staff recommendation: Information item – receive and file.

B. Bacteriological Monitoring Report

Staff recommendation: Information item – receive and file.

C. Street Sweeping Parking Prohibitions – Posting of Signage Required

Memo from Dave Lund, Public Works & Economic Development Director, in response to a Committee request to investigate the legal requirements for posting of streets in regards to parking prohibitions.

Staff recommendation: Information item – receive and file.

8. ITEMS FROM STAFF

9. ITEMS FROM COMMITTEE MEMBERS

10. ADJOURNMENT

Adjourn the meeting to a regular meeting on Thursday, June 12, 2003, at 7:00 p.m., in the Fireside Room, at the Community Center, 100 N. Seville, San Clemente, CA.

3. A.

**MINUTES OF THE MEETING
OF THE CITY OF SAN CLEMENTE
COASTAL ADVISORY COMMITTEE**

Thursday, March 13, 2003

@ 7:00 p.m.

**Community Center, Ole Hanson Fireside Room
100 N. Seville
San Clemente, CA 92672**

1. PLEDGE OF ALLEGIANCE

Committee Member Peggy Vance led the Pledge of Allegiance.

2. ROLL CALL

Present: Ken Nielsen, William Hart, Michael Barnes, Dennis Hannan, Peggy Vance

Absent: Greg Hulsizer, Nesa Ortega

Staff present: Bill Humphreys, Marine Safety Captain
Mary Colletti, Recording Secretary

3. APPROVAL OF MINUTES

MOTION BY COMMITTEE MEMBER HANNAN, SECONDED BY COMMITTEE MEMBER VANCE, CARRIED (5-0-0) to approve the minutes of March 13, 2003 as amended.

4. PUBLIC INPUT

San Clemente Resident Wendy Morris informed the Committee that the Railroad, starting on Monday and for the next month, would be dumping riprap along the beach. Ms. Morris called Ms. Valdez, at Metrolink, for locations of the dumping. Ms. Valdez was in charge of notifying adjacent property owners about the dumping, but Ms. Morris told the Committee that she was never notified although she is an adjacent property owner. Ms. Valdez was surprised to hear this, as she said they contracted a company to hand-deliver the notices. Ms. Morris said their past dumping procedure was to use a bulldozer in an area piled high with riprap, and push those rocks out to the ocean to make room for new riprap. In this method the footprint of the revetment is made larger and, if dumped on sand, removes either towel space or, if it lands in the water, we lose our state land's property. Ms. Morris thought they should have a permit since they are increasing the size of the revetment. Ms. Valdez stated that they are only maintaining what is currently there, but Ms. Morris disagrees. She believes they are increasing the revetment size.

Committee Member Hannan replied that the railroads do not need local or state permits as it is their property. Ms. Morris said that when they dump onto 'wet' sand it is state land's property, not the railroad's. Committee Member Hannan stated that they shouldn't be dumping beyond their right of way. Ms. Morris said it's now in dispute whether this area is their property. Committee Member Hannan stated that the riprap and revetments don't cause erosion, as the waves don't get to the rocks because of the sand in front of them. He said Mayor Dorey and the Committee are trying to get sand put on our beach, but don't have any big donors. Ms. Morris believes the railroad owes us some sand to mitigate the rock dumping. Committee Member Hannan said that, as a coastal geologist, the thing he objects to the most is that the rock is not sized or placed; it is just dumped. He said eventually, surfers and swimmers will be in danger of colliding with the rocks in the water. He said he hoped the City could influence the Railroad to build designed revetments.

Committee Member Hannan also said he was worried that the dumping the Railroad plans to do in areas where it looks unnecessary may be in preparation to building two rails.

Chairman Hart said that perhaps the City Manager could call the head of Metrolink to ask them to rethink their strategies and/or run these strategies by the City's Engineering department. Chairman Hart said that perhaps there are areas where riprap is worn thin, but that in areas like Lost Winds, Boca del Canon, etc., where there is no riprap, and the tracks are well behind sand dunes, he questions the necessity for dumping there. Chairman Hart feels that a call from the City Manager to Metrolink is the best we can do in this short time frame.

Committee Members Hannan and Nielsen suggested that the Coastal Advisory Committee send a memo to the City Manager of their recommendations on this issue. Chairman Hart suggested the Committee discuss this during "Items for Commissioners" in this meeting. Committee Member Barnes commented that the Army Corps of Engineers told Metrolink that the placement of riprap on the beach is accelerating erosion, but that the Army Corps received no response from Metrolink.

San Clemente resident Jim Donlin said that Surfrider had spoken to their attorney and asked the attorney to send a letter to the head of the SCRRA to inform them that Surfrider was considering litigation in this matter. He said that if you make the footprint larger, that constitutes development which puts it "out of bounds". Mr. Donlin said the letter will include a request for Metrolink's detailed plans for the project. He said that Surfrider is working with the head of the Coastal Commission on this issue.

Resident Michael Metcalfe said that this is an emergency and could cause irreversible harm to our beach, and he wants the City and this Committee to act immediately. He recommends that the City Attorney file a writ for an injunction against it. He challenged this Committee to act in this emergency.

Chairman Hart said that since this item wasn't agendaized, it should be discussed under Items for Commissioners. He invited the public audience present to remain for that portion of this meeting.

Resident Jim Donlin suggested that concerned residents go direct to the City Manager, and Chairman Hart agreed.

Mr. Donlin next spoke on the Street Sweeping issue, for which he had attended the previous Coastal Advisory Committee meeting. He said he was happy with the discussion from the previous meeting and requested that this Committee agendize the topic of normalizing street sweeper parking regulations throughout the City.

Chairman Hart replied that the City has a timeline in regard to presenting the street sweeping issue, and a related staff study on parking enforcement, to the City Council. Chairman Hart hopes that this Committee will be able to make formal recommendations to the City Council before it becomes an action item for the City Council, but is not yet clear if that will happen as he is not sure of the timeline.

Mr. Donlin asked if this Committee could make a recommendation, separate from that of the City's, directly to the City Council. Chairman Hart felt this could probably be done, and that this Committee could agendize the item and come up with recommendations. Chairman Hart said he plans to get a better idea of the City Council's timeline on this issue, and this can be voted on by this Committee at the end of this meeting.

5. OLD BUSINESS

The agenda was re-ordered to place New Business before Old Business.

A. Draft Sand Replenishment Policy or Ordinance

Committee Member Hannan distributed his draft of the Sand Replenishment Policy or Ordinance to the Committee members and staff present.

The following is a discussion by the Committee of the most significant points posed during this meeting (please refer to the resulting draft of the "Opportunistic Beach Sand Nourishment Policy" for complete details).

Committee Member Barnes said his biggest concern is the percentage of fines. Chairman Hart said the permit being applied for specifies no more than 25% fines, and this Committee authorized a permit request based on this, with room to negotiate that figure. He said that Chris Webb, from Moffat and Nichols, was insistent that there may not be a lot of material available with fines below 25%.

Committee Member Barnes said he wants to choose a percentage scientifically defensible, and very protective of the beach. Therefore, he'd like to be conservative, and start with a percentage of fines lower than 25%. He summarized all of the information this Committee has reviewed in regard to the Draft Sand Replenishment Policy or Ordinance, as follows:

The consensus of this Committee is that sand with no more than 10% fines may be placed in the surf zone, and sand with no more than 5% fines may be placed on the beach. Chairman Hart thanked Committee Member Hannan for combining all of the information the Committee has received into one report. Chairman Hart stated that a Committee vote may be required to decide whether a policy or an ordinance is written.

In regard to chemical compatibility, Committee Member Hannan said that under "Chemical Compatibility", there are methods for toxicity testing. He said there are four ways to test material for adverse effect on various biological animals. Chairman Hart said that there should be a trigger, based on some basic guideline, which will trigger more testing. Committee Member Barnes said that the Army Corps of Engineers may specify a procedure for this, but he will need to do more research to see what the trigger is. Committee Member Hannan said that the chemical testing is most important in regard to ocean animals. Committee Member Hannan suggested adding Toxicity Testing. Committee Member Nielsen said such testing could be very expensive. The Committee agreed to omit such specific verbiage for now from the policy, as they felt the current language of Committee Member Hannan's draft covered this point sufficiently, and would allow the opportunity to do further testing if necessary on suspect material that may be offered.

Committee Member Hannan suggested that the City may wish to review sand color, based upon source and volume of sand to be placed. Committee Member Nielsen said according to San Diego Association of Governments (SANDAG), it's not necessary to be overly concerned with color. Committee Member Hannan said one has to be conscious of the difference between wet color and dry color of sand. The Committee's consensus was that the color should be a "reasonable match".

In regard to "turbidity", the general consensus of the Committee was that this was not a significant point to include in the policy, as it is covered under monitoring, sampling and testing aspects of the proposed policy. The Committee felt likewise about the Design Scenarios, which they felt was covered under the "Site Characterization" section of the proposed policy. Therefore, the Committee eliminated these two items from the proposed policy.

Committee Member Nielsen said that the report he distributed to the Committee members entitled "Marine Resources Surveys/Monitoring for Beach Replenishment Activities" (which will be incorporated into the Policy) came directly from SANDAG and all of the processes listed in the report are processes that have been done or are being done now by SANDAG.

In regard to surfing resources, Committee Member Barnes said that surfing is a resource in California, and we need to make sure we don't destroy and breaks. He thinks we should try to monitor this. Committee Member Hannan believes that if you put sand at the head of the cell, the sand will distribute naturally and will not destroy any surfing spots. Chairman Hart said that works in theory, but he feels that surf spots should be physically monitored for adverse affects. By Committee consensus, a paragraph was added to the proposed policy to allow for monitoring of surf spots to avoid adverse effects.

In regard to Committee discussion about whether a policy would have "the teeth" an ordinance would have, Captain Humphreys said that "the teeth" will be in the process. That is, no sand replenishment project can be done without permission from the City, the City Council, the California Coastal Commission and the Coastal Advisory Committee. Committee Member Hannan agreed and said that the Coastal Commission writes policies or guidelines as opposed to ordinances, in order to have flexibility depending on the resources available.

