



COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
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DONALD L. WOLFE, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

March 6, 2007

IN REPLY PLEASE
REFER TO FILE: **PJ-2**

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

**DOCKWEILER STATE BEACH YOUTH CENTER PROJECT
REVIEW AND CONSIDER MITIGATED NEGATIVE DECLARATION
ADOPT ADDENDUM TO MITIGATED NEGATIVE DECLARATION
ADOPT MITIGATION MONITORING AND REPORTING PROGRAM
ADOPT AND ADVERTISE
SPECS. 6597; C.P. 69222
SUPERVISORIAL DISTRICT 4
3 VOTES**

**JOINT RECOMMENDATION WITH THE CHIEF ADMINISTRATIVE OFFICER AND
THE DIRECTOR OF BEACHES AND HARBORS THAT YOUR BOARD:**

1. Acting as a responsible agency, pursuant to the California Environmental Quality Act (CEQA), review and consider the enclosed Mitigated Negative Declaration prepared by the California Department of Parks and Recreation and adopted by the California State Park and Recreation Commission as part of Dockweiler State Beach General Plan Amendment Approval (Enclosure C) and an Addendum to the Mitigated Negative Declaration (Enclosure D) prepared by the County for the Dockweiler State Beach Youth Center project; find that there is no substantive evidence that the project will have a significant effect on the environment and that the Addendum to the Mitigated Negative Declaration reflects the independent judgment and analysis of the County; and adopt the Addendum to the Mitigated Negative Declaration.

2. Adopt the Mitigation Monitoring and Reporting Program (Section 2.3 of Enclosure D) to ensure compliance with the project conditions as contained in the Mitigated Negative Declaration and its Addendum to mitigate or avoid environmental effects.
3. Find that the project will have no further adverse effects on wildlife resources other than what was identified in the original Mitigated Negative Declaration, and authorize Public Works to complete and file a Certificate of Fee Exemption for the project.
4. Adopt plans and specifications for the Dockweiler State Beach Youth Center project at an estimated \$3,237,409 construction cost, funded by the General Fund, State Proposition 12 Fund, and the Vehicle License Fee Gap Loan Special Fund; and instruct the Executive Officer of the Board to advertise for bids to be received and opened on April 12, 2007, according to the Instruction Sheet for Publishing Legal Advertisements (Enclosure B).
5. Authorize the Director of Public Works to execute a Consultant Services Agreement with the apparent lowest responsible bidder to prepare a baseline construction schedule for a \$3,900 not-to-exceed fee funded by existing project funds.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTIONS

Approval of the recommended actions will allow Public Works to obtain bids for the construction of the Dockweiler State Beach Youth Center project.

The project consists of constructing a new approximately 8,800-square-foot building to accommodate Beaches and Harbors' Water Awareness, Training, Education, and Recreation (WATER) youth program, including a multipurpose classroom, warming kitchen, storage for beach vehicles and program equipment, and administration offices to manage the expanding program. When not in use by WATER, the facility will be made available to the community for meetings, weddings, and other special events during nonpeak periods of the year.

The WATER youth program provides opportunities for inner city and at-risk children to increase their awareness of ocean and beach safety through organized activities that provide skills, knowledge, and positive personal experiences. The new youth center facility will provide adequate space for the WATER youth program. Beaches and Harbors anticipates an initial 15 percent increase in youth participation in the WATER youth program.

The Honorable Board of Supervisors
March 6, 2007
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The new youth center facility will be constructed along the beach bluff and adjacent to the existing concession and restroom building at the southern portion of Dockweiler State Beach, just south of Imperial Highway and Vista del Mar.

The proposed Consultant Services Agreement requires the apparent lowest responsible bidder to prepare a baseline construction schedule that conforms to the County's schedule specification, which is critical to successfully managing construction activities by both the contractor and the County. Bid specifications provide that if the apparent lowest responsible bidder fails to complete an acceptable schedule, the Director of Public Works may return to your Board to recommend that the bidder be determined nonresponsible and recommend awarding the Construction Contract to the next lowest responsible bidder, contingent on the bidder completing a baseline schedule that conforms to the County's specifications.

Implementation of Strategic Plan Goals

These actions meet the County Strategic Plan Goal of Children and Families' Well-Being by providing affordable professionally supervised aquatic activities for youth after school and during the summer and holidays, particularly for youth in the southern area of the County. The new youth center will also support the County Goal of Fiscal Responsibility by making the facility available for permitted private use when the facility is not in use by the County, generating projected revenues of \$50,000 per year. The California Coastal Commission has approved such use from the day after Labor Day to the day before Memorial Day.

FISCAL IMPACT/FINANCING

Your Board previously approved a base \$2,013,000 construction budget. The total project cost previously approved by your Board, including plans and specifications, plan check, construction, utility connection fees, consultant services, miscellaneous expenditures, and County services, was estimated at \$3,000,000.

In light of the rising construction costs currently being experienced throughout the construction industry, Public Works obtained an independent construction cost estimate in March 2006 that reflected an overall \$4,800,000 project budget.

Project funding for \$3,000,000 from the Safe Neighborhood Parks, Clean Water, Clean Air, and Coastal Protection Bond Act of 2000 (State Proposition 12); and \$1,800,000 from the Vehicle License Fee Gap Loan Special Fund has been included in the Fiscal Year 2006-07 Capital Project/Refurbishment Budget.

However, based on the volatility of the current construction market and revised construction durations, we anticipate that the total project cost may exceed funds that are currently allocated to the project. We are, therefore, recommending that your Board proceed with obtaining bids for construction and defer any adjustments to the project budget until the bid process has been completed. At that time, we will return to your Board with final recommendations regarding the project scope, funding, and Contract award.

The Project Schedule and Budget Summary are included in Enclosure A.

Operating Budget Impact

Following completion of the project, scheduled for October 2008, Beaches and Harbors anticipates estimated one-time start up costs of approximately \$251,000 to provide equipment, furnishings, and appliances; and an increase in ongoing operating costs of \$359,000, including staffing, supplies, leased office machines, services contracts, including janitorial and security, utilities and maintenance costs, and additional Fire Ocean Lifeguard services.

