



AGENDA REPORT

BEACHES, PARKS & RECREATION COMMISSION
Meeting Date: June 9, 2015

Agenda Item 5.A.
Approvals:
Dept. Head CS
Manager _____
Admin. Assistant _____

Department: Community Development (Planning Division)
Prepared By: Cliff Jones, Associate Planner *CS*

Subject: ***CUP 15 – 171, SOUTHERN EXTENSION TO THE SAN CLEMENTE BEACH TRAIL***

Fiscal Impact: To Be Determined.

Summary: Staff recommends that the Beaches, Parks and Recreation Commission receive a presentation on the Southern Extension to the San Clemente Beach Trail. Comments will be forwarded to the Planning Commission who is the approval authority for the Conditional Use Permit.

Background: San Clemente's beach trail terminates at the Calafia Beach parking lot. This project will extend the San Clemente Beach Trail south approximately 1,400 feet to a path that connects to the San Clemente State Campground railroad underpass.

The City Council directed staff to proceed with the project on September 16, 2014 and executed a professional services agreement with BGB Design Group to prepare the plans and environmental documentation on January 20, 2015. BGB Design group was selected to work on the project as they were involved with the first two phases of the beach trail.

Discussion: The project will extend the San Clemente Beach Trail south approximately 1,400 feet to a path that connects to the San Clemente State Campground railroad underpass. The beach trail extension accomplishes the following: 1) extends the beach trail for pedestrian and cyclist travel and adds an additional link in the California Coastal Trail; 2) provides safe access to and from the state beach and campground; 3) limits water, slough, and rocks from spreading from the hillside above onto the railway and proposed trail area; and 4) preserves the aesthetic beauty of the existing beach trail by including the same trail design components in the extension south.

There is no formal pedestrian/bike path adjacent the railroad between Avenida Calafia and the campground access. Users of the beach trail and the campground presently walk and bike close to the tracks along the rail bed as seen in Image 1 below.

Image 1: Pedestrians within the Railroad ROW South of Avenida Calafia



To prevent boulders and slough from falling onto the tracks, rail authorities have installed temporary concrete k-rails in the space between the rails and the sandstone bluffs, which narrows the space further as seen in Image 2 below.

Image 2: Temporary K-Rails and Informal Trail



To address the safety concerns and provide an accessible path towards the State Beach underpass the project incorporates extending the decomposed granite trail parallel to the railroad. The rendering below, Image 3, shows the envisioned trail extension and the needed safety improvements including cable railing, which preserves ocean views, and block wall/detention basin that captures rainfall and slough/rocks that fall from the hillside. This detention basin will help to ensure that significant rain storm events, such as a ten year storm, do not result in slough or rocks being spread across the railway thereby preventing delays for the railroad and its' users.

Image 3: Proposed Beach Trail Extension



As seen in the rendering above, the trail design is linear due to the limited constructable flat area between the hillside and railway. Per railroad authority safety requirements, no structure or landscape can be erected within 15 feet of the centerline of the railroad; the cable railing is setback 15 feet from the centerline of the railroad accordingly. Staff is exploring cost-effective opportunities to reduce the linear design of the trail with BGB Design that does not add significant height to the block wall. Native and drought tolerant landscape that reinforces the existing beach trail landscape is proposed along the hillside edge behind the block wall/detention basin. The landscape will be established by use of Dri Water gel packs and may require periodic watering during times of drought.

Recommended

Action:

STAFF RECOMMENDS THAT the Beaches, Parks & Recreation Commission receive a presentation on the Southern Extension to the San Clemente Beach Trail. Comments will be forwarded to the Planning Commission who is the approval authority for the Conditional Use Permit.