MOTION BY COMMITTEE MEMBER BARNES, SECONDED BY COMMITTEE MEMBER NIELSEN, CARRIED (5-0-0) to write the "Opportunistic Beach Sand Replenishment Policy" as a policy, as opposed to writing it as an ordinance.

6. NEW BUSINESS

Public Signage Board at Mariposa

Marine Safety Captain Humphreys summarized this topic which was brought up at the last Coastal Advisory Committee by San Clemente resident Michael Metcalfe. As proposed by Mr. Metcalfe, a sign would be placed at a beach access point near Mariposa where the public and the City could post notices of meetings, etc. Captain Humphreys brought the project to Beaches, Parks and Recreation Director Bruce Wegner. Director Wegner was concerned due to past experience they've had with signage boards. Director Wegner said the First Amendment would not allow the City to control what is placed on the board. Therefore, the City would have no right to remove possible objectionable notices. Captain Humphreys brought the signage issue to the City Attorney who concurred. He stated the City would be prohibited from performing in "content-based regulation" which is illegal in an open public forum, and would be protected by the First Amendment. He said it could also be an "unattractive nuisance". Captain Humphreys posed the question of who would monitor the paper buildup of notices and how do you track how long something has been posted without removing new notices along with old ones, and what staff time would be required to do so? He also said that the California Coastal Commission would have to approve the sign. The City Attorney also said that the environment is a family-oriented beach and there could be graphic material placed on the board is objectionable.

Chairman Hart asked if the City Attorney discussed any way that content could be regulated. Captain Humphreys said that the City Attorney said there was a slim possibility of creating a "limited public forum", but it can only be done by an ordinance which would state what type of notices would be allowed, and the City Attorney would have to do research into whether this would apply in this case. Captain Humphreys said he and Director Wegner had discussed the possibility of getting permission from a private property owner to post a sign. Chairman Hart suggested the possibility of posting notices informally in the area with relaxed enforcement, with the risk that anything could be torn down at any time in the process of keeping the city clean.

Resident Michael Metcalfe presented his proposal with a picture of the proposed site. He agreed that staff's comments had merit. He said that he had spoken to the City's Planning department who suggested this signboard be incorporated into the City's proposed Coastal Trail. Mr. Metcalfe spoke to Kathryn Stovall Dennis, the liaison for the Coastal Trail design and she said signs are

controversial, but that it was not a bad idea. She suggested Mr. Metcalfe ask this Committee to approve the sign concept, and based on that she would try to incorporate it into the Beach Trail design. He emphasized that this idea grew out of a desire to have a "neighborhood signboard", monitored by the neighborhood, as opposed to a signboard where official notices would be posted. He felt that the neighborhood would use good common sense in controlling posted notices. Mr. Metcalfe cited an example of the public signboard posted at the library, and said he'd never heard of any problems with it. He requested that the Committee approve this concept.

Committee Member Nielsen said he lives in that area, and he believes the neighbors would take good care of the sign, but that if it became bothersome (i.e. graffiti, etc.) he'd want to remove it immediately. Committee Member Barnes said he'd like to give the community a place to post notices in one place, which would help keep the city free of postings all over on trees, etc. He felt it would be a good way to post beach conditions, water conditions, and public notices, and he'd like to designate a signboard for public postings. He feels that those offended would just remove the offensive notice.

Committee Member Vance said she'd go by what people in the area thought; if they had no objection to it, she felt it would be a good idea.

Chairman Hart said he'd met with Director Wegner and Captain Humphreys to discuss this issue. He said they discussed First Amendment rights, and said that when it becomes a sanctioned City sign, certain laws and protections have to be considered, so that this seemingly "easy" idea becomes much more complicated. Chairman Hart said the three of them discussed the Community Center signboard, and they found there was staff on site there that monitored it. Therefore, he felt this could not compare to putting a public signboard at a beach access point. He said the beach access in question is probably on private property and that a property owner may not mind having a signboard planted in the ground on his property. Chairman Hart felt the neighborhood could police the signs. He said that if this project were to move forward, there should be an escape clause to have the sign removed at the first sign of trouble. Committee Member Barnes suggested a three month trial. Committee Member Hannan agreed, and said it would not be difficult to remove such a sign. Chairman Hart said if cooperative property owners could not be found, he'd like to send the request through City channels and try to get it approved as a "pilot project".

Committee Member Nielsen suggested that the sign could be placed in the public right-of-way in that area, where there is no sidewalk. Resident Metcalfe said he'd be willing to ask the property owners for approval. Mr. Metcalfe suggested postponing any action for another month while the property owners were contacted.

Chairman Hart suggested continuing this item due to the complexities of the issue. Chairman Hart suggested again that it be proposed as a pilot project with a three month trial period. Committee Member Nielsen said he'd like a better-looking sign than the usual steel pole and plywood.

Resident Donlin stated that he believes there is an ordinance prohibiting signage on private property, and Chairman Hart agreed that there are many city ordinances regarding signage. He said that in terms of selective enforcement, this could go both ways; a sign could stay up without liability to the City, or it could be taken down without violating First Amendment rights because it wasn't supposed to be there in the first place.

Committee Member Vance asked if this Committee could approve the sign in concept and recommend approval by appropriate City agencies.

MOTION BY COMMITTEE MEMBER VANCE, SECONDED BY COMMITTEE MEMBER NIELSEN, CARRIED (5-0-0) to recommend to appropriate City of San Clemente agencies, the approval of the concept of a public sign, installed, maintained and funded by neighborhood volunteers, to be placed in the public right-of-way, and, contingent upon a 3 month and a 6 month evaluation of the signage, to be removed immediately should there be any resulting problems at the end of either evaluation period.

7. COMMUNICATIONS

Parks and Recreation Commission Minutes, January 14, 2003

Received and filed.

Bacteriological Monitoring Report

Received and filed.

Committee Member Nielsen asked why T-Street has been posted on this report for the past 3-4 weeks. Captain Humphreys responded this was not unusual for the rainy season. He said that if there is a high bacteria count, followed by a rain that boosts the count, and if there are 3 "high counts" in a row, the Orange County Health Departments switches from doing the daily test to the "30 day Mean Test", and then it's hard to get a clear rating based on the average sample. Chairman Hart said this was counter-productive, as no one would take those results seriously.

8. ITEMS FROM STAFF

9. ITEMS FROM COMMITTEE MEMBERS

A. Railroad Riprap Dumping:

Committee Member Hannan asked to agendize this item and try to obtain some information (i.e., a map), and figure out a way to monitor what the Railroad is doing in regard to dumping riprap along the beach. He is concerned they are dumping in unnecessary areas in with a long-term

agenda in mind of preparation for their proposed double-tracking. He'd like to get a map from the City with the public right-of-way marked on it. Chairman Hart said the right-of-way is 50 feet each direction of the center line, plus or minus a few feet. He thinks the railroad is probably not pushing beyond the right-of-way with the revetment, but that there is an uncertain point of law in regard to who owns the tidewater—it's supposed to be State Lands. He feels the revetment is now sitting in that zone. He also wondered if State Lands could overrule the rights of the railroad, which are governed by federal law. Captain Humphreys stated that the Railroad's plans are to continue with their current maintenance process. He said the Army Corps of Engineer's (Corps) is doing the economic analysis right now for the Feasibility Study, and they must determine whether the potential harm of erosion in San Clemente, economically, is greater than the cost to do sand replenishment. The Corps used the railroad as their justification; if the railroad did a different, more expensive revetment to protect from storms, the cost analysis over the next 50 years will be different. The Corps studied what the cost to the City would be over the next 50 years if the Corps does not bring any sand to San Clemente. Captain Humphreys said he met with the railroad representatives, the Corps, and City staff, and the Railroad pointed to a stockpile of 4,000 tons of rock near San Onofre which they plan to use in future years to protect the railroads.

Chairman Hart asked that this Committee authorize the Chairman to write a letter to Metrolink expressing this Committee's concern over their riprap dumping process and the locations they've chosen, and to protest the fact that they are doing this without any coordination with the City. He feels this is an issue that the Coastal Advisory Committee should be doing something about.

In response to a question regarding who is responsible for maintenance and operations for Metrolink, Chairman Hart clarified for resident Jim Donlin that Metrolink and Southern California Regional Rail Authority (SCRRA) are one and the same agency. He also told him that Orange County Transportation Authority (OCTA) is the landowner, and the railroads are the tenants. Chairman Hart said he's fairly certain that Metrolink has the responsibility for maintenance in Orange County.

B. 303 Deed List

Committee Member Barnes distributed the 303 Deed list of January 13, 2003, which is issued by the Regional Water Quality Control Board and lists any surface or ocean waterways that aren't meeting their standards for clean water. For "Pacific Ocean Shoreline San Clemente", they listed Poche Beach, Ole Hanson Beach Club, Pico Drain, the City beaches at El Portal, Mariposa, Linda Lane, Lifeguard Headquarters, the Pier, T-street, Riviera and Cypress Shores" as not meeting their standards for clean water. He said this list is available on the San Diego Regional Water Quality Board's website.

C. Street Sweeping

Committee Member Nielsen requested that street sweeping be agendized for the Committee's next meeting, and suggested asking either Public Works Director David Lund or Maintenance Services Manager Mark Somerville to speak in regard to what changes, if any, were made to the street sweeping plans after they were reviewed by City Council. Mr. Nielsen would like to make

a recommendation, and Chairman Barnes said he'd like to see the Public Works department attend the Coastal Advisory Committee meeting prior to their bringing the plan to City Council so that this Committee can give them their recommendation in advance of the City Council meeting. The Committee members agreed.

D. Senior Civil Engineer Tom Bonigut's Replacement

Committee Member Nielsen suggested that the person who replaces Senior Civil Engineer Bonigut should replace Captain Humphreys as the City's representative to the Coastal Advisory Committee.

E. Resignation of Committee Members Thomas and Hulsizer

Chairman Hart belatedly thanked former Coastal Advisory Committee Members Bill Thomas and Greg Hulsizer for their service contributions to this Committee. He said that Mr. Hulsizer's term is up in July and due to work constraints he has resigned. He's not sure if the City process requires the Committee to recruit a new member for now, or await the end of Mr. Hulsizer's term. Chairman Hart stated that the Committee thanks Mr. Hulsizer for his tremendous contribution. He said Mr. Hulsizer joined this Committee's predecessor, the Beach Ad Hoc Committee, and he has been a tremendous service to the Committee.