One-time costs will be funded with Fiscal Year 2006-07 Beach Savings, and any ongoing costs incurred in Fiscal Year 2007-08 will be absorbed within the Beach budget. Funding for future ongoing costs will be requested in Beaches and Harbors' Fiscal Year 2008-09 Proposed Budget Request and reviewed by the Chief Administrative Office.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

The project schedule has been extended to address comments from the California Coastal Commission and local jurisdictional agencies and to allow identification of additional funding sources for the project based on the independent cost estimate. In addition, the construction schedule has been extended by approximately seven months to reflect a more realistic construction duration based on the completed design.

The California Coastal Commission issued a Notice of Intent to Issue a Coastal Development Permit (Permit Application 5-05-179) for the project.

The Dockweiler State Beach General Plan was approved by the California Park and Recreation Commission in 1992 to establish goals and policies for the development of programs and facilities at Dockweiler State Beach that would enhance the recreational opportunities for beach visitors while protecting the beach's significant natural and aesthetic resource values.

A standard Construction Contract, in the form previously approved by County Counsel, will be used. The standard Board-directed clauses that provide for Contract termination, renegotiation, and hiring qualified displaced County employees will be included in the Contract.

The project specifications contain provisions requiring the contractor to report solicitations of improper consideration by County employees and allowing the County to terminate the Contract if it is found that the contractor offered or gave improper consideration to County employees.

As requested by your Board on August 12, 1997, and as a threshold requirement for consideration for Contract award, bidders will be required to attest their willingness to consider Greater Avenues for Independence Program/General Relief Opportunity for Work participants for future employment.

As required by your Board, language has been incorporated into the project specifications stating that the contractor shall notify its employees, and shall require each subcontractor to notify its employees about Board Policy 5.135 (Safely Surrendered Baby Law) and that they may be eligible for the Federal Earned Income Credit under the Federal income tax laws.

Bidders will also be required to show full compliance with Los Angeles County Code Chapter 2.200 (Child Support Compliance Program) and Chapter 2.203 (Contractor Employee Jury Service Program).

ENVIRONMENTAL DOCUMENTATION

In accordance with the CEQA, a draft Mitigated Negative Declaration to evaluate the environmental impacts associated with amending the Dockweiler State Beach General Plan for development of a youth center at the southern end of Dockweiler State Beach was prepared by the California Department of Parks and Recreation and circulated for agency and public review on April 24, 2004, for 30 days. As the lead agency, the California Department of Parks and Recreation prepared a final Mitigated Negative Declaration (Sections 7 to 13 of Enclosure C), incorporating comments and responses to the comments received during the review period, and a Mitigation Monitoring Program (Section 14 of Enclosure C) to ensure compliance with the environmental mitigation measures included in the final Mitigated Negative Declaration. The specified mitigation measures address potential impacts to local wildlife, preserve native coastal sage scrub, minimize storm water runoff, soil erosion, noise, and traffic circulation impacts, and ensure compliance with the National Pollution Discharge Elimination System permit and the Federal Clean Water Act.

The Honorable Board of Supervisors
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On July 16, 2004, under Resolution 16-2004, the California Park and Recreation Commission adopted the Mitigated Negative Declaration (State Clearinghouse No. 2001041110), Mitigation Monitoring Program, and the Dockweiler State Beach General Plan Amendment (Enclosure C). On September 1, 2004, a Notice of Determination was filed with the Registrar-Recorder/County Clerk along with the required filing fee for the State Department of Fish and Game.

Since adoption of the Mitigated Negative Declaration by the California Park and Recreation Commission, the detailed design for the project has been completed resulting in the need for minor clarifications and technical changes to the Mitigated Negative Declaration. Therefore, as the responsible agency for carrying out the project, the County prepared an Addendum to the State-adopted Mitigated Negative Declaration and the Mitigation Monitoring Program (Enclosure D) to provide a more specific CEQA analysis based on the completed design for the project. The Addendum was prepared in accordance with CEQA Guidelines Section 15162 and supporting Sections 15070, 15096, and 15164 and includes a more detailed project description and minor technical changes to the mitigation measures associated with geology and soils and transportation and traffic. In accordance with Section 15164 of the CEQA Guidelines, no public circulation of the Addendum is required because the Addendum includes only minor technical changes and information.

Based on the Mitigated Negative Declaration and the Addendum to the final Mitigated Negative Declaration, it has been determined that the project will not have a significant effect on the environment. The recommended measures to mitigate the environmental impacts will be incorporated into the project.

A fee must be paid to Fish and Game when certain notices required by CEQA are filed with the Registrar-Recorder/County Clerk. The County is exempt from paying this fee if your Board finds that a project will have no impact on wildlife resources. The Addendum to the Mitigated Negative Declaration concludes that there will be no further adverse effects on wildlife resources other than what was originally identified in the Mitigated Negative Declaration, and the fee for Fish and Game was previously paid when the Notice of Determination for the Mitigated Negative Declaration was filed with the Registrar-Recorder/County Clerk. Therefore, it is recommended that your Board find that the project will have no further adverse effects on wildlife resources, and authorize Public Works to complete and file a Certificate of Fee Exemption along with the Notice of Determination for the project with the Registrar-Recorder/County Clerk.

The Honorable Board of Supervisors
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In accordance with CEQA Guidelines Section 15074, Paragraph C, a copy of the Dockweiler State Beach General Plan Amendment, including Mitigated Negative Declaration and Mitigation Monitoring Program, Addendum to Mitigated Negative Declaration, and Notice of Determination will be available to the general public at Public Works, 900 South Fremont, 5th Floor, Alhambra, California 91803-1331.

CONTRACTING PROCESS

On November 4, 2003, your Board awarded an Agreement for architect/engineer services to Randall Stout Architects for a \$193,050 not-to-exceed fee. Since that time, Public Works has executed four Supplemental Agreements under delegated authority for \$48,255 for additional design services, increasing the total Contract value to \$241,305.

Advertising for bids will be in accordance with the County's standard Instruction Sheet for Publishing Legal Advertisements (Enclosure B). Following receipt of bids, scheduled for April 12, 2007, we will return to your Board for Construction Contract award.

As requested by your Board on February 3, 1998, this Contract opportunity will be listed on the Doing Business with Us website.

Participation by Community Business Enterprises in the project is encouraged through Public Works' Capital Projects' Outreach Program and by monitoring the good faith efforts of bidders to utilize Community Business Enterprises.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

During construction, scheduled to begin in July 2007, there will be certain beach use limitations. However, construction will be scheduled to maintain a substantial level of service and access to the beach. Temporary facilities for public use will be provided during construction as required.

