

Draft Photo Documentation Update for  
Proposition 13  
Grant Agreement No.  
San Diego Region  
McClellan-Palomar Airport Water Quality Treatment Facility

Prepared For:

County of San Diego  
DPW  
555 South Overland Avenue  
San Diego, California 92123

January 2007



**Final Photo Documentation Update  
For  
Proposition 13  
Grant Agreement No.  
San Diego Region  
McClellan-Palomar Airport Water Quality Treatment Facility**

**Prepared For:**

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## **INTRODUCTION**

The County of San Diego received Proposition 13 funding from the State Water Resources Control Board (SWRCB) to construct an underground water quality treatment facility to treat runoff from McClellan-Palomar Airport before discharging into Agua Hedionda Creek in Carlsbad, CA. The overall goal of this project is to reduce pollutants from upstream runoff to the maximum extent practical (MEP) in accordance with the Municipal Storm Water National Pollutant Discharge Elimination System (NPDES) Permit (Municipal Permit), issued on February 21, 2001 to the County of San Diego. One component of this project is photo documentation to provide a qualitative record of the construction of this best management practice (BMP). This report represents the status of the construction of this project at three dates during the project through a series of photographs.

The drainage area of McClellan-Palomar Airport encompasses 487 acres, or 0.76 square miles in the San Diego North County coastal area of Carlsbad, California. The major conveyance downstream of the Palomar Airport is Agua Hedionda Creek via the Macario Canyon. Agua Hedionda Creek is listed on the Clean Water Act (CWA) Section 303 (d) for total dissolved solids. The receiving water body of the creek is Agua Hedionda Lagoon which is listed on the CWA Section 303 (d) for bacterial indicators and sedimentation/siltation. This project is intended to address non-point source pollution (NPS) from the McClellan-Palomar Airport with the intent of possibly enhancing and indirectly restoring beneficial uses within the Agua Hedionda Creek Watershed by reducing pollutant loads from upstream runoff.

The underground water treatment facility consists of a treatment train comprised of a hydrodynamic separator followed by a detention vault to remove sediment and debris from dry and wet weather runoff from the Airport. The monitoring component of the project is intended to provide data on the pollutant removal capabilities of the BMP in order to demonstrate the effectiveness of similar BMPs at removing pollutants from wet weather and dry weather flows. An outreach component is intended to address the dissemination of information to interested parties, as well as education of students, teachers, community groups, and business leaders about the benefits of BMPs to the environment.

This facility was constructed on the north east side of the McClellan-Palomar Airport runway beneath the airplane parking/storage tie-down area. The drainage area of this site is characterized by a large quantity of impervious area which includes the airport runway, taxiway, airplane parking area, and ground transportation access roads. Storm flows from this area are conveyed to the project site via concrete-lined conveyances that ultimately flow into a single storm water conveyance pipe that exits the site on the northern side of McClellan-Palomar Airport. From here, flow is directed through a series of underground storm drains, open channels, and culverts before discharging into Agua Hedionda Creek via the Macario Canyon just upstream of its confluence with the Agua Hedionda Lagoon.

## PHOTO DOCUMENTATION

Nine sites were established as photo documentation stations prior to the final construction of the underground water treatment facility. These sites are represented in Figure 1 on the next page. Stations 1-4 are clustered in and around the underground water treatment facility while stations 5-9 are placed west and east along the airplane tie-down area at permanent landmarks in order to provide an overall documentation of the project. An early construction photographic survey was conducted to document project conditions on February 1, 2006. On April 17, 2006 a survey was conducted to document later conditions of the construction of the facility. Photo documentation was conducted on January 3, 2007 to document post-construction conditions and the facility in-use. Cardinal directions referenced in this document are approximate, not exact.



Figure 1. Photo Documentation Stations

### Station 1

Station 1 is located at the underground water treatment facility. The photos below represent early construction conditions on February 1, 2006, later construction conditions on April 17, 2006, and final site conditions as of January 3, 2007.



Station 1, February 1, 2006. Looking North



Station 1, April 17, 2006. Looking North



Station 1, January 3, 2007. Looking North



Station 1, February 1, 2006. Looking East



Station 1, April 17, 2006. Looking East



Station 1, January 3, 2007. Looking East



**Station 1, February 1, 2006. Looking South**



**Station 1, April 17, 2006. Looking South**



**Station 1, January 3, 2007. Looking South**



**Station 1, April 17, 2006. Looking West**



**Station 1, January 3, 2007. Looking West**

**Station 2**

Station 2 is located approximately 28 meters Southwest of Station 1. The photos below represent early construction conditions on February 1, 2006, later construction conditions on April 17, 2006, and final site conditions as of January 3, 2007.



**Station 2, February 1, 2006. Looking North**



**Station 2, April 17, 2006. Looking North.**



**Station 2, January 3, 2007. Looking North**



**Station 2, February 1, 2006. Looking East.**



**Station 2, April 17, 2006. Looking East.**



**Station 2, January 3, 2007. Looking East**





**Station 2, February 1, 2006. Looking South.**



**Station 2, April 17, 2006. Looking South.**



**Station 2, January 3, 2007. Looking South**



**Station 2, February 1, 2006. Looking West.**



**Station 2, April 17, 2006. Looking West.**



**Station 2, January 3, 2007. Looking West**

**Station 3**

Station 3 is located approximately 81 meters Southwest of Station 1. The photos below represent early construction conditions on February 1, 2006 later construction conditions on April 17, 2006, and final site conditions as of January 3, 2007.