10. ADJOURNMENT

MOTION BY COMMITTEE MEMBER BARNES, SECONDED BY COMMITTEE MEMBER VANCE, CARRIED (5-0-0) to adjourn at 10:20 p.m. to the regular meeting to be held on Thursday, April 10, 2003 at 7:00 p.m. in the Fireside Room, at the Community Center, 100 N. Seville, San Clemente, CA.

Respectfully submitted,

William Hart, Chair

Attest:

Bill Humphreys, Marine Safety Captain

3. B.

**MINUTES OF THE MEETING
OF THE CITY OF SAN CLEMENTE
COASTAL ADVISORY COMMITTEE**

Thursday, April 10, 2003

@ 7:00 p.m.

Community Center, Ole Hanson Fireside Room

100 N. Seville

San Clemente, CA 92672

1. PLEDGE OF ALLEGIANCE

Committee Member Ken Nielsen led the Pledge of Allegiance.

2. ROLL CALL

Present: Ken Nielsen, William Hart, Michael Barnes, Nesa Ortega

Absent: Dennis Hannan, Peggy Vance

Staff present: David Lund, Public Works Director
Bill Humphreys, Marine Safety Captain
Mary Colletti, Recording Secretary

3. APPROVAL OF MINUTES

Due to a lack of quorum present of committee members who had attended the prior meeting, the consensus of the committee was to continue the approval of the minutes of the March 13, 2003 Coastal Advisory Committee meeting to the next regular meeting on April 8, 2003.

4. PUBLIC INPUT

Railroad Rip-Rap

Resident Jim Donlin thanked the committee on behalf of the Surfrider Foundation for responding quickly, and on short notice, to the problem of Metrolink dumping riprap indiscriminately on the beaches. Chairman Hart also thanked the committee for responding, and he summarized the issue. Chairman Hart said that he wrote a letter to Metrolink and faxed it to them on Monday morning following the March 13, 2003 CAC meeting. By Monday afternoon, Metrolink called a meeting with the City of San Clemente, OCTA, as well as the Surfrider Foundation. Also present was Kathryn Stovall Dennis, representing the Railroad Corridor Safety and Education Panel.

Chairman Hart felt that Metrolink was very responsive to our community's

concerns, and that the result was that Metrolink identified four small locations where the riprap needed to be replenished, and they are now placing riprap in only those four small locations. Chairman Hart said that Metrolink also agreed to experiment with carefully placed riprap in one of those locations, as opposed to just dumping the riprap. The carefully placed riprap will be safer for pedestrians and will last longer, reducing Metrolink's maintenance costs. Metrolink agreed to continue working with the community and may possibly bring sand in as an alternate solution to dumping riprap. Chairman Hart felt it was a great meeting, and he thanked the Surfrider Foundation for their contribution. Mr. Donlin added that Metrolink decided to apply for a California Coastal Commission permit.

Resident John Koch stated that originally the railroad used to get large boulders out of the river and placed them properly, and were therefore not as damaging as dumping riprap. Chairman Hart said riprap is less harmful than a concrete seawall, but did not know how riprap compared with boulders; although he clarified that an engineered riprap design would be very effective and would stay in place.

Resident Arlene Ross said that in the past there was a committee made up of residents who met regularly with OCTA representatives which helped lay the groundwork for more open communications with the railroad. Chairman Hart agreed and said that the community and the railroad really came through on this issue.

Committee Member Nielsen stated that at the meeting, Metrolink received 500 speaker cards from residents in regard to this riprap issue, and he feels that Metrolink will now continue to be more involved with the San Clemente community.

5. OLD BUSINESS

The agenda was reordered to discuss the Street Sweeping issue as the first order of Old Business, and the Draft Beach Sand Opportunistic Nourishment Policy issue as the second order of Old Business.

A. Street Sweeping

David Lund, Public Works Director, asked for comments from the public audience.

Resident Jim Donlin reiterated the issue of equalizing parking enforcement from the previous meeting. He said that parking enforcement should be changed through the City Council and/or City Staff, to be regulated all over the City; not just in certain posted areas.

Resident John Koch agreed with Mr. Donlin on the parking enforcement aspect.

As far as regulation of street sweeping, he believes that "one size does not fit all", and that there are many sections of town, particularly in Forster Ranch and Rancho San Clemente, where street sweeping once a month is enough and would be cost effective. Mr. Koch said that in his neighborhood, street sweeping once a week is required. In regard to parking enforcement throughout the whole community, he feels that education alone will not be effective, and feels that giving a parking citation is the best educator. He also feels that parking enforcement is a law, and therefore, must be uniform throughout the City. He feels that residents in the Neighborhood Pride area may sue the City for discrimination, in giving parking tickets only to them.

Resident Arlene Ross, said that although she wouldn't bring a class action suit, she feels that others might. She told of an incident yesterday where a neighbor parked on the street was given a ticket at 7:03am. She said a neighbor videotaped an enforcement person giving him this ticket. Ms. Ross's husband, Ken Ross, said their street sweeper doesn't arrive until 10:00 to 10:30am, but that he saw an enforcer on the corner just before 7:00 am, and she gave his son, who had parked in front of the Ross's house for only a few minutes, a ticket. The neighbor also videotaped this incident.

Resident Alan Riebau said that his area has been discriminated against for many years in regard to street sweeping parking enforcement, and feels something must be done to change this. He said that Director Lund had said in the prior CAC meeting that there would be changes, but Mr. Riebau said there have been no changes. He said that parking enforcement people are waiting at the top of their street at 7:00 am on El Camino Real writing tickets, and placing tickets on cars at 7:00 am sharp. He said the street sweepers don't arrive until 10:00 am. He thinks the residents should be given a break, and would appreciate whatever the CAC can do to help.

Resident Richard Pomeroy said the parking enforcement people wait on El Camino Real, at the top of his street, and write tickets. Mr. Pomeroy videotaped Mr. Ross's son getting a ticket. He said that Mr. Ross's son was in their house for no more than 2 minutes, and was given a ticket as soon as he emerged; just after another neighbor had been given a ticket. He said Mr. Ross's son doesn't even live on the street; he just picks up his lunch from the Rosses, and he feels that the parking enforcement people were unfair in issuing a ticket. Committee Member Ortega asked if the videotape showed the parking enforcement people writing tickets at the top of the street, and Mr. Pomeroy responded, no.

Mr. Koch said that he lives in the Neighborhood Pride area on Algodon, and says that the parking enforcers write down info at 7:00 am, but don't ticket unless the cars are still parked there at around 9 or 9:30 am. He felt that they were equitable in his area of town, but said it sounded like this was not so in other parts of town.

Resident Leonard Lenson said that, after the previous CAC meeting he thought he

would see more leniency in ticket writing before and after the street sweepers passed. He requested that a concrete written document be sent to local residents stating what exactly residents could expect in regard to parking enforcement. He said he thought that timeframes were going to be changed to allow more leniency of parking restrictions.

Resident Michael Metcalfe said the street sweeping problem should be addressed to the City Council by the CAC, and that the CAC remind the City that parking enforcement should exist to make street sweeping more efficient and implement our Urban Runoff Management Plan (URMP). He said that the clean water aspect should be emphasized and that the City should not view parking tickets as revenue, and he feels that this "revenue" should be ear-marked for better parking enforcement. He said the current enforcement generates a lot of resentment of the City by residents. He lives in the Neighborhood Pride Area and finds the parking enforcement restrictions confusing, especially for newcomers and visitors. He recommends the street be swept every week with one sweeper, rather than having two sweepers every two weeks.

Chairman Hart asked for Director Lund's comments.

Director Lund said that City staff is cognizant of the concerns expressed here about sweeping, and felt they were the same concerns expressed at the February 13, 2003 CAC meeting.

Director Lund said that the issue of sweeping certain streets once a month, and others more often "flies in the face" of the clean water initiative voted in by the City's residents, as these residents are paying a fee and are entitled to the same service as everyone else; so they are going to receive the service.

Director Lund addressed the concerns of parking enforcement and reiterated from the CAC meeting of February 13, 2003, that City staff has the same concerns. He said that parking enforcement personnel start at 7:00 am and conclude their routes at 10:30 am. He said they cite cars in violation of the parking prohibitions, and that they have told him that if a street sweeper has already passed, it is rare that they will cite a vehicle. He said there may be exceptions to that, but he has talked to Police Chief Fred Lisanti, and to the enforcement people, and they have confirmed this. He said that between 7:00 am and 10:30 am they may be aggressively ticketing cars in violation. He feels that ticketing cars at 7:00 am when the sweepers is not likely to come by until much later seems unreasonable and unfair, and he reiterated that staff stated this in the CAC meeting of February 13, 2003. He said that he does not have unilateral authority to change the law, and apologized to those of the public audience who may have had that impression from the prior meeting. Director Lund said he has prepared a draft report to submit to the City Council, and it is responsive to the street sweeping and parking enforcement concerns expressed by the CAC and the public at the CAC meeting of February 13, 2003. He said he was prevented from discussing the report at this

meeting as the City Manager must review it first and then submit it to the City Council. He reassured the CAC and the public audience that they will hopefully be very pleased with the changes recommended in regard to this issue.

Committee Member Ortega asked Mr. Lund for clarification on whether the times would be changed only after adding a second street sweeper. Mr. Lund said, not necessarily, and that he hoped to accelerate his recommended program as quickly as possible, but had to wait for City Council approval.

Director Lund stated strongly that he has been addressing the street sweeping concerns very thoughtfully and positively, and said he was not aware that this issue was agendized here tonight. He attended with the thought only of telling the CAC and the public that their concerns were being actively addressed.

Chairman Hart asked for a timeline. Director Lund clarified that the City Manager had to approve his draft, and, if approved, it would then go before City Council. He said that his recommendations are reflective of the concerns presented at the CAC meeting of February 13, 2003. Director Lund said he had emailed a draft of his recommendations to the City Council to Chairman Hart, but Chairman Hart said he received the email, but not the attached draft. Director Lund apologized for Chairman Hart not receiving his email and said he would transmit his report to him.