The Honorable Board of Supervisors
March 6, 2007
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CONCLUSION

Please return an adopted copy of this letter to the Chief Administrative Office (Capital Projects Division), Beaches and Harbors, and Public Works.

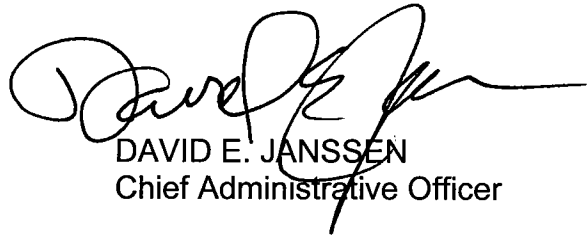
Respectfully submitted,



for DONALD L. WOLFE
Director of Public Works



STAN WISNIEWSKI
Director of Beaches and Harbors



DAVID E. JANSSEN
Chief Administrative Officer

SP:vs

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Enc. 4

cc: County Counsel
Office of Affirmative Action Compliance (Ozie Smith)
Department of Public Social Services (GAIN/GROW Program)

March 6, 2007

ENCLOSURE A

**DOCKWEILER STATE BEACH YOUTH CENTER PROJECT
REVIEW AND CONSIDER MITIGATED NEGATIVE DECLARATION
ADOPT ADDENDUM TO MITIGATED NEGATIVE DECLARATION
ADOPT MITIGATION MONITORING AND REPORTING PROGRAM
ADOPT AND ADVERTISE
SPECS. 6597; C.P. 69222**

I. PROJECT SCHEDULE

Project Activity	Scheduled Completion Date	Revised Completion Date
Award Design Contract	11/04/03*	
Execute Design Contract	11/24/03*	
Schematic Design	03/25/04*	
Design Development	06/04/04*	
Construction Documents	12/22/05*	
Jurisdictional Approvals	12/11/06*	
Construction Contract Award	01/04/05	05/29/07
Construction Start	02/14/05	07/10/07
Substantial Completion	10/11/05	10/02/08
Final Acceptance	11/29/05	12/31/08

* Actual completion date

II. PROJECT BUDGET SUMMARY

Budget Category	Board-Approved Project Budget	Current Project Budget
Plans and Specifications		
Basic Design Services	\$ 128,487	\$ 128,487
Construction Administration	44,563	68,983
Additional/Reimbursable Services	<u>20,000</u>	<u>83,055</u>
Total Plans and Specifications	\$ 193,050	\$ 280,525
Plan Check	\$ 25,000	\$ 25,000
Construction Contract	\$2,013,000	\$3,189,364
Change Order Contingency	201,300	318,936
Utility Connection Fees	<u>35,700</u>	<u>50,000</u>
Total Construction	\$2,250,000	\$3,558,300
Equipment	\$ 0	\$ 25,000
Other Consultant Services	\$ 92,000	\$ 198,445
Miscellaneous Expenditures	\$ 8,000	\$ 8,000
County Services	\$ 431,950	\$ 704,730
TOTAL	\$3,000,000	\$4,800,000

March 6, 2007

ENCLOSURE B

**DOCKWEILER STATE BEACH YOUTH CENTER PROJECT
REVIEW AND CONSIDER MITIGATED NEGATIVE DECLARATION
ADOPT ADDENDUM TO MITIGATED NEGATIVE DECLARATION
ADOPT MITIGATION MONITORING AND REPORTING PROGRAM
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PUBLISHING LEGAL ADVERTISEMENTS: In accordance with the State of California Public Contract Code Section 20125, you may publish once a week for two weeks in a weekly newspaper or ten times in a daily newspaper. Forward three reprints of this advertisement to Architectural Engineering Division, Department of Public Works, 900 South Fremont Avenue, 8th Floor, Alhambra, California 91803-1331.

**OFFICIAL NOTICE
INVITING BIDS**

Notice is hereby given that the Director of Public Works will receive sealed bids for furnishing all materials, labor, and equipment required to complete construction for the following work:

<u>SD</u>	<u>SPECS.</u>	<u>PROJECT</u>	<u>BID DOC. FEE</u>	<u>DATE OF BID OPENING</u>
4	6597	Dockweiler State Beach Youth Center Project 12503 Vista del Mar Los Angeles, CA 90245	\$50	04/12/07

Copies of the project manual and drawings may be obtained at the Cashier's Office, Department of Public Works, Mezzanine Floor, 900 South Fremont Avenue, Alhambra, California 91803, for the fee stated above. For bid information, please call Ms. Kathleen Gandara of Architectural Engineering Division at (626) 458-2587. Each bid shall be submitted on the required form, sealed, and filed at the Cashier's Office no later than 10:45 a.m. on the date indicated. Bids will be publicly opened, examined, and declared by Public Works at 11 a.m. on this date in Conference Room D, 1st Floor, at 900 South Fremont Avenue, Alhambra, California 91803.

Bids must conform to the drawings and project manual and all bidding requirements. This project requires the prime contractor to possess an A or B license classification at the time of bid. The contractor should verify to his/her satisfaction that he/she holds the correct license for this type of project.

February 20, 2007

OTHER INSTRUCTIONS

The County supports and encourages equal opportunity contracting. The contractor shall make good faith efforts as defined in Section 2000 of the Public Contract Code relating to contracting with Community Business Enterprises.

The Board of Supervisors reserves the right to reject any or all bids or to waive technical errors and discrepancies in bids submitted in the public's interest.

Si necesita información en Español, por favor llame al telefono (626) 458-2563.



Upon 72 hours notice, the Department can provide program information and publications in alternate formats or make other accommodations for people with disabilities. In addition, program documents are available at our main office in Alhambra (900 South Fremont Avenue), which is accessible to individuals with disabilities. To request accommodations ONLY or for more ADA information, please contact our departmental ADA Coordinator at (626) 458-4081 or TDD (626) 282-7829, Monday through Thursday, from 7 a.m. to 5:30 p.m.



Con 72 horas de notificación, el Departamento puede proveerle información y publicaciones sobre el programa y formatos alternativos o hacer adaptaciones para incapacitados. Además, documentación sobre el programa está disponible en nuestra oficina principal en Alhambra (900 South Fremont Avenue), la cual es accesible para individuos con incapacidades. Para solicitar adaptaciones SOLAMENTE o para mas información del ADA, pongase en contacto con nuestro Coordinador del ADA del Departamento al (626) 458-4081 o TDD (626) 282-7829, de lunes a jueves de las 7 a.m. a 5:30 p.m.