**Station 3, February 1, 2006. Looking North**



**Station 3, April 17, 2006. Looking North.**



**Station 3, January 3, 2007. Looking North**



**Station 3, February 1, 2006. Looking East.**



**Station 3, April 17, 2006. Looking East.**



**Station 3, January 3, 2007. Looking East**



**Station 3, February 1, 2006. Looking South.**



**Station 3, April 17, 2006. Looking South.**



**Station 3, January 3, 2007. Looking South**



**Station 3, February 1, 2006. Looking West.**



**Station 3, April 17, 2006. Looking West.**



**Station 3, January 3, 2007. Looking West**

### Station 4

Station 4 is located approximately 43 meters North of Station 1. The photos below represent early construction conditions on February 1, 2006 later construction conditions on April 17, 2006, and final site conditions as of January 3, 2007.



Station 4, February 1, 2006. Looking North



Station 4, April 17, 2006. Looking North.



Station 4, January 3, 2007. Looking North



Station 4, February 1, 2006. Looking East.



Station 4, April 17, 2006. Looking East.



Station 4, January 3, 2007. Looking East



**Station 4, February 1, 2006. Looking South.**



**Station 4, April 17, 2006. Looking South.**



**Station 4, January 3, 2007. Looking South**



**Station 4, February 1, 2006. Looking West.**



**Station 4, April 17, 2006. Looking West.**



**Station 4, January 3, 2007. Looking West**

**Station 5**

Station 5 is located approximately 246 meters West of Station 1. The photos below represent early construction conditions on February 1, 2006, later construction conditions on April 17, 2006, and final site conditions as of January 3, 2007.



**Station 5, February 1, 2006. Looking East.**



**Station 5, April 17, 2006. Looking East.**



**Station 5, January 3, 2007. Looking East**



**Station 5, February 1, 2006. Looking South.**



**Station 5, April 17, 2006. Looking South.**



**Station 5, January 3, 2007. Looking South**



Station 5, February 1, 2006. Looking West.



Station 5, April 17, 2006. Looking West.



Station 5, January 3, 2007. Looking West

**Station 6**

Station 6 is located approximately 167 meters West of Station 1. The photos below represent early construction conditions on February 1, 2006, later construction conditions on April 17, 2006, and final site conditions as of January 3, 2007.



**Station 6, February 1, 2006. Looking North**



**Station 6, April 17, 2006. Looking North.**



**Station 6, January 3, 2007. Looking North**



**Station 6, February 1, 2006. Looking East.**



**Station 6, April 17, 2006. Looking East.**



**Station 6, January 3, 2007. Looking East**





**Station 6, February 1, 2006. Looking South.**



**Station 6, April 17, 2006. Looking South.**



**Station 6, January 3, 2007. Looking South**



**Station 6, February 1, 2006. Looking West.**



**Station 6, April 17, 2006. Looking West.**



**Station 6, January 3, 2007. Looking West**

**Station 7**

Station 7 is located approximately 286 meters Northeast of Station 1. The photos below represent early construction conditions on February 1, 2006, later construction conditions on April 17, 2006, and final site conditions as of January 3, 2007.



**Station 7, February 1, 2006. Looking North**



**Station 7, April 17, 2006. Looking North.**



**Station 7, January 3, 2007. Looking North**



**Station 7, February 1, 2006. Looking East.**



**Station 7, April 17, 2006. Looking East.**



**Station 7, January 3, 2007. Looking East**



**Station 7, February 1, 2006. Looking South.**



**Station 7, April 17, 2006. Looking South.**



**Station 7, January 3, 2007. Looking South**



**Station 7, February 1, 2006. Looking West.**



**Station 7, April 17, 2006. Looking West.**



**Station 7, January 3, 2007. Looking West**

**Station 8**

Station 8 is located approximately 313 meters Northeast of Station 1. The photos below represent early construction conditions on February 1, 2006, later construction conditions on April 17, 2006, and final site conditions as of January 3, 2007.



Station 8, February 1, 2006. Looking East.



Station 8, April 17, 2006. Looking East.



Station 8, January 3, 2007. Looking East



Station 8, February 1, 2006. Looking West.



Station 8, April 17, 2006. Looking West.



Station 8, January 3, 2007. Looking West

**Station 9**

Station 9 is located approximately 797 meters East of Station 1. The photos below represent early construction conditions on February 1, 2006, later construction conditions on April 17, 2006, and final site conditions as of January 3, 2007.



**Station 9, February 1, 2006. Looking East.**



**Station 9, April 17, 2006. Looking East.**



**Station 9, January 3, 2007. Looking East**



**Station 9, February 1, 2006. Looking South.**



**Station 9, April 17, 2006. Looking South.**



**Station 9, January 3, 2007. Looking South**



**Station 9, February 1, 2006. Looking West.**



**Station 9, April 17, 2006. Looking West.**



**Station 9, January 3, 2007. Looking West**

## **CONCLUSION**

This report represents the compilation of three photographic surveys of the McClellan-Palomar Airport Water Quality Treatment Facility Project. An early construction photographic survey was conducted to document project conditions on February 1, 2006. To date the photo documentation report has illustrated early construction conditions, late construction conditions and post construction conditions with the BMP facility and airplane tie-down area in full working order. This report will be integrated with the Final Water Quality Treatment Facility Performance Report for the McClellan-Palomar Airport Project. Additionally, the Photo Documentation section of the final report will include pictures of the pre-construction conditions, the subterranean BMP's components, monitoring equipment installation and maintenance, bioassessment locations and sampling, and storm event sampling.