In response to Committee Member Ortega's question of whether it would take 30 to 60 days before City Council sees it, Director Lund said the timeframe should be much shorter than that. Director Lund said resolutions have to be adopted by the Planning Commission and City Council to change the NPP routes, so special changes to the signing could be ordered and put in place before we change how and when the streets are swept. He said that was included in his draft report.

Director Lund said he had suggested that this issue be agendized to City Council as quickly as possible, and he told the public audience that their concerns were heard at the February 13, 2003 CAC meeting, and that a program will be implemented to address their concerns. Director Lund told resident Koch that the City would not make a recommendation for parking prohibition signage throughout the entire city, as he feels it is unnecessary.

Committee Member Nielsen stated to Director Lund that the CAC was here tonight to make a recommendation to the City Council. Director Lund said that he felt that that recommendation was made at the CAC meeting of February 13, 2003, but Mr. Nielsen disagreed. Committee Member Ortega said that at that meeting, they received input from the public, their comments were noted, and afterwards the CAC makes their recommendation, and that this process takes time.

Director Lund continued and said that Committee Member Nielsen had been most

clear about his concerns at the February 13th meeting, and that these comments were incorporated into the meeting minutes, and that he had transmitted those minutes and a summary of the comments to the City Council so that they will know exactly where the CAC stood on the street sweeping and parking enforcement issues.

Chairman Hart invited each Committee Member to either restate, or state any changes to their position in regard to street sweeping so they would be reflected in tonight's meeting minutes, and said that the CAC will find a way to transmit tonight's meeting minutes to the City Council on or before their hearing of these issue.

Committee Member Barnes requested that the CAC see Director Lund's report before it is submitted to the City Council. Resident Arlene Ross said that she came to the meeting tonight because it was agendized that the residents would be given a report and then the CAC would be given a recommendation.

Committee Member Nielsen felt that San Clemente's residents voted for the URMP plan, not to get street sweeping twice a month to be equitable with the whole city, but to clean up the ocean, and the debris on the street. This means sweeping as necessary, and that the areas that require more sweeping should be identified; it's not necessary to be fair, the issue is to clean up the ocean. He said that all of our waters in San Clemente are contaminated according to the 303 Deed List. Mr. Nielson distributed a copy of an email he received from Jeremy Haas, Environmental Scientist, San Diego Regional Water Quality Control Board, regarding the San Diego Regional Board MS4 permit requirements. He said he has access to the Regional Board's street sweeping requirements for San Clemente, and said he would give Director Lund a copy of these requirements. Committee Member Nielsen said he took a water sample from the gutter of the 100 block of Escalones, and he distributed the results of this sample to the Committee Members and staff members Lund and Humphreys. The results of this water sampling are as follows:

"We ran the sample you brought in by membrane filtration using 1.0 ml and 0.1 ml dilutions. All of the 1.0 ml membranes were too overgrown to count, but we did get distinct colonies on the fecal coliform and enterococcus 0.1 ml.

Total Coliform:	≥200,000 cfu/100 ml
Fecal Coliform:	120,000 cfu/100 ml
Enterococcus:	180,000 cfu/100 ml

(cfu = colony forming unit)

For a single sample, AB411 body contact limits are 10,000 for Total, 400 for Fecal and 104 for Enterococcus" (source unknown).

Committee Member Nielsen said the above bacteria goes right into the ocean and directly to the pier, and that we must take this seriously. He said we must identify the source of the problems and take care of those problems, and that dirty areas must be swept more than cleaner areas. Committee Member Nielsen said he believes in equal parking enforcement, and that the time should be changed to 9:00 am. He would also like to see what percentage of tickets are given on Algodon as opposed to other neighborhoods.

Committee Member Ortega stated her position as follows:

- 1) Street sweeping should start at 9:00 am instead of 7:00 am.
- 2) We should enforce with tickets only where there are signs posted.
- 3) We should phase-in signs from medium density areas to the higher density areas and these signs should increase compliance to decrease debris into the ocean.
- 4) Uniform enforcement and uniform sweeping of the city, twice monthly; even low-density areas should get the same amount of sweeping as residents are paying the fee for it.
- 5) Ticket writers should follow the street sweepers as quickly as possible, allowing people to park on the street after they've passed.

Chairman Hart agreed with Committee Member Barnes that the policy recommendation on street sweeping should come back before the CAC before it goes before City Council. When City Council first reviewed the street sweeping policy, they appointed the CAC as a sounding board for the issue, therefore, the CAC should be able to give formal comment on this issue before it reaches City Council. He believes there will be minimal controversy as Mr. Lund seems to have represented everyone's concerns in his report.

Chairman Hart feels that street sweeping should be adjusted according to need; he agreed with Committee Member Nielsen that it's not necessary to be fair, it's necessary to clean up the ocean. Chairman Hart also feels that parking regulations should be uniform throughout the city. He'd like to look into what signage posting is required by law; perhaps an entire street could be served by one sign, or a minimum of signs. Chairman Hart said he also believes people can be educated as to street sweeping days and times. He said most of his neighbors agree that cars should not be parked on street sweeping day, and that most of them would accept enforcement; he believes we should find creative solutions.

Chairman Hart thanked Director Lund for his honest attempt to present the people's concerns to the City Council, and he feels that Mr. Lund's recommendations will be close to what the public and the CAC wants. He also

said he'd like the CAC to comment formally on these recommendations before they reach City Council.

In response to Committee Member Ortega's question to him of whether or not there should be signage at all, Chairman Hart said he'd like to find out authoritatively what is necessary to enforce street sweeping, and to notify residents of this. He said that it's possible signage may be the way to notify residents. He believes that on a neighborhood by neighborhood basis, the residents could make the choice whether to have signage or whether to be informed in a different way without cluttering the streets with signs. He liked Committee Member Ortega's idea of phasing-in signs. He feels it's terribly unfair that the Neighborhood Pride areas are targeted for enforcement and other areas are not.

Committee Member Ortega commented that it is not fair to ticket residents without signage, and that we'd get hundreds of people complaining to the City Council. She said that our citizens "are the dog and they wag the tail".

Chairman Hart said he's concerned that we don't duplicate what Dana Point did, which was to implement a higher frequency street sweeping schedule; people starting getting lots of tickets, and there was a rebellion over it. He said we must act carefully and provide education to the citizens about the importance of street sweeping and the schedules.

Committee Member Ortega spoke of the 303 Deed List, and said that three areas are T-street, Riviera and Cypress Shores. She said these are low-density areas, and this indicates it is important that we street sweep those areas, and uniformly sweep the whole city. Committee Member Nielsen said some areas are much dirtier than others and the bacteria in those areas is much higher. He said that even after street sweeping on some streets, the streets are still dirty and he suggested there be additional street sweeping in such dirty areas, and that we identify high-bacteria areas.

B. Draft Beach Sand Opportunistic Nourishment Policy

This item was reordered and was discussed after the Railroad Riprap issue (see new business).

Captain Humphreys said that there was just enough money budgeted to have Chris Webb make a final review of this policy. Committee Member Ortega asked for the status of their permit with the Coastal Commission for Opportunistic Sand Replenishment and Captain Humphreys responded that it must go to City Council for certification prior to approval. He said that City Planner George Buell was handling that.

The committee reviewed the draft of this policy which had been reformatted as a

policy as a result of the previous CAC meeting, and the changes they made during their review will be incorporated into the Opportunistic Beach Sand Nourishment Policy.

As part of their review of this policy, the committee discussed the necessity for doing a baseline study before placing any opportunistic sand. Committee Member Nielsen said it was absolutely necessary to do so, to avoid lawsuit for one reason, and that a baseline study must be done over two seasons. It was decided to ask if the Army Corps of Engineers were doing a baseline study that we could use in our policy. Captain Humphreys asked if a graduated baseline study could be done, and Committee Member Nielsen said he would look into it. Committee Member Ortega suggested doing a baseline study in a small area just before a small fill was done there, and Committee Member Nielsen said that would be fine if a permit could be obtained for it.

6. NEW BUSINESS

A. Railroad Riprap

Marine Safety Captain Humphrey said there was no presentation, as he was awaiting this information from Associate City Planner Jim Pechous who was not able to attend the meeting. Mr. Pechous was to supply maps showing the railroad right-of-way, and could supply them for \$280 and they would show riprap placement in relation to the property line. Chairman Hart said that the railroad agreed to do a GPS survey of the edge of the revetment to establish an area that they would not go beyond in the future. Captain Humphreys and the committee agreed that they could just borrow the Planning division's map when they needed it. Captain Humphreys also offered access to his GIS links on his computer with 3D features displaying aerial and other photographs of the city. He invited the Committee Members stop by his office to use it.

Resident Michael Metcalfe felt the Coastal Advisory Committee has great weight with the City of San Clemente staff, and he agreed that they had made great progress with the railroad on this issue, but asked that the committee not "rest on its laurels", but continue to be vigilant and pursue this issue with the railroad. He said that the riprap work that was recently done was extensive and rocks were pushed onto the sand to make room for more rock. He said that the "four small areas" mentioned by Chairman Hart that Metrolink had reduced their dumping to were areas of significant public access and he's concerned the railroad will continue stacking up rocks and reduce the access. He'd like the CAC to emphasize the importance of beach access. Committee Member Ortega mentioned that part of the Coastal Trail plan is to provide access at select points all along the beach. The railroad is working with the City on this plan, and so will not block these 18 or so future beach accesses.

Committee Member Nielsen felt that the railroad did a good job in placing the

riprap and eliminating areas where rocks weren't needed. Resident Metcalfe enumerated the "four small areas" where Metrolink is dumping riprap as 1) Cotton's Point, 2) Calafia, 3) Linda Lane, and 4) Mariposa, which, he said, have significant beach traffic.

Chairman Hart said Metrolink explained two potentially weak areas in the revetment: 1) If rocks don't cover soil beneath the rocks, the tracks are exposed to undermining wave action and, 2) they put rocks above the track level to keep the ballast from washing away. Chairman Hart said the railroad will make track protection their first priority, even if it means sacrificing "low spots" that people use as beach access areas. Metrolink did say that they would not pile rock as high so as to keep some access and views, while still supporting the ballast. Chairman Hart felt that Metrolink made commitments to scale back from their previous practices.