By order of the Board of Supervisors of the County of Los Angeles, State of California, dated March 6, 2007.

Specs. 6597

SACHI A. HAMAI, EXECUTIVE OFFICER
OF THE BOARD OF SUPERVISORS
OF THE COUNTY OF LOS ANGELES

March 6, 2007

ENCLOSURE C

**DOCKWEILER STATE BEACH YOUTH CENTER PROJECT
REVIEW AND CONSIDER MITIGATED NEGATIVE DECLARATION
ADOPT ADDENDUM TO MITIGATED NEGATIVE DECLARATION
ADOPT MITIGATION MONITORING AND REPORTING PROGRAM
ADOPT AND ADVERTISE
SPECS. 6597; C.P. 69222**

**DOCKWEILER STATE BEACH GENERAL PLAN AMENDMENT
(INCLUDING MITIGATED NEGATIVE DECLARATION AND MITIGATION
MONITORING PROGRAM)
(STATE CLEARINGHOUSE NO. 2004041110)**

March 6, 2007

ENCLOSURE D

**DOCKWEILER STATE BEACH YOUTH CENTER PROJECT
REVIEW AND CONSIDER MITIGATED NEGATIVE DECLARATION
ADOPT ADDENDUM TO MITIGATED NEGATIVE DECLARATION
ADOPT MITIGATION MONITORING AND REPORTING PROGRAM
ADOPT AND ADVERTISE
SPECS. 6597; C.P. 69222**

ADDENDUM TO MITIGATED NEGATIVE DECLARATION

February 20, 2007

ENCLOSURE C

**DOCKWEILER STATE BEACH YOUTH CENTER PROJECT
REVIEW AND CONSIDER MITIGATED NEGATIVE DECLARATION
ADOPT ADDENDUM TO MITIGATED NEGATIVE DECLARATION
ADOPT MITIGATION MONITORING AND REPORTING PROGRAM
ADOPT AND ADVERTISE
SPECS. 6597; C.P. 69222**

**DOCKWEILER STATE BEACH GENERAL PLAN AMENDMENT
(INCLUDING MITIGATED NEGATIVE DECLARATION AND MITIGATION
MONITORING PROGRAM)
(STATE CLEARINGHOUSE NO. 2004041110)**

STATE OF CALIFORNIA
DEPARTMENT OF PARKS AND RECREATION

**DOCKWEILER STATE BEACH
GENERAL PLAN AMENDMENT
(AQUATIC YOUTH CENTER)**



Prepared by:

Los Angeles County
Department of Beaches and Harbors

June 2004

PREFACE

This General Plan Amendment for Dockweiler State Beach proposes to augment the program elements authorized within this state park unit by including a beach-oriented youth center, as described in the following sections. The Dockweiler Youth Center would complement the existing uses found at Dockweiler State Beach and enhance public use along an underutilized portion of the beach. The Dockweiler Youth Center would provide a permanent home for the training, storage, and administrative uses for the Los Angeles County Water, Awareness, Training, Environmental, and Recreation (W.A.T.E.R.) Program, which reaches thousands of at-risk youth each year.