- Attachments:**
1. Location Map
 2. Photos of Existing Conditions
 3. Plans

Notification: None at this time

Photos of Existing Conditions

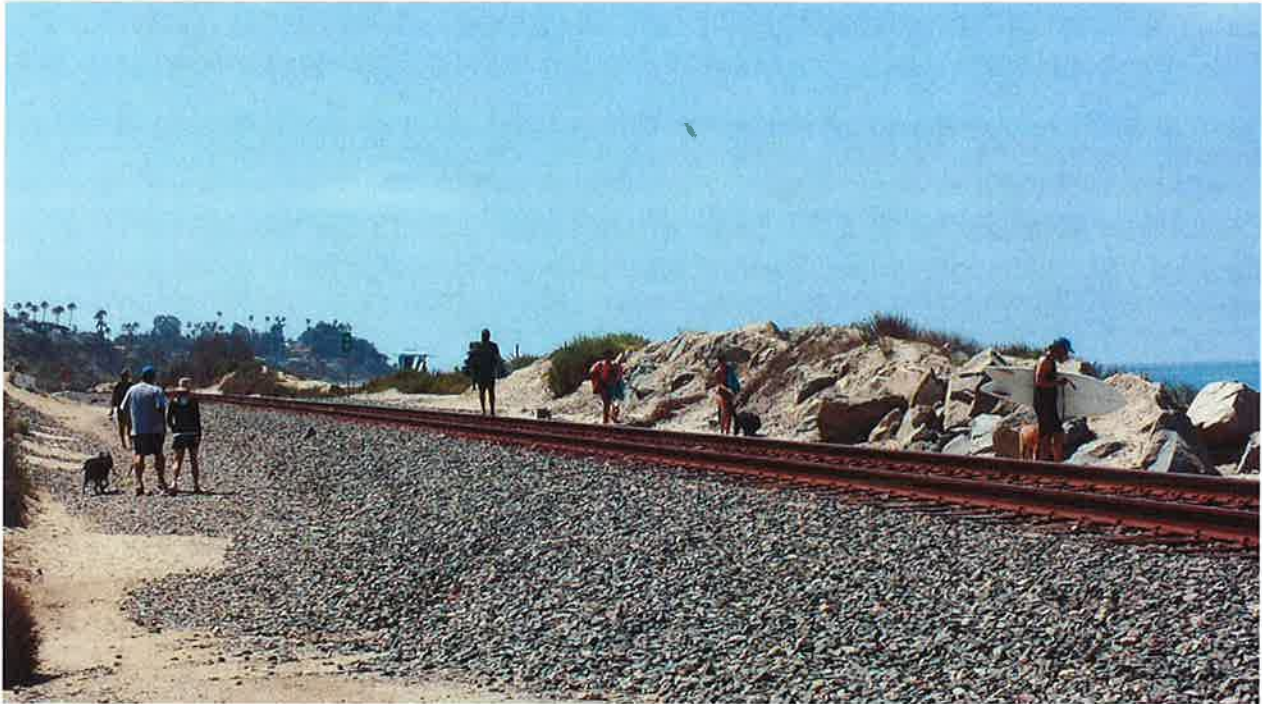


Photo 1: This photo demonstrates the high frequency of persons that trespass along the railroad corridor to access the beach, State Campground, and areas further south.



Photo 2: This photo demonstrates how close persons are to passing trains and the prevalent safety concern.