Committee Member Barnes said that Metrolink got the impression that the Coastal Advisory Committee was supporting their practices 100%, and he suggested possibly having Metrolink representatives attend a CAC meeting to clarify this. Chairman Hart said a concern was expressed over the issue of creating "patches" for the "four small areas" that Metrolink believes are weak. He said there was discussion that if they do a semi-engineered revetment, that to accomplish this Metrolink would have to move cranes onto the beach, and Metrolink was concerned that agencies such as the CAC would force them to get a coastal development permit to do this. Chairman Hart said that they all agreed at the Metrolink/CAC/City staff meeting that they hoped this would not happen. Chairman Hart said Metrolink is open to experimenting with rock placement to benefit both them and our community. Chairman Hart explained that Metrolink was concerned that if they used a crane from a train, they would have to use additional heavy equipment placed on the beach, and it was thought that this type of procedure would trigger the need for a coastal permit. Chairman Hart summed up that he feels there is very good communication between the City, the "stakeholder" groups, and the Railroad. He feels the Railroad is acting in good faith by not overstepping the limits set at the recent meeting between the Railroad, the City and other concerned agencies, and that lines of communication are open, in case there are any objections raised to what Metrolink is doing in regard to riprap in San Clemente.

At this point in the discussion, Director Lund, who had left the meeting for a short time, returned and gave Chairman Hart a copy of his report on the street sweeping issue. Director Lund stated that he had thought the CAC meeting of February 13th was the opportunity for this committee to serve as the community sounding board to receive input on the street sweeping issue. He noted that there had been a huge public turnout, and he said that the minutes of that meeting and a summary of all the points raised at that meeting were included in his report, and the recommendations in his report reflect the concerns expressed at that meeting. He said he wants to launch this program quickly to address the citizen's concerns,

and apologized for any misunderstandings caused earlier in tonight's meeting.

Director Lund welcomed the committee to address the City Council if they liked in order to implement this program as soon as possible, but he asked for the committee's indulgence to let the Council act quickly to implement to program, and afterwards, if any changes were needed, that the CAC address them after the program had been implemented. Chairman Hart then withdrew his request to Bill Humphreys to write a memo to the City Council as a courtesy and in order to implement the program sooner. He asked that the City Council give the CAC an adequate forum to express their opinions in addition to Mr. Lund's report; and if this was done, the CAC would no longer request to see Mr. Lund's recommendations before they went before City Council, thus avoiding any delay to the program's implementation. Committee Member Barnes asked Director Lund if changes could be made to the program after it was launched, in case there were objections to any of it. Director Lund said the only issues that remain unresolved are a city-wide sweeping program, and sweeping every week in the NPP area. Director Lund said that the CAC could take these two issues directly to City Council, as he would not support those two items, but that his recommendations supported everything that the citizens said in the meeting of February 13, 2003.

Director Lund said he will advise the CAC when the street sweeping issue would be agendized, well in advance, and that the final draft of his recommendations would be sent to the CAC well in advance of the City Council meeting. Committee Member Nielsen asked if the report would contain any information on the legalities of parking enforcement and whether we can cite without signs, and Director Lund responded that he would pursue the legality issue with the City Attorney, and would bring the response back to the CAC. The committee agreed not to slow up the process of implementing the street sweeping program, and withdrew their request to have Captain Humphreys write a memo to the City Council. The Committee thanked Director Lund for his time and effort.

7. COMMUNICATIONS

Parks and Recreation Commission Minutes, February 11, 2003

Received and filed.

Bacteriological Monitoring Report

Received and filed.

8. ITEMS FROM STAFF

Public Signage Board at Mariposa

Captain Humphreys stated that, if, according to the prior meeting, the proposed signboard would be erected on public property, there is no procedure in place for a member of the public to erect a sign. He said City staff must be the ones to propose and erect signage on public property. He also said that the Beaches Parks and Recreation Department and the City Attorney were not in favor of a public signboard, and Captain Humphreys asked for clarification on what the CAC wanted to do. He said that Resident Michael Metcalfe, who had offered to erect the sign, had intended to contact private property owners, but he has not yet done so.

Director Lund said that many commercial signs are owned, protected and maintained by the BIA (Building Industry Association), but believes that, if a process similar to the BIA sign process was used, it would have to go through the City Planning department, and that Mr. Metcalfe would need to file an application with them.

Chairman Hart summarized this signboard issue for Committee Member Ortega who had not been present at the meeting in which this item was agendaized, and told her the committee had agreed to the idea and suggested to Resident Metcalfe that it be brought before the Planning Commission. He said that while the CAC did not officially recommend the sign, they did not discourage it.

Director Lund said he would contact Mr. Metcalfe and help him coordinate the effort with the City Planning department.

9. ITEMS FROM COMMITTEE MEMBERS

Committee Member Nielsen had attended a meeting and had learned about the risk of terrorism when chlorine gas is used in some sewer plants, and that it is possibly used in San Clemente. He said there was a danger of it in regard to terrorism, and that we need to be aware of it.

Committee Member Nielsen also stated that people working on the sewer pipe next to a building near Linda Lane left a manhole uncovered. Director Lund asked that the Emergency Utilities phone number be called any time such an incident was noticed.

Committee Member Barnes spoke of the Marine Safety Building relocation issue, and said someone from the Parks and Recreation Commission asked him about it. Mr. Barnes had thought it was a Vital Few item for the Parks and Recreation Commission but a member of that Commission thought that the CAC was working on it. Captain Humphreys said it was on the Vital Few list for the Parks and Recreation Commission.

Committee Member Barnes mentioned some orange soil that had been added to the road leading to T-Street. Captain Humphreys confirmed that Beach

Maintenance had added some dirt for road repair to the bridge north of T-Street due to erosion. He said the color would eventually blend in and match the road.

Chairman Hart said a concerned citizen in his neighborhood reported to him an incident of a paint-like substance running in the gutter near his house. Chairman Hart relayed the information to Victor in Code Enforcement, and Victor was on-site with another gentlemen within half an hour, and this was after 5:00 pm. The two of them traced the source to a resident who had dumped a bucket of paint in the gutter, and within the hour they had a vacuum truck there cleaning it up. Chairman Hart was extremely pleased with the City's quick response. Director Lund said the Utilities division hotline responds immediately.

Committee Member Ortega said in a similar instance her neighbor reported some paint thinner being dumped. The neighbor called the hotline and got an immediate response, but the staff member who resolved it gave the name of the person who complained to the perpetrator, causing friction between the offending neighbor and the neighbor who reported it. Director Lund said anonymity is part of the procedure.

10. ADJOURNMENT

MOTION BY COMMITTEE MEMBER ORTEGA, SECONDED BY COMMITTEE MEMBER NIELSEN, CARRIED (5-0-0) to adjourn at 10:35 pm to the regular meeting to be held on Thursday, May 8, 2003 at 7:00pm in the Fireside Room, at the Community Center, 100 N. Seville, San Clemente, CA.

Respectfully submitted,

William Hart, Chair

Attest:

Bill Humphreys, Marine Safety Captain



5.A.1.

POLICY AND PROCEDURE

Subject: Opportunistic Beach Sand Nourishment	Index: Number:
Effective Date:	Prepared By: Coastal Advisory Committee
Supersedes:	Approved By:

1.0 PURPOSE:

To implement a program to actively pursue opportunities for sand for placement on San Clemente City Beaches for erosion control and recreational benefits. The goal of the City of San Clemente Opportunistic Beach Sand Nourishment Program is to return San Clemente beaches to the widths measured prior to 1983 while protecting and enhancing the beach environment. This will result in enhanced recreational opportunities, increased economic vitality, protection of private and public property, and an increase in the value of the entire community.

San Clemente's beaches have been eroding at a more or less consistent pace since 1983, with no sign of reversal; and the result has been a substantial reduction in the width of the beach along the entire length of the City. The purpose of this policy is to provide technical criteria for the San Clemente Opportunistic Beach Sand Nourishment Program. The program is designed to capitalize on opportunities to obtain beach-quality sand from construction projects and other sources when it becomes available, and to streamline the permit process for implementing beach-fill projects for the overall purposes of:

- 1) Renourishing the North Oceanside Littoral Cell
- 2) Improving protection to coastal structures and beach/recreation opportunities in the City.

2.0 ORGANIZATIONS AFFECTED:

City of San Clemente, Beaches Parks and Recreation Department
City Council for City of San Clemente
Coastal Advisory Committee for City of San Clemente

3.0 REFERENCES:

TO BE COMPLETED.

4.0 POLICY:

- 4.1 General policy guidelines
- 4.2 Project consideration and approval process
- 4.3 Analysis requirements/criteria (cost/benefit, aesthetics, surfing resources, etc.)
- 4.4 Design criteria (beach profile, materials) (Michael Barnes, Tom Pezman) The Opportunistic Beach Sand Nourishment Programs will proceed in a manner that is consistent with the following objectives:
 - 4.4.1 Beach sand nourishment will be consistent with both the letter and spirit of existing federal and state laws, permit requirements, CEQA and the California Coastal Act.
 - 4.4.2 Public notification will be given in advance of sand placement activity.
 - 4.4.3 While remaining consistent with other objectives, the sand placement will take place at locations and times of year that will maximize the goal of beach widening, while preserving and protecting the existing dune habitat.
 - 4.4.4 A monitoring program will be in place in order to assess the impact of sand placement.
 - 4.4.5 The material used will be aesthetically unobtrusive by matching (or matching over time), as closely as possible, the color, composition and grain sizes of the natural beach sand.
 - 4.4.6 The historical contour of the beach and near-shore ocean bottom will be retained to the maximum extent possible.
 - 4.4.7 The use of groins, jetties, breakwaters and similar hard structures to retain sand will be strictly disallowed.
 - 4.4.8 Sand placement activity will have no more than short term effects on
 - 4.4.8.1 Public safety
 - 4.4.8.2 Public access to the beach and pedestrian travel along the beach
 - 4.4.8.3 Biological resources on the beach and in the near-shore environment
 - 4.4.8.4 Surfing resources
 - 4.4.8.5 The historical contour of the beach, near shore ocean environment, biological resources, and surfing resources, will be preserved as closely as possible.