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DOCKWEILER STATE BEACH GENERAL PLAN AMENDMENT

W.A.T.E.R. PROGRAM YOUTH CENTER FACILITY

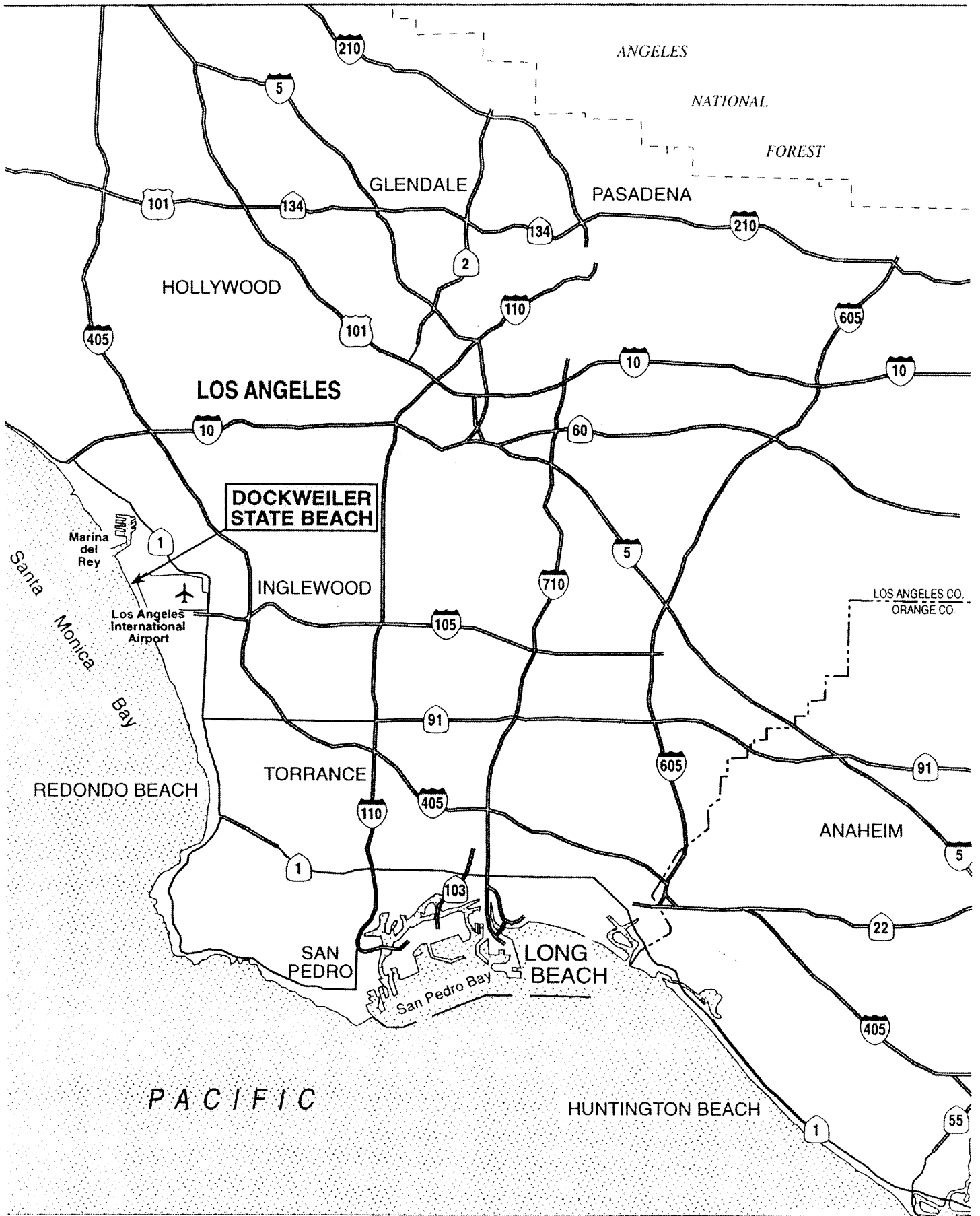
1.0 INTRODUCTION & SUMMARY

1.1 Purpose of the General Plan Amendment

The purpose of this General Plan Amendment is to include the construction of a aquatic youth center to the approved program elements in the Dockweiler State Beach General Plan that was originally approved in 1992. This amendment will supplement those uses and facilities that are part of the existing General Plan. The proposed aquatic youth center would be built along the bluff adjacent to Parking Lot #2. The facility would serve a number of important purposes, including:

- Serving as the administrative center and provide adaptive facilities for the County's Water Awareness, Training, Education, and Recreation (W.A.T.E.R.) Program, a year-round youth recreation program for boys and girls ages 5 to 17.
- Serving as the administrative center for volleyball training and activities that will take place in association with the 20 volleyball courts on the beach adjacent to the center.
- The mission of the W.A.T.E.R. Program that is to educate young people about ocean and beach safety by conducting organized recreational activities that provide skills, knowledge and positive personal experiences that allow them to be participants, not spectators.
- The community room in the new youth center would also provide a suitable venue classes in cultural and natural resources; a variety of classes on surrounding health/safety classes, parenting and other adult classes, and various community groups, hang-gliding classes (Dockweiler State Beach only), and beach-related competitions. Such community-based activities would include free use of the youth center facilities for official State Park purposes.
- The youth center would also provide storage space for the County's Junior Lifeguard program, Ocean Sports Camp, Dolphin Camp, Surf Camp, and Ocean Safety Day, which are all programs run by W.A.T.E.R. throughout the year.
- The youth center would offer storage for beach lifeguard and beach maintenance equipment, which is important to properly serve this isolated portion of beach.

This General Plan Amendment proposes adding specific educational, recreational and administrative uses to the southern Dockweiler State Beach area by allowing the enhancement of W.A.T.E.R. Program facilities (Figure 1). Primary funding for planning and construction of these improvements is assured through the *Safe Neighborhood Parks*,



DOCKWEILER STATE BEACH

**Figure 1
Regional Map**



Clean Water, Clear Air, and Coastal Protection Bond Act of 2000. When adopted by the County of Los Angeles, the City of Los Angeles and the State of California, the General Plan Amendment will amend the Dockweiler General Plan of 1992, as noted above.

This General Plan Amendment has been prepared in conformance with State Recreation Area Plan content requirements, authority for which is contained in Sections 539, 5002.2, 5002.3, 5019.50, 5080.03, 5080.20, et al. of the California Public Resources Code, and Section 11370 et seq. of the California Government Code. The County of Los Angeles Department of Beaches and Harbors has prepared this General Plan Amendment for consideration by the State Department of Parks and Recreation and by the State Parks and Recreation Commission.

The County of Los Angeles, as operator of Dockweiler State Beach under a 50 year Joint Powers agreement with the City of Los Angeles, proposes the General Plan Amendment as an implementation program that will create additional public recreation opportunities at this locally-operated unit of the State Park system.

1.2 Unit Identification

Background

The State Parks and Recreation Commission in May 1992 approved the Dockweiler State Beach General Plan and established goals and policies for long-range recreation and operational development for Dockweiler State Beach (Figure 1). The primary purpose of the General Plan is to provide opportunities that enhance the recreational enjoyment of beach visitors. It also provides guidance for the protection and perpetuation of the beaches' significant natural and aesthetic resource values. Over this last ten years, the General Plan served as a guide while the County and the City completed the following:

- Construction of a new 550-car parking lot;
- Construction of a new food concession building;
- Construction of a new public restroom;
- Construction of a new hang-gliding learning center; and
- Reconstruction of a portion of the South Bay Bike Trail (SBBT)

Further, the County is completing plans to reconstruct the existing Dockweiler State Beach facilities using the design guidelines taken from the original 1992 General Plan. This \$9 million upgrade is scheduled for completion in 2005. The proposed project design elements have been approved by the City of Los Angeles Recreation and Parks Commission, and have been endorsed by the regional State Parks & Recreation management team. In addition to the reconstruction of the existing public buildings on this beach, the project includes new entry monumentation to enhance the project's identity as Isidore B. Dockweiler State Beach. The Dockweiler Youth Center will also incorporate the State Parks and Recreation logo in its identification signage.

With the completion of these needed improvements drawing near, the Department of Beaches and Harbors realized that the Dockweiler-Hyperion parking lot offered an opportunity to expand its fast-growing W.A.T.E.R. Program, while still meeting the objectives of the Dockweiler State Beach General Plan. The W.A.T.E.R. Program has been in operation for over fifteen years and has outgrown its present administrative trailers in Marina del Rey. A plan to expand the program to reach 40,000 annual participants made it impractical to remain in Marina del Rey. In searching for a new location, it became apparent that Dockweiler State Beach had the location requirements and the complimentary capacity to grow.

A directive in the Dockweiler State Beach General Plan provides that:

If Dockweiler State Beach is to be improved with more intensive recreational activities, the managing agency should plan and develop such land uses in a recreational cluster. An ideal location for such a center would be in the area south of the RV Campground near the new Hyperion Parking lot.

With this directive of recreational clustering as a guideline, a conceptual design study for the Dockweiler State Beach Youth Center was complete by the County in January 23, 2002. Upon its completion, the County Department of Beaches and Harbors wrote to the State Department of Parks and Recreation seeking a local assistance grant for the development of a new youth center. A grant of \$3 million has been approved by the State to construct the youth center, pending approval of an amendment to the Dockweiler State Beach General Plan.