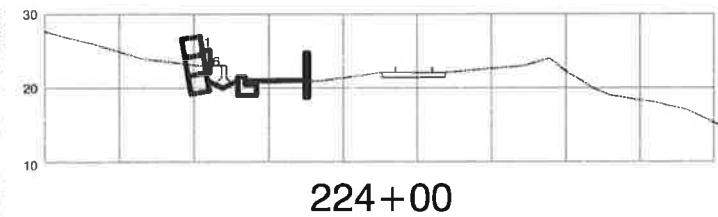
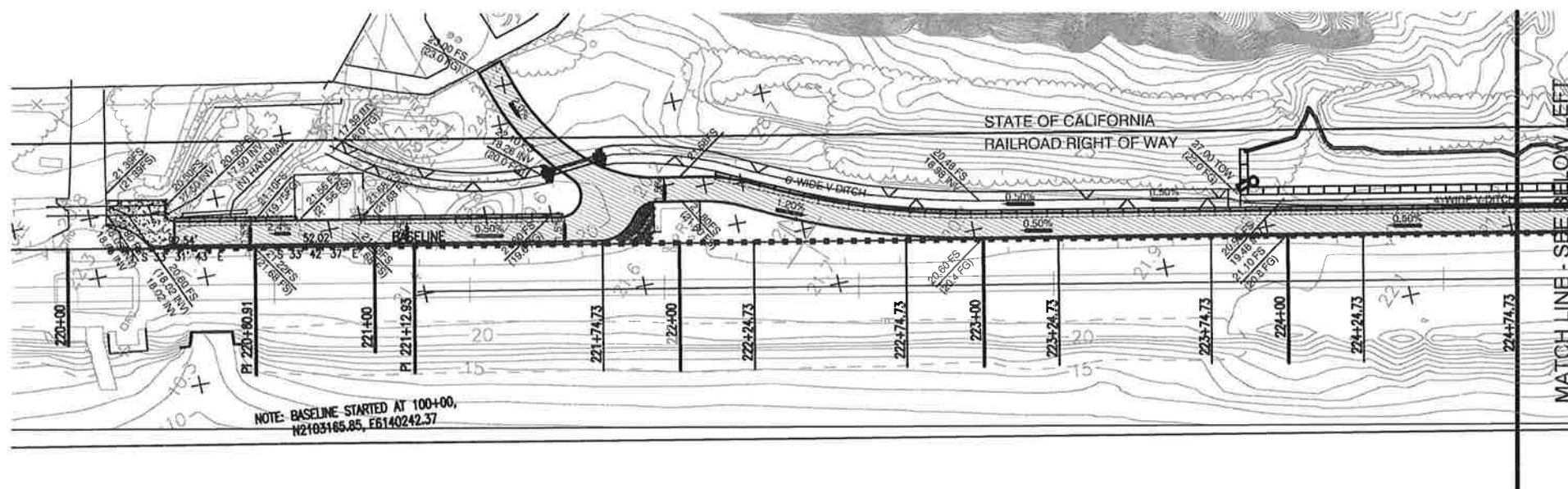
Photo 3: This photo further demonstrates the high frequency of persons that trespass along the railroad corridor to access the beach, State Campground, and areas further south as well as the jagged, golfball-sized rocks stabilizing the railbed, which creates a shifty surface for pedestrians and bicyclists.



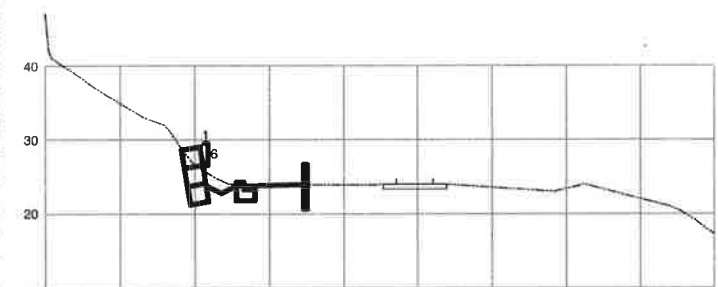
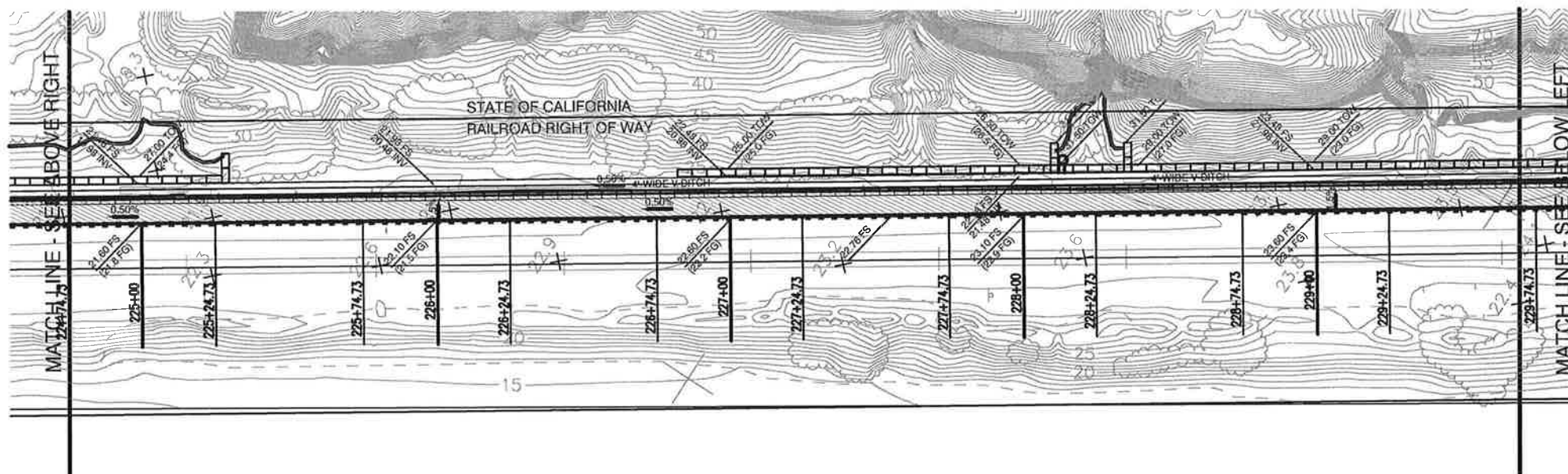
Photo 4: This photo demonstrates how the space between the bluff and railway narrows significantly, thereby placing people within an arm's reach of passing trains. Adding to the risks are the jagged, golfball-sized rocks stabilizing the railbed, which creates a shifty surface for pedestrians and bicyclists. Especially after rainfall, puddles several inches deep form on the inland side of the tracks, so people walking and biking often travel over the rocky rail bed, which presents additional risks of tripping/falling in close proximity to trains.