5.0 **DEFINITIONS:**

ASTM:	American Society for Testing and Materials
Contamination:	A chemical or biological substance in a form that can be incorporated into, onto, or be ingested by and that harms aquatic organisms, consumers of aquatic organisms, or users of the aquatic environment.
CY:	Cubic Yards
EPA:	U.S. Environmental Protection Agency
USACE:	U.S. Army Corps of Engineers
Opportunistic Sand:	
Pollution:	The man-made or man-induced alteration of the chemical, physical, biological or radiological integrity of an aquatic ecosystem.

COMMITTEE TO PROVIDE MORE DEFINITIONS FOR THE VARIOUS ACROYNYS CONTAINED IN THIS DRAFT POLICY.

6.0 **PROCEDURE:**

6.1 Institutional Structure/Issues:

1. Organizational authority/oversight
2. Program funding (short/long term/ongoing)
3. Enforcement

6.2 Site Characterization: (description of past and present conditions at the project site and the parameters under which the beach fill project will be designed; CERC, CETN I-61, 1995).

6.2.1 **Historic Shoreline Change:** The historic shoreline change data are used to estimate long-term shoreline erosion rates and volumetric changes. Shoreline change analysis is typically based on digitized historic shoreline maps, beach profile, and offshore bathymetry data, and/or aerial photograph.

6.2.2 **Profile Shape and Variability:** Beach profile data are needed for short-term temporal beach change analysis and modeling.

6.2.3 **Depth of Closure:** The seaward limit of significant sediment movement is a critical

parameter for beach fill volume calculations and sediment transport modeling.

- 6.2.4 **Offshore Bathymetry:** Details of the offshore bathymetry beyond the depth of closure area may be required for wave transformation modeling and/or identification of potential offshore borrow source areas.
- 6.2.5 **Coastal Oceanography:** Knowledge of wave and water level conditions along the project area is needed to assess and model sediment transport and coastal flooding under existing conditions and for alternative beach fill designs.
- 6.2.6 **Sediment Budget:** A sediment budget quantifies erosion, deposition, and sediment transport into and out of the area for use in estimating long-term renourishment requirements.
- 6.2.7 **Sediment Characteristics:** Characteristics of the native beach and fill sediments are needed to evaluate suitability of fill material and to predict profile shape and response of the fill. Sediment size, color, gradation and environmental compactibility are typically considered.
- 6.2.8 **Potential Sediment Sources:** Once the sources are identified, the material must be evaluated for quality, quantity, cost of transportation and which beach will receive the material. Chemistry (must be free of harmful contaminants);
- 6.2.9 **Chemical and Biological Compatibility:**
- 6.2.9.1 The opportunistic sand must be free of all contamination.
- 6.2.9.2 Sand must be certified by the owner or by the City to be free of contamination based on Local, State and Federal regulations. The City will review the documentation and determine whether the material requires testing for constituents of concern. Sand which is sufficiently removed from all sources of contamination and clearly does not pose a risk to the ocean environment may not require analytical testing.
- ~~All potential sand sources will be tested for bulk chemistry to verify that the sand is free of contaminants prior to placement on any beach fill site. Background research of the potential for the material to possess contaminants will be performed, based on Tier I testing protocol as specified by the USACE and USEPA (1988).~~
- 6.2.9.3 Sand which presents a risk to the ocean environment must be tested for the appropriate constituents of concern. The City, prior to the commencement of any replenishment activity, will review the sampling results and determine whether the material is acceptable for placement on the beach. The City, at its own discretion, may require additional analysis. Samples that require analysis will be submitted under chain-of-custody protocol to a state-certified laboratory and tested by an approved EPA method.

~~Prior to the implementation of any replenishment program, the City will develop a sampling/testing plan consistent with USACE guidelines and approved by the USACE and EPA.~~

- 6.2.9.4 Test results will be reviewed by the City and a determination of material acceptability certified by the City will be required prior to the commencement of any replenishment activity. At the discretion of the City, further chemical compatibility testing may be required.

6.2.10 Sediment Grain Size

No more than 10% of the material shall consist of silts or clays for material being placed in the surf zone, but no more than 5% for material placed on the beach. (i.e., particles less than 0.074 millimeters in diameter) for placement at the sites. Sand size should be between A #4 and #200 U. S. Standard Sieve, or 4.75mm to 0.074mm. Sand sizes are to adhere to standards shown on Table III-1-2, "*Sediment Particle Sizes*", in USACE Coastal Engineering Manual, Chapter I, Coastal Sediment Properties (*EM 1110-2-1100, Part III, 30 April 2002*).

The opportunistic sand must be tested for grain size distribution using an appropriate ASTM method. The City will review the testing results and determine whether an appropriate number of samples have been analyzed to properly characterize the sand. The City, at its own discretion, may require additional grain size analysis.

6.2.11 Color

- 6.2.11.1 Color must reasonably match the color of the existing beach after natural color changes occur, due to mixing with existing sand, reworking by waves and exposure to sun. Dependent upon the project being considered, the City may elect to review color based upon source and volume of sand to be placed.
- 6.2.11.2 Material that contains a visible component of iron oxides (a brown/red color) will only be placed seaward of the mean high tide line to be reworked by waves to avoid forming a hardpan when placed on the dry beach. Such material shall not be placed directly on the beach.

6.2.12 Particle Shape

- 6.2.12.1 Particle shape must not be substantially angular or jagged shaped
- 6.2.12.2 A sample from each potential beach fill source will be visually examined for particle shape. Acceptable material must be composed of 90%-rounded particles as estimated visually. Any source containing greater than 10% or a maximum of 10,000 cubic yards of angular particles will be rejected. If manufactured sands are considered for beach fill, they should also not constitute more than 10% of the annual beach fill volume, subject to review by the City.

6.2.13 Debris

- 6.2.13.1 Material must be free of trash and debris at time of placement. Materials with debris will be screened prior to placement to remove trash or litter deposits.

6.2.14 Compactibility/Moldability of Proposed Beach Fill

THE COMMITTEE WILL ASK DENNIS HANNAN FOR VERBIAGE FOR THIS SECTION.

6.2.15 Compositional Properties

Composition of sediment for beach nourishment should follow the guidelines in Section III-1-3 of the USACE EM 1110-2-1100 (Part III). Characteristics considered include mineralogy, density, specific weight and specific gravity, strength, and grain shape and abrasion.

THE COMMITTEE WILL ASK DENNIS HANNAN FOR VERBIAGE FOR THIS SECTION.

6.2.16 Natural Beach Profile Adjustment And Scarping

The U.S. Army Corps of Engineers (USACE) and California Coastal Commission guidelines should be followed for analysis of suggested beach profile changes that can be predicted by best available analysis. Performance of before sand placement, during beach profile changes after placement, and following noted changes should be monitored by beach profile surveys and documented for future use.

6.2.17 Project Consideration and Approval

- Eligibility criteria
- Public participation and notice
- Public Education and Awareness
- Permit application and approval
- Manner of Work/Work schedule and phasing

6.3 Placement Site And Timing

- 6.3.1 Beach fills are to occur at four sites within the City. These include: (1) the beach at North Beach, just west of the San Clemente Metrolink train station and south of Avenida Pico, extending a distance of 1,500 feet south, referred to as the North Beach Fill Site; (2) the beach near Linda Lane, south of Mariposa Point, extending a distance of 1,500 feet south, referred to as the Linda Lane Beach Fill Site; (3) the beach commonly known as T-Street Beach, extending 1,000 feet south from the San Clemente Pier, referred to as the T-Street North Beach Fill

Site; and (4) the beach south of T-Street Beach, extending south a distance of 1,200 feet referred to as the T-Street South Beach Fill Site.

6.4 Placement Rate

- 6.4.1 The program consists of placing a maximum of 300,000 cubic yards per year (cy/yr) of sand on the four designated City beach fill sites combined. The North Beach Fill Site may receive a maximum of 125,000 cy/yr, the Linda Lane Beach Fill Site may receive a maximum of 75,000 cy/yr, and the two T-Street Beach Fill Sites may receive a maximum of 100,000 cy/yr combined total (45,000 cy for T-Street North and 55,000 cy for T-Street South). Beach fills should not occur during grunion runs or particularly high beach-use times, such as major holidays or summer-season weekends.
- 6.4.2 It is anticipated and preferred that the program start with relatively small-scale projects (10,000 to 20,000 cy) followed by monitoring. The monitoring of these smaller scale projects will provide data to the City and the resource agencies to assess potential impacts and, if needed, to modify the program to ultimately increase the individual projects to the maximum allowable volume at each site. Additionally, the City does not propose to fill all four sites to their maximum quantity simultaneously.
- 6.4.3 As much as 100% of the beach fill volume is proposed for placement in the fall/winter seasons, and no more than one-third of the beach fill volume is proposed for placement in the spring/summer seasons to replicate the natural sediment delivery to the coast.

6.5 Placement Methodology

- The City envisions transport of the material to the beach by truck or railroad, and seeks to place the material on any or all four proposed receiving beaches
- Dredged material will be delivered by barge or pipeline and placed in near shore waters off of the proposed nourishment site(s).
- Beach fill design may include direct placement near or at the ocean waterline, placement of the material in a surface layer on the beach, diking of fill along the base of the revetment, or a combination of some or all of these designs to control the application rate of the material into the surf zone.
 - Required reports
 - Environmental conformance
 - Performance standards
 - Best Management Practices
 - Bonding/performance guarantees
 - Certification of completion

- Monitoring and Ongoing maintenance

THE COMMITTEE WILL ASK DENNIS HANNAN TO CLARIFY VERBIAGE FOR THE ABOVE BULLETED SECTION 6.5 PLACMENT METHODOLOGY.

6.6 Biological Monitoring

6.6.1 Prior to the initial placement of sand at any location, where necessary, a baseline survey shall be conducted to document potentially sensitive resources in vicinity of proposed receiver sites. These resources may include subtidal reefs (i.e., rocky habitat) that support commercially or ecologically important species (e.g., kelp, lobster, surfgrass, urchins). In addition, beach profile data are useful to document temporal variation in beach height/width.