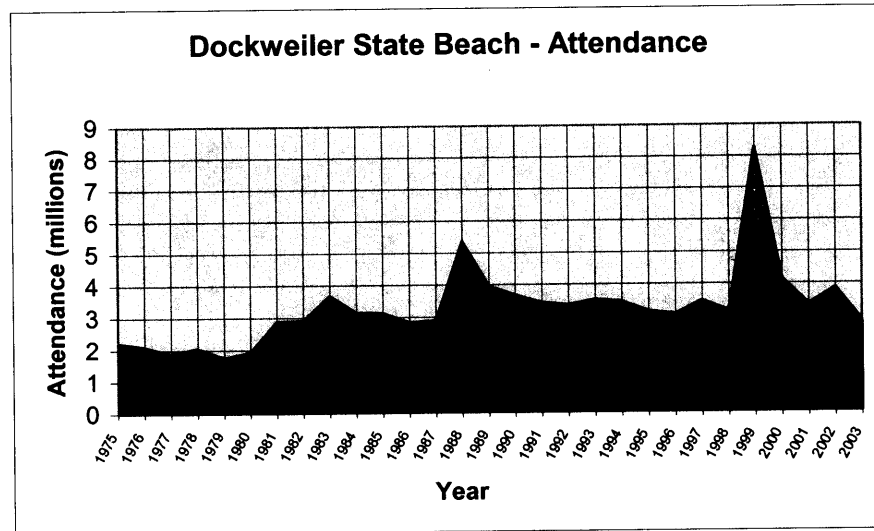
1.3 Beach Attendance

Table 1, below, provides historical beach attendance information for Dockweiler State Beach, indicating that more than 46 million people have visited Dockweiler and used its facilities since 1990, the last year of analysis provided in the 1992 Dockweiler State Beach General Plan. Figure 2 illustrates this trend over the last 28 years.

Table 1
Annual Beach Attendance – Dockweiler State Beach

Year	Attendance
1990	3,664,900
1991	3,425,155
1992	3,344,041
1993	3,511,320
1994	3,445,780
1995	3,145,710
1996	3,044,710
1997	3,462,365
1998	3,142,960
1999	8,259,643
2000	4,133,435
2001	3,338,200
2002	3,784,911
2003	2,810,850

Figure 2



2.0 RESOURCE ELEMENT

2.1 Natural Resources – A master plan for bluff restoration along South Bay beaches is currently underway through a joint partnership between Urban Wildlands Group, the Los Angeles Conservation Corps, and Los Angeles County Department of Beaches and Harbors. That effort will investigate the feasibility of revegetating and enhancing the natural bluff environment on all South Bay beaches that are owned or operated by the Los Angeles County. The purpose of the revegetation project would be to remove the exotic vegetation currently on the bluffs such as ice plant, and replace it with a diverse community of native dune and bluff plant species. This relandscaping effort would beautify the area, reduce erosion, and provide potential habitat for various animal species. Construction of the proposed aquatic youth center along the bluff area would take up a small portion of degraded coastal bluff area, and would simultaneously provide opportunities for environmental interpretation focusing on coastal processes, the native plant community, the history and redevelopment of the Ballona Wetlands, the habits of the California Least Tern and other protected plant and animal species.

2.2 Cultural Resources

2.2.1 Current History – The Cultural Resources section of the GPA is expanded to recognize interpretive subjects such as the historical settlement of the area by native populations (principally the Gabrielino and Tongva Tribes) of indigenous people that populated the area over 9,000 years ago; the history of flight in the region; and beach renourishment activities - “The Making of the Beach”. These interpretive subjects will be highlighted through exhibit panels, brochures, audio-visual programs, lectures, and staff/docent led programs. The portion of the beach that the proposed aquatic youth center is to be built on is an old beach renourishment deposit site. The site is comprised of a man-made bluff area, approximately 40-feet deep, created from beach-compatible material covering an 8.25-acre area. The material was excavated

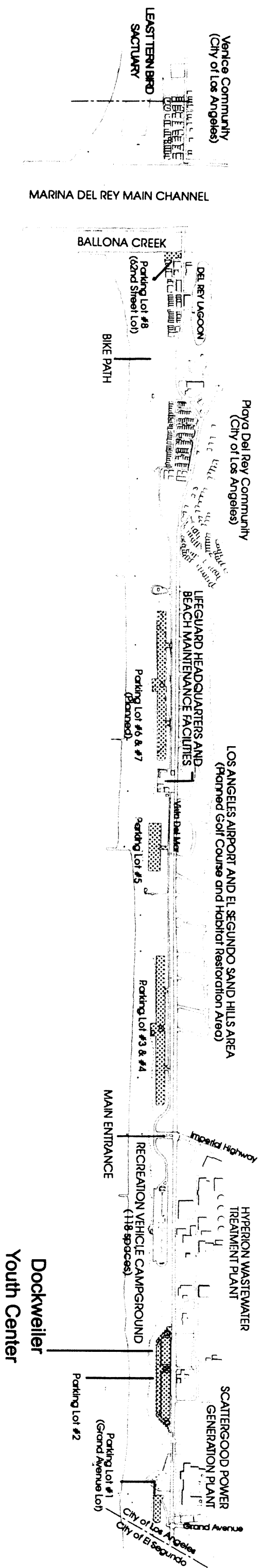
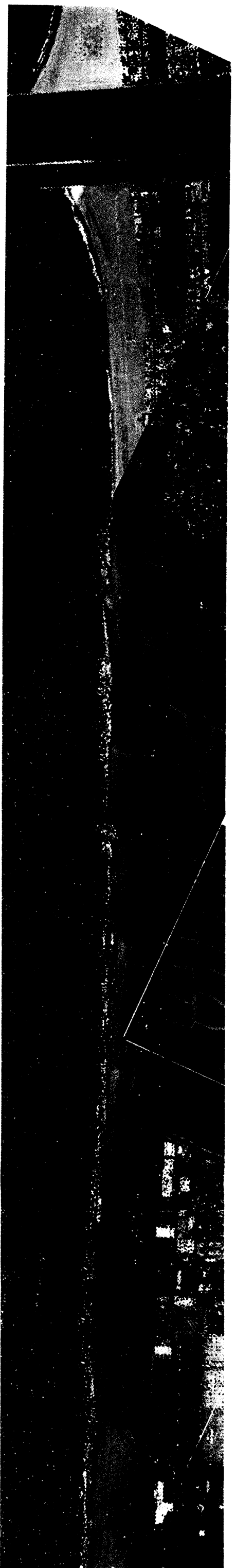
and placed here during the reconstruction of the Hyperion Sewage Treatment Plant in 1950. Given this historical background of the material on which the proposed project will be built, there is no archeological or cultural resource present.