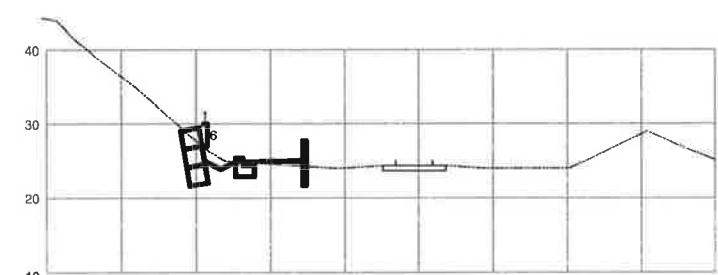
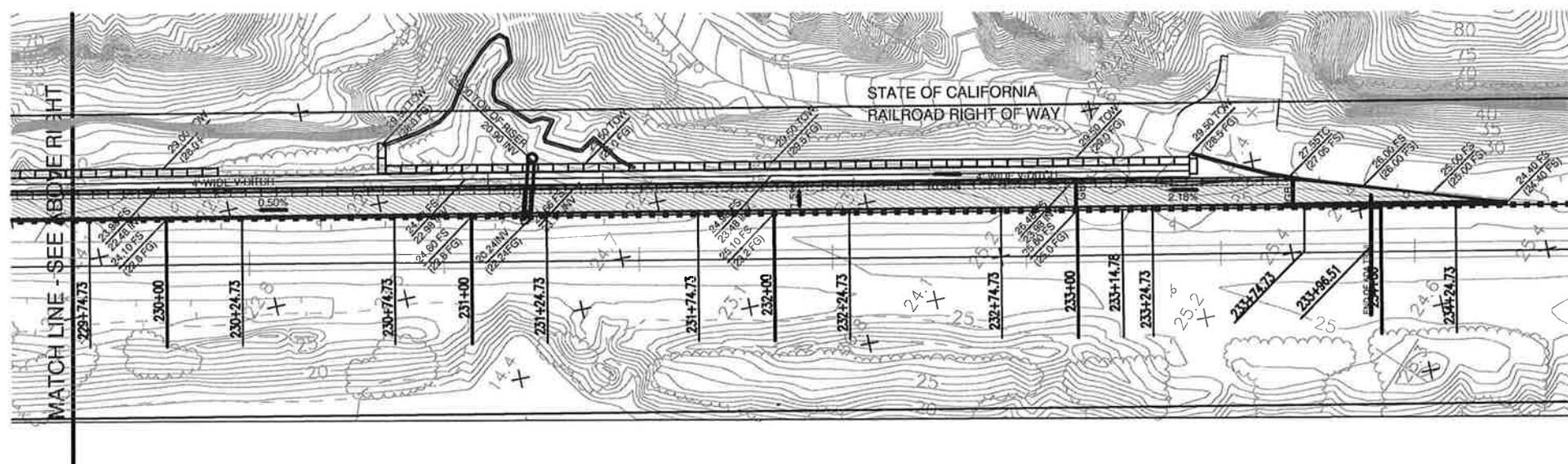
Photo 5: This photo demonstrates the jagged, golfball-sized rocks stabilizing the railbed, which creates a shifty surface for pedestrians and bicyclists. To protect trains from crumbling sandstone and rocks, railroad maintenance crews added temporary concrete k-rail barriers between the sandstone cliffs and the rail bed. The barriers narrowed the navigable path, safeguarding trains but increasing risks to trespassers who have been using the rail bed for decades.