6.6.1.1 Methodologies to be considered may include:

- Remote sensing surveys (i.e., side-scan and bathymetric data) of the nearshore environment (these data/maps may be available from the ACOE)
- Ground-truth SCUBA surveys to verify remote sensing data
- Biological surveys to document marine organisms
- Beach profile transects
- Sediment transport modeling to estimate the eventual location of the sediment
- Establish monitoring locations based on modeling results and potential sediment transport

6.6.1.2 Products of the studies may include:

- Maps of nearshore marine habitat, delineating marine resources
- Species composition in vicinity of receiver sites.
- Various graphs depicting variation in substrate cover and abundance of marine organisms
- Beach profile data (height and width of beach)

6.6.2 Post-Sand Replacement Monitoring may be conducted to:

- Validate sediment transport modeling results
- Document changes in marine resources (this includes potential burial of nearshore reefs and changes in biota)
- Document sediment transport (either offshore or longshore)

6.6.2.1 Methodologies to be considered may include:

- Beach profile transects/surveys

- Biological SCUBA surveys at monitoring locations established prior to construction.

6.6.2.2 Products:

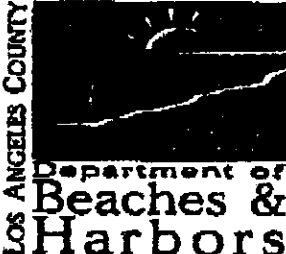
- Maps of nearshore marine habitat, delineating marine resources
- Species composition in vicinity of receiver sites.
- Various graphs depicting variation in substrate cover and abundance of marine organisms
- Beach profile data (height and width of beach)

6.3 Physical Monitoring

- Turbidity in Physical Monitoring Plan shall be prepared and approved by the City prior to approval of a Sand Nourishment project.
- Surfing locations shall be monitored and any adverse impacts shall cause suspension of the project until such impacts can be evaluated and corrective actions identified.
- Monitoring of sand nourishment sites by profile and sediment sampling methods outlined by USACE and the California Coastal Commission staff memorandums will be necessary to judge performance of replenishment and changes due to tides, storm waves, and periods of calm.
- Offshore bottom sampling beyond the shoreline may also be necessary to judge accumulation or migration of varying grain sizes.
- Prior selected locations for beach profiles should be regularly re-surveyed to develop a data based by which future sand nourishment efforts can be planned and judged.

THE COMMITTEE WILL ASK DENNIS HANNAN TO CLARIFY VERBIAGE FOR THE ABOVE 3 BULLETED SECTIONS.

5.A.2.

 <p>LOS ANGELES COUNTY Department of Beaches & Harbors</p>	<p>DEPARTMENT OF BEACHES AND HARBORS</p> <p>SAND RENOURISHMENT PROGRAM</p>	<p>Policy No. Date:</p>
<p>Page 1 of 3</p>	<p>Approved by</p>	<p>Date of last revision: 3/10/03</p>

SUBJECT: Sand Renourishment Program

1.0 INTRODUCTION

- 1.1 To establish procedures for the identification, evaluation and importation of sand to any County-owned or County-operated beach (beach), which shall include the appropriate grain size and chemical testing and screening/filtering of all imported materials to ensure compatibility with the beach being renourished.

2.0 POLICY

- 2.1 The Department shall proactively pursue sources of sand for beach renourishment. To ensure compliance with physical and chemical compatibility standards for beach placement, the Department shall, prior to placement of sand on any beach, ensure the sand is tested for compatibility with beach placement pursuant to standards employed by the U.S. Environmental Protection Agency, the U.S. Army Corps of Engineers, and the State Regional Water Quality Control Board.
- 2.2 The Department shall monitor the renourishment activity both at the source site and the placement site to ensure that only approved sand is used for replenishment.
- 2.3 The Department shall maintain a priority list of beaches needing renourishment, which priority list shall be reviewed and updated at least semi-annually, in March and September of each year, with every effort made to place new sources of sand on the highest priority beaches.
- 2.4 At least two weeks prior to the commencement of any beach renourishment project, press releases will be employed to advise the public of the impending project, supplemented with the direct mailing of notices to residents living within 100 feet of the perimeter of the project site.
- 2.5 The Department's beach/harbor engineer (Engineer) will be assigned project management responsibility, providing daily reports to the Director on project status.
- 2.6 The Department shall obtain a Coastal Development Permit from the California Coastal Commission for any beach renourishment project, obtaining the concurrence of all appropriate regulatory agencies, e.g., the

State Department of Fish and Game, Federal Fish and Wildlife, and State Lands Commission.

- 2.7 The Department shall cordon off the area of the beach being renourished with fencing and signs designating it as a "construction" zone to ensure that the project site is not used by the general public during "construction".

3.0 PROCEDURE - Dry/Upland Sand

- 3.1 The Department may accept dry sand for beach renourishment as long as it is screened offsite before delivery, and chemical and grain size tests confirm that it is compatible for beach use. If sand is from a private source, the County shall control the chemical and grain size tests.
- 3.2 Sources of dry sand shall be initially sifted using a screen with openings not exceeding 3/8-inch square to ensure that any debris is separated from the sand before it is transported to the beach.
- 3.3 A transportation plan for delivery of the sand from the source site to the delivery site will need to be pre-approved by the County and appropriate local jurisdictions. The Engineer shall be at the source site throughout the loading of the material and at the beach delivery site during the unloading of the material to ensure that only approved sand is transported from and placed on the pre-approved site(s). The Engineer shall be knowledgeable regarding the characteristics of the approved material and shall be responsible to detect any reasonably noticeable deviations from those characteristics during the loading/placement process.
- 3.4 If the Engineer identifies any foreign debris present in or other anomalies as to the sifted material at the point of loading or unloading, the Engineer shall take such measures necessary to stop all aspects of the project immediately until the Director is notified and a course of action is approved by the Director.
- 3.5 Once the sand is delivered to the receiving site, the Department shall ensure placement of the sand on the beach to an initial depth level of 8 inches or less and, using beach sanitizer(s), sift the sand. A second 8-inch or less level of sand shall be placed over the previous fill and sanitized. This procedure shall continue until a final design depth has been established.
- 3.6 For any work performed by or on behalf of the County, County cost recovery will be negotiated on a case-by-case basis with the sand source.

4.0 PROCEDURE - Wet/Dredged Sand

- 4.1 Placement of wet/dredged material on a beach is normally done via a pipeline fed by a floating suction dredge. The discharged material is "slurry" containing seawater and sand. Since screening of wet sand to remove foreign debris poses unique challenges, the Engineer will need to develop a screening procedure for each beach renourishment project that is approved by the U. S. Army Corps of Engineers. The procedure must ultimately ensure the renourished sand at the project site is screened to the maximum extent possible for wet sand before the project site is opened for public use.

4.2 The Engineer will monitor implementation of the approved screening procedure during the entire project. If the Engineer notes any deviations from the approved screening procedure, the Engineer shall take such measures necessary to stop all aspects of the project immediately until the Director is notified and a course of action is approved by the Director.

APPROVED:

Stan Wimmer
Director or Authorized Representative

3/10/03
Date

SW:JJC:be

7.A.



CITY OF SAN CLEMENTE

MINUTES OF THE PARKS AND RECREATION COMMISSION

TUESDAY, MARCH 11, 2003, 7:00 P.M.

An adjourned regular meeting of the Parks and Recreation Commission of the City of San Clemente was called to order on Tuesday, March 11, 2003, at 7:00 p.m. in the Ole Hanson Fireside Room of the Community Center.

1. **PLEDGE OF ALLEGIANCE** was led by Commissioner Bob Maltinsky.

2. **ROLL CALL**

Present: Anthony Amorelli, Mary Anna Anderson, Bob Maltinsky,
Steven Swartz, Peggy Vance

Absent: William Thomas

Staff present: Bruce Wegner, Beaches, Parks & Recreation Director
Bill Humphreys, Marine Safety Captain
Steve Mead, Recreation Manager
Rita DeForrest, Administrative Assistant

3. **APPROVAL OF MINUTES**

A. **February 11, 2003**

MOTION BY ANDERSON, SECOND BY AMORELLI, CARRIED (5-0-0) to
approve the Parks and Recreation Commission meeting minutes of February 11,
2003.

4. **PUBLIC INPUT**

Lee Van Slyke, resident and amphitheater committee representative, advised the Commission that the membership list to build an amphitheater in San Clemente was growing; remarked that a meeting with Park Planner John Beck and Director Bruce Wegner was productive and informative. He noted that the group was looking forward to building an amphitheater in San Clemente.

Mr. Fisher advised that the amenities in the immediate vicinity of the park site include:

1. 4.35-acre open-space oak woodland canyon, to be dedicated to the City of San Clemente; and
2. 4.83-acre water quality detention basin within an open grassy area, to be maintained by the Talega Master HOA.

Staff responded to Commission inquiries as follows:

- The general public will not have access to private recreation areas. These areas are available only to Talega residents.
- It is a neighborhood level park.
- The soccer field is not regulation size.
- The unlighted baseball fields are regulation size but will be used for practice games only.
- The group picnic area can be reserved.
- The residential area around the park is a gated community.
- The Spanish Colonial architectural design will be used in the park; any costs over \$1.2 million are the responsibility of Talega Associates. All three parks will have the same architectural design.
- Staff is researching a lighting design that would allow the basketball court lights to be turned on and off by the users without negatively impacting the life of the bulbs.
- The curfew for park is 10:00 p.m.

MOTION BY ANDERSON, SECOND BY AMORELLI, CARRIED (5-0-0), that the Parks and Recreation Commission recommend that City Council:

1. approve the Talega Neighborhood Park #3 (Village Five) master plan;
2. authorize staff to work with Talega Associates to finalize plans and specifications for the park, and authorize Talega Associates to complete the installation of the park improvements by the first quarter of 2005, and
3. finalize a lighting design for the basketball courts to be approved by the Parks and Recreation Commission before the park is developed.