2.2.2 This stretch of man-made beach has not attracted much activity over the years because there was a lack of parking, facilities, and interest. In fact, the area is replete with historical context and information, which can be shared with the public through the venue provided by the new aquatic youth facility at Dockweiler.

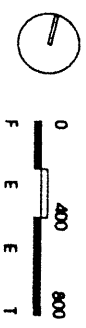
- 2.3 Aesthetic Resources – Various sites within, as well as adjacent to the existing parking lot, were considered for the location of the proposed facility. Placing the structure and use within the interior of the existing parking lot would significantly reduce the amount of available public parking, and would likely be inconsistent with Coastal Act policies. Placing the structure on the inland side of the SBBT (bike trail) would severely impact the existing viewshed by increasing the building footprint and further blocking views of Santa Monica Bay from the first major public road (Vista del Mar). In addition, direct public access from the facility to the beach would require crossing the SBBT under controlled circumstances, but not always under program supervision. Locating the facility adjacent to the existing concession/restroom building would add synergy to the project by allowing the public to use the existing outdoor facilities (e.g., showers and restrooms) more efficiently.

In reviewing these considerations, the preferred site for the proposed project is on the bluff, immediately south of the existing concession building/restroom. This low-lying, clustered effect would provide a shared use experience between existing buildings and uses, and would add significantly to the use potential for AREA 5, the Dockweiler Bluff Parking Lot Concession Area (Figure 3). The proposed use of the Dockweiler Youth Center would be centered in an area of the beach that is south of the LAX aircraft overflight area, away from the sound of the planes leaving LAX, close enough to see and enjoy the beauty of the planes, and still making it an attractive site for indoor and outdoor activities.

Since Dockweiler State Beach is located in the center of Santa Monica Bay, it offers views from Point Dume, on the north, to Palos Verdes Peninsula, on the south, with spectacular views of the Santa Monica Mountains, Santa Catalina Island, and the Palos Verdes Peninsula. The youth center building will be oriented to capture this beautiful view through the use of large windows and patios for outside meetings and instruction. The first story (beach level) of the building is to be built into the slope, and will not be visible from Vista del Mar. It will include a maintenance garage and storage room for equipment used in the volleyball and W.A.T.E.R. programs. Because the first story will be hidden from general view, it will appear much like the existing restroom/concession building located immediately adjacent to the youth center site. The second story (road level) will actually appear to be a one-story building when viewed from the first public road (Vista del Mar). The view interruption will be slight and the building design will create areas inside and outside where visitors can sit and enjoy the views of the beach and Santa Monica Bay, while learning about the area from a variety of interpretive displays.



Breckwater



DOCKWEILLER STATE BEACH GENERAL PLAN

State of California Department of Parks and Recreation
 County of Los Angeles Department of Beaches and Harbors
 GRUEN ASSOCIATES

Figure 3

Aerial Photo
 Project Site Map

- 2.4 Recreational Resources – The purpose of the Dockweiler State Beach General Plan Amendment is to provide broad guidelines for the further development and operation of this existing recreational facility. The Plan Amendment introduces a specific improvement to AREA 5, the Hyperion Parking Lot Concession Area, as follows:

Although the proposed project will be principally designed as a youth center, it will be designed to attract large numbers of visitors of all ages to the site. This new facility will provide a new venue of recreation not available to visitors to Dockweiler currently. The facility will offer the ability to expand classroom instruction for all ages during inclement weather and at night. Class programs will include classes on volleyball, First Aid/CPR, public safety, surfing, SCUBA, beach-oriented craft classes, adult exercise classes, and other coastal-related topics.

The multi-purpose room will provide a classroom setting for these indoor activities. W.A.T.E.R. participants will also use the room for video-based lessons, such as *The Deep Blue Sea*, *Big Blue*, *Endless Summer*, and other coastal-related themes. These videos will also be available for viewing by the public through scheduled events and community events. This room will also be available for community meetings, meetings held in conjunction with organized events such as volleyball tournaments and public agency meetings like the State Parks and Recreation Commission and the Los Angeles County Beach Commission.

2.4.1 W.A.T.E.R Program History – The principal purpose for such a facility is to serve as the operational headquarters for the Los Angeles County Department of Beaches and Harbors’ Water, Awareness, Training, Education, and Recreation (W.A.T.E.R.) Program. The W.A.T.E.R. Program was developed by the Department of Beaches and Harbors in 1986 and is administered by the Los Angeles County Fire Department-Lifeguard Division. Its purpose is to provide the youth of Los Angeles County with training, education, and recreation regarding the water and beachfront environment. For the last 15 years, this program has been administered out of a series of trailers and storage facilities at Marina del Rey. Although the Program has been administered from Marina del Rey, outdoor program activities have generally been located at Dockweiler State Beach, adjacent to the Dockweiler Bluff Parking lot, and near the hang-gliding and volleyball facilities at the southern end of the beach.

This new facility would become the hub of activity for the W.A.T.E.R. Program. Vans transport children from Dockweiler to other beaches as far north as Nicholas Canyon, and as far south as Cabrillo Beach. In addition to providing a headquarters for the W.A.T.E.R. program, this facility would enable the Program to extend its season from just a three-month summer to all year, due to the provision of protective indoor facilities that would be available for training and educational purposes.

2.4.2 Relationship to Dockweiler State Beach General Plan – The current Dockweiler State Beach General Plan provides for a 550-car parking lot, a food concession, a public restroom, a hang-gliding center, and a newly designed portion

of the SBBT. Approval of this Plan Amendment would complete the anticipated development within the current 1992 General Plan. This Plan Amendment will create a cluster of recreational buildings referenced in the Plan by tying together the food concession, the youth center, and the hang-gliding center along the bluff at the Hyperion parking lot.