224+00



229+00



232+00
ALTERNATIVE 4

Plot Date: 05/15/15 - 8:32 pm
 C:\Users\cmansour\Documents\06 Miscellaneous\114204\Prain trail layout\Alternative 4 Cliff Exhibit.dwg - PLOT SCALE: 1:1 PS

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

REV.	DATE	DESCRIPTION	BY	APP.

DESIGNED BY	JL
DRAWN BY	CR
CHECKED BY	CTM
IN CHARGE	TAG
DATE	03/31/2015

BORTHWICK GUY BETTENHAUSEN, INC.
 Landscape Architecture Planning Urban Design
 2462 Dupont Drive - Irvine, California - 92612
 949-476-8616 T 949-476-8707 F

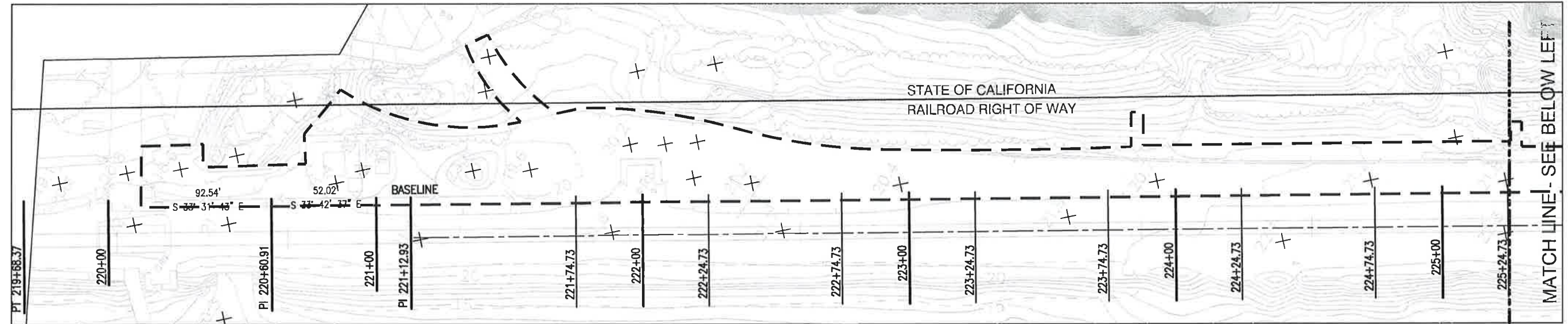
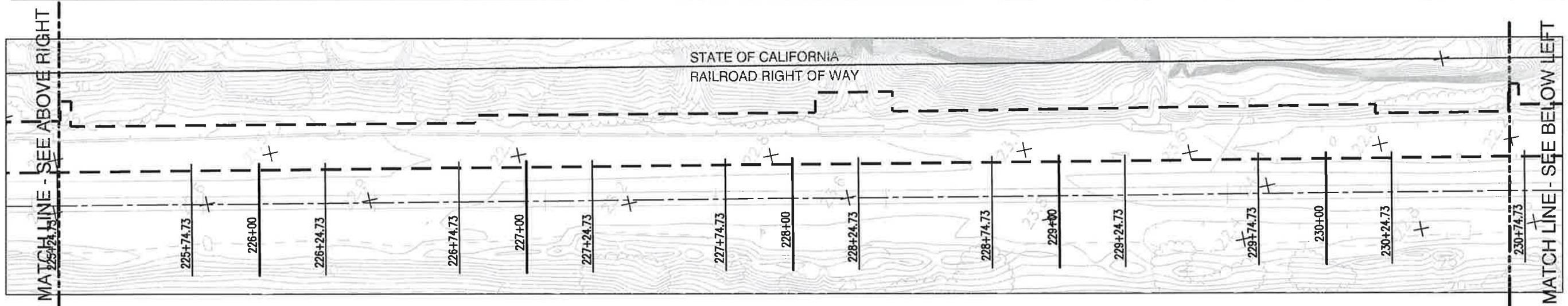
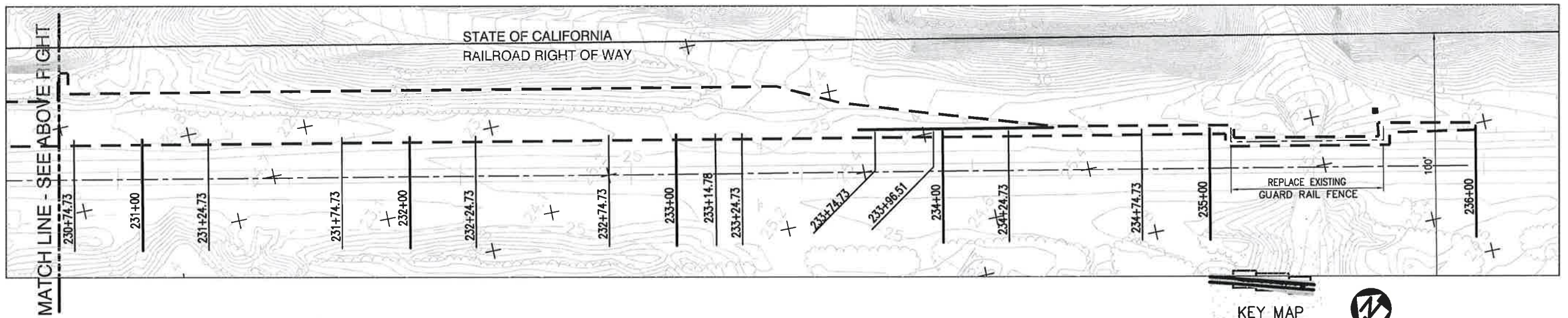
kpff
 400 Oceangate, Suite 500
 Long Beach, California 90802
 (562) 437-9100 Fax (562) 437-9200