6. NEW BUSINESS

A. Calafia Beach Park Concession- Sale of Alcohol

Marine Safety Captain Bill Humphreys reviewed the contents of his report on a request from Mr. Carlos Kepner for authorization to sell beer and wine at the Calafia Beach Park Concession. He explained that the authorization will be subject to certain conditions, including conditional authorization from the Orange County Sheriff's Department, to sell beer and wine. The conditions are as follows:

- ◆ The concession is not on the beach or sand. If serving alcohol becomes a problem, the serving of alcohol will be shut down.
- ◆ Alcoholic beverage consumption will be contained in a gated area.

MOTION BY AMORELLI, SECOND BY VANCE, CARRIED (5-0-0), that the Parks and Recreation Commission recommends that City Council authorize City staff to apply to the California State Parks Commission for a Resolution allowing the sale of beer and wine at the Calafia Beach Park concession, provided that all conditions in the Conditional Use Permit, recommended by the Planning Commission and issued by the Planning Division, are met.

B. T-Street Concession Lease Renewal

Marine Safety Captain Bill Humphreys reviewed the contents of his report on a request from Craig and Edith Wilson to extend the T-Street concession lease for an additional five years, beyond the expiration date of April 20, 2003, to April 20, 2008. He commended the Wilsons as good representatives of the City on their operation of the concession.

Mr. and Mrs. Wilson advised that they were planning on operating the T-Street concession for the next five years.

MOTION BY VANCE, SECOND BY ANDERSON, CARRIED (5-0-0), that the Parks and Recreation Commission recommend that the City Council: (1) approve a request by Mr. and Mrs. Wilson to extend the T-Street Beach concession lease an additional five years beyond the expiration date of April 20, 2003 to April 20, 2008; and (2) authorize the Mayor to sign the new lease agreement.

C. Lifeguard Vehicle Sponsorship Agreement

Marine Safety Captain Bill Humphreys reviewed the contents of his report requesting an extension of the lifeguard vehicle sponsorship program with Chevrolet for a one-year contract with a three-year extension; advised that Chevy was willing to add a third vehicle to the City which will be a welcome addition, described the manner in which a third vehicle would aid in the operation of the lifeguard program; reviewed the savings to the City and advised that, although this agreement is in place, the City still budgets for replacement vehicles in the event of future termination of the program.

MOTION BY ANDERSON, SECOND BY VANCE, CARRIED (5-0-0), that the Parks and Recreation Commission recommend that City Council: (1) approve the Beaches of Southern California Coalition and Chevrolet Motor Division Lifeguard Vehicle Sponsorship Agreement; and (2) authorize the Mayor to sign the agreement with the Chevrolet Motor Division, the State of California, and the members of the Beaches of Southern California Coalition.

2. Consider the event to be a City special event since the Foundation's purpose is to support beaches, parks and recreation services in San Clemente;
3. Authorize the expenditure of Beaches, Parks and Recreation Department staff time, equipment and supplies to support the event;
4. The majority of the funds raised from the event will be used to construct Courtney's Sand Castle, the boundless playground, at Richard T. Steed Memorial Park; and
5. The event is renamed the Ridge Trail Challenge.

E. Naming of Talega Neighborhood Parks # 2 and #3

Director Wegner reviewed the contents of his report to begin the process of naming Talega Neighborhood Parks #2 and #3. The consensus of the Commission for park name submittals was a deadline of Thursday, May 22, 2003, at 5:30 p.m..

MOTION BY ANDERSON, SECOND BY VANCE, CARRIED (5-0-0), to begin the process of naming Talega Neighborhood Parks #2 and #3 to include the following:

1. Advertise the park naming through the local newspaper and the Talega Master Association, asking residents to submit their ideas.
2. All park name submittals are to be received, in writing, at the Beaches, Parks and Recreation Department offices, 100 North Calle Seville, no later than Thursday, May 22, 2003 at 5:30 p.m., per the City's Park Naming Policy.

7. COMMUNICATIONS

A. San Clemente Police Services – Park Calls for Service for 2/2003

Chairperson Swartz commented, for the record, that there were no calls to Steed Park in February. Received and filed.

B. Coastal Advisory Committee Minutes

No minutes submitted.

C. Letter of Resignation from Commissioner Bill Roberts

Chairperson Swartz commented that Commissioner Roberts served 8 years on the Parks and Recreation Commission and commended him for his longevity and continuity. The Commission authorized Chairperson Swartz to send a letter from the Commission thanking him for his years of service. Received and filed.

Commissioner Thomas – sphere of influence is schools– no report.

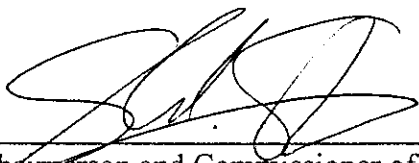
Commissioner Vance – sphere of influence is youth organizations – no report.

B. Coastal Advisory Committee – report by Commissioner Vance

Commissioner Vance reported on the discussion held by the Committee at it's meeting on February 13, 2003: street sweeping and the affects on urban runoff; the residents in the Neighborhood Pride Area believe they are being singled out for street sweeping parking restrictions; cars not moved on street sweeping days are cited; those cars that are not moved do not allow the street sweeper to do a good job in removing debris. The Coastal Canyons and Bluffs Management Plan was also discussed and sent to Council for approval.

10. ADJOURNMENT

MOTION BY VANCE, SECOND BY ANDERSON, CARRIED (5-0-0) to adjourn the meeting to the next regular meeting on April 8, 2003.



Chairperson and Commissioner of the
Parks & Recreation Commission



Beaches, Parks & Recreation Director

**COUNTY OF ORANGE
HEALTH CARE AGENCY/ENVIRONMENTAL HEALTH
SOCWA (Doheny Outfall) Ocean Bacteriological Monitoring Program**

Enterococcus (ENT), Fecal Coliform (FC), Total Coliform (TC) Colony Forming Units / 100 ml Sample
NS - NOT SAMPLED All creeks flowing unless denoted by *

Date posted: 4/23/03 Page 1 of 3

Beach Name	Lab	ID	Location	Type	3/24/03	3/27/03	3/31/03	4/1/03	4/10/03	4/15/03
SAN CLEMENTE	EH	o-S-17	20000' South Outfall	ENT			10			1530
SAN CLEMENTE	EH	o-S-17	20000' South Outfall	FC			<10			1000
SAN CLEMENTE	EH	o-S-17	20000' South Outfall	TC			10			4200
SAN CLEMENTE	RA	o-S-17	20000' South Outfall	ENT	<10			<10		
SAN CLEMENTE	RA	o-S-17	20000' South Outfall	FC	<10			<10		
SAN CLEMENTE	RA	o-S-17	20000' South Outfall	TC	90			30		
SAN CLEMENTE	EH	p-S-19	450' North of Pier	ENT			30			1300
SAN CLEMENTE	EH	p-S-19	450' North of Pier	FC			<10			600
SAN CLEMENTE	EH	p-S-19	450' North of Pier	TC			30			3600
SAN CLEMENTE	RA	p-S-19	450' North of Pier	ENT	40			20		
SAN CLEMENTE	RA	p-S-19	450' North of Pier	FC	<10			40		
SAN CLEMENTE	RA	p-S-19	450' North of Pier	TC	350			20		
T STREET BEACH	EH	q-OSC01	Trafalgar Street Beach	ENT		<10		<10	<10	1200
T STREET BEACH	EH	q-OSC01	Trafalgar Street Beach	FC	50			<10	40	1000
T STREET BEACH	EH	q-OSC01	Trafalgar Street Beach	TC	100			<10	40	3800
SAN CLEMENTE	EH	r-S-21	AVENIDA CALAFIA	ENT				<10		410
SAN CLEMENTE	EH	r-S-21	AVENIDA CALAFIA	FC				<10		260
SAN CLEMENTE	EH	r-S-21	AVENIDA CALAFIA	TC				10		>820
SAN CLEMENTE	RA	r-S-21	AVENIDA CALAFIA	ENT	10			<10		
SAN CLEMENTE	RA	r-S-21	AVENIDA CALAFIA	FC	<10			<10		
SAN CLEMENTE	RA	r-S-21	AVENIDA CALAFIA	TC	<10			<10		
SAN CLEMENTE	EH	s-S-23	LAS PALMERAS	ENT				<10		NS
SAN CLEMENTE	EH	s-S-23	LAS PALMERAS	FC				<10		NS
SAN CLEMENTE	EH	s-S-23	LAS PALMERAS	TC				<10		NS
SAN CLEMENTE	RA	s-S-23	LAS PALMERAS	ENT	<10			<10		450
SAN CLEMENTE	RA	s-S-23	LAS PALMERAS	FC	<10			<10		150
SAN CLEMENTE	RA	s-S-23	LAS PALMERAS	TC	10			10		1100



*Protecting
Community
Health*

7.c.



Memorandum Public Works

April 14, 2003

To: Coastal Advisory Committee Members
From: David N. Lund, Public Works & Economic Development Director
Subject: Street Sweeping Parking Prohibitions – Posting of Signage Required
Copies: Bill Humphreys, Manager, Marine Safety
John Koch

During the discussion last week at the Coastal Advisory Committee's regular meeting of, Thursday, April 10, 2003, John Koch, a San Clemente resident, and Commissioner Nielsen both expressed the view that that residential streets with street sweeping parking restrictions do not need to be posted. Mr. Koch also stated that he had conducted his own survey of street sweeping practices in other communities and he stated that some of these communities confirmed that they don't have to post streets if there are parking restrictions on specific street sweeping days. I was asked by the Committee to investigate what the legal requirements are that necessitate posting of streets that have parking prohibitions on street sweeping days.

Section 22507.6 of Division 11 of the California Vehicle Code states as follows:

“Local authorities may, by ordinance or resolution, prohibit or restrict the parking or standing of vehicles on designated streets or highways, or portions thereof, for the purpose of street sweeping.” “No such ordinance or resolution shall be effective until the street or highway, or portion thereof, has been sign-posted in accordance with the uniform standards and specifications of the Department of Transportation, or local authorities have caused to be posted in a conspicuous place at each entrance to the street a notice not less than 17 inches by 22 inches in size, with lettering not less than one inch in height, setting forth the day or days and hours parking is prohibited.”

I trust this resolves the question as to whether the posting of signage is required for parking prohibitions on street sweeping days.

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