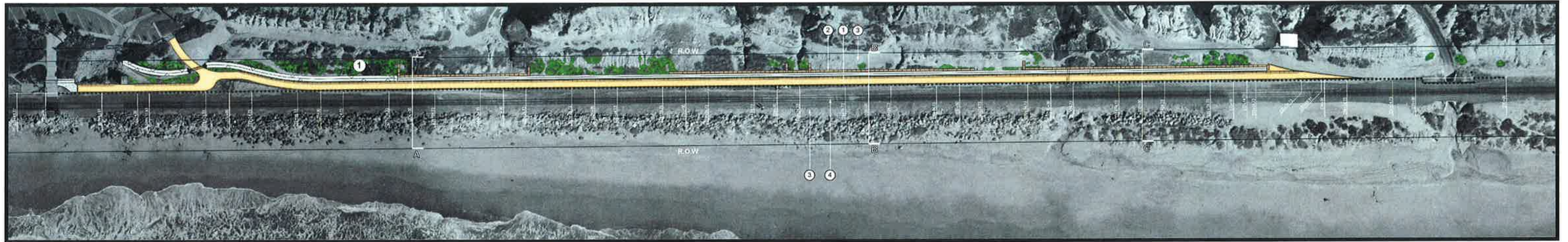


SAN CLEMENTE STATE PARK BEACH ACCESS

CITY OF SAN CLEMENTE

CONTRACT NO.	
DRAWING NO.	
REVISION	SHEET NO.
	OF 04
SCALE	





PERSPECTIVE

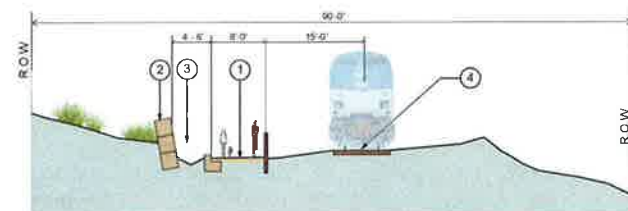
VIEW 1

PHILOSOPHY
 THE PROPOSED RAILROAD CORRIDOR COASTAL TRAIL IS AN EXTENSION OF THE PREVIOUSLY CONSTRUCTED 2.3 MILE MULTI-USE TRAIL. COMMENCING ON THE SOUTHERLY SIDE OF THE CALAFIA AT-GRADE CROSSING, THE PROPOSED 8 FOOT WIDE DECOMPOSED GRANITE TRAIL WILL EXTEND 1,386 FEET, TERMINATING AT THE EXISTING STATE PARK CAMPGROUND ASPHALT ACCESS ROAD WHICH THEN LEADS TO THE BEACH ACCESS UNDER-CROSSING. THE TRAIL WILL INCLUDE ADDITIONAL DARK PAUL FENCING TO PROVIDE NECESSARY PROTECTION AS PART OF THE RECENTLY APPROVED HAWAIIAN HORSE PROGRAM. THIS SECTION OF THE TRAIL TRAVELS ALONG THE BASE OF THE COASTAL BLUFF WHICH INCLUDES THREE DRAINAGES DOWNSTREAM OF THE STATE PARKS CAMPGROUND. THE EXISTING CONCRETE K RAILS PLACED BY METROLINK TO PROTECT FOLLING OF THE TRACK FROM SEDIMENT FLOW WILL BE REPLACED WITH CONCRETE ENVIRO-BLOCKS™ AS A PREFERRED RETAINING WALL SYSTEM UTILIZED BY THE RAIL AUTHORITY. A HYDROLOGY REPORT WAS COMMISSIONED TO DETERMINE THE POTENTIAL SEDIMENT FLOW DURING A 25 YEAR RAIN EVENT. THE RESULTING DESIGN ESTABLISHES DETENTION BASINS FOR THE THREE MAIN DRAINAGES, REQUIRING PERIODIC REMOVAL OF SEDIMENT ONCE THE BEACH BEACH RISE CAPACITY. THE TRAIL ALIGNMENT IS LINEAR DUE TO THE LIMITED CONSTRUCTIBLE FLAT AREA AVAILABLE WITHIN THE RIGHT-OF-WAY. ALTHOUGH NO SUPPLEMENTAL IRRIGATION IS PROPOSED FOR THIS TRAIL SECTION, OPPORTUNITIES EXIST TO OFFER SUPPLEMENTAL PLANTINGS OF NATIVE AND DROUGHT TOLERANT SPECIES TO REINFORCE THE EXISTING TRAIL LANDSCAPE. NEW PLANTINGS WILL BE ESTABLISHED USING DRI-WATER™ GEL PAKS.



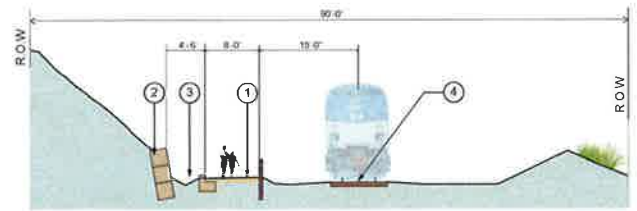
EXISTING CONDITIONS

PROPOSED PLANT MATERIAL



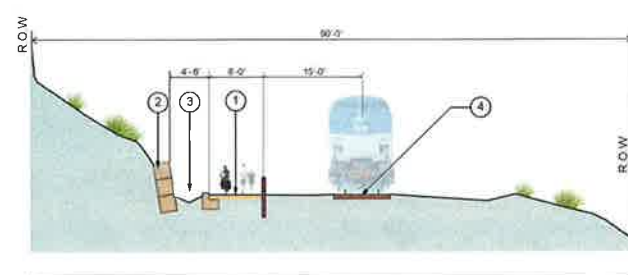
SECTION A-A

SCALE 1/4\"/>



SECTION C-C

SCALE 1/4\"/>



SECTION B-B

SCALE 1/4\"/>

- LEGEND**
- ① PROPOSED STABILIZED DECOMPOSED GRANITE TRAIL
 - ② PROPOSED STACKED 'ENVIRO-BLOCK' RETAINING WALL
 - ③ EXISTING GRADE
 - ④ CENTER OF RR TRACK



TRAIL EXTENSION

CITY OF SAN CLEMENTE
 Trail Extension - San Clemente, Ca.

CONCEPTUAL LANDSCAPE SITE PLAN

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 Landscape Architecture Planning Urban Design
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 O: 714 545 2878 F: 714 545 2898 www.bgb-inc.com

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 05-29-2015