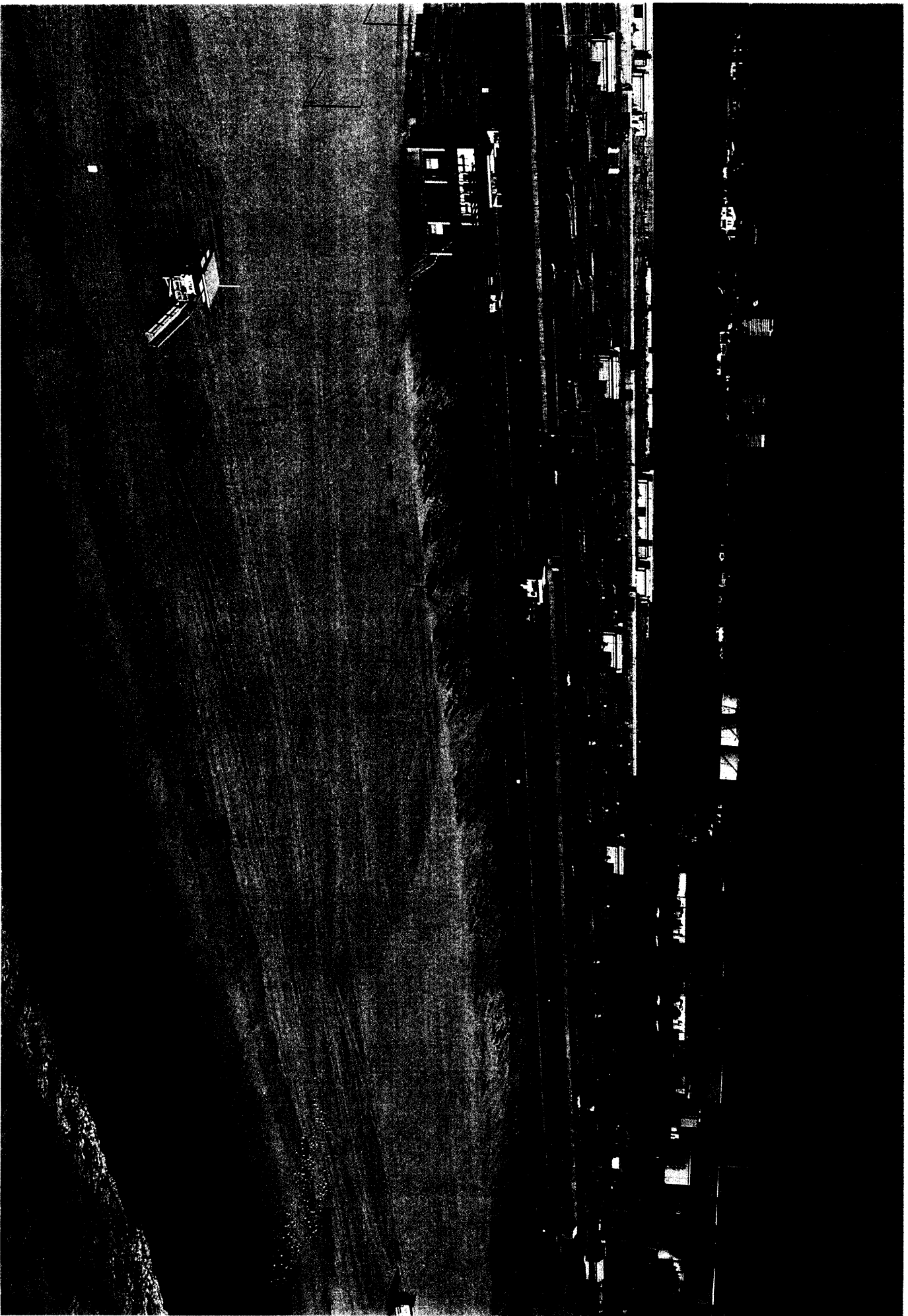
- 2.5 Resource Policy Formation -- (no change anticipated)
- 2.6 Resource Management Goals and Objectives – (no change anticipated)
- 2.7 Allowable Use Intensity – (Zone III, high use/clustered development; no change anticipated)

3.0 LAND USE AND FACILITIES ELEMENT

- 3.1 Existing conditions – The 1992 Dockweiler State Beach General Plan identifies and recommends new facilities and uses which would remain consistent with the allowable use intensities. Those facilities included a volleyball area, a restroom/concession building, landscape enhancement, and redesign of the bike path (SBBT). Those facilities, including 20 volleyball courts, a restroom, a concession, a public parking lot and bike path relocation have been completed and are now part of the Dockweiler State Beach facility. The proposed location of the Dockweiler Aquatic Youth Center will be within the parking lot and the sloped area immediately south of the existing concession stand/public restroom in Lot #2. (See Figure 4)
- 3.2 Planning Issues – All uses of the proposed Dockweiler Youth Center shall adhere to the tenets of the State Park & Recreation Department’s stated mission, which is:

To provide for the health, inspiration, and education of the people of California by helping to preserve the State’s extraordinary biological diversity, protecting its most valued natural and cultural resources, and creating opportunities for high-quality outdoor recreation.

- 3.3 Proposed Land Uses and Facilities – The Dockweiler General Plan recognized that AREA 5, (RV Campground/Hyperion and Grand Street Centers) is underutilized and has potential for higher intensity uses that would be inappropriate for other areas of the beach. The W.A.T.E.R. Program Aquatic Youth Center was proposed to answer the regions growing demand for children’s ocean safety programs and for its compatibility to the land use needs of AREA 5. The realization of a beach volleyball center will be part of the realization of the new building. Facilities within the building will be designed to have multiple uses depending on the recreational venues being presented at that time The future aquatic youth center would offer volleyball classes, a pro shop and locker room facilities to provide an area that can accommodate organized volleyball tournaments. Until then, the aquatic youth center would act as a catalyst for serving the needs of the public by bringing many new activities to Dockweiler State Beach, including the following:



Proposed Youth Center Construction Site

FIGURE 4

- Offices of the W.A.T.E.R. Program and its accompanying conference requirements;
- Support functions for aquatic equipment storage and vehicle storage necessary to accomplish the expansion of the W.A.T.E.R. Program;
- Room for classrooms to teach the academic side of volleyball, roller skating, beach safety, biking, and hang gliding to name a few;
- A multi-purpose meeting facility capable of accommodating approximately 200 people for a variety of public and/or private functions administered by the County;
- Support functions for a maintenance vehicle that maintains the beach at the southern portion of Dockweiler State Beach; and
- A visitor center to offer information about Los Angeles County beach recreational opportunities.

A proposed site and circulation plan showing the area of the proposed improvements is shown in Figure 5. These additions to Dockweiler State Beach would fulfill the 1992 Dockweiler State Beach General Plan, which states, in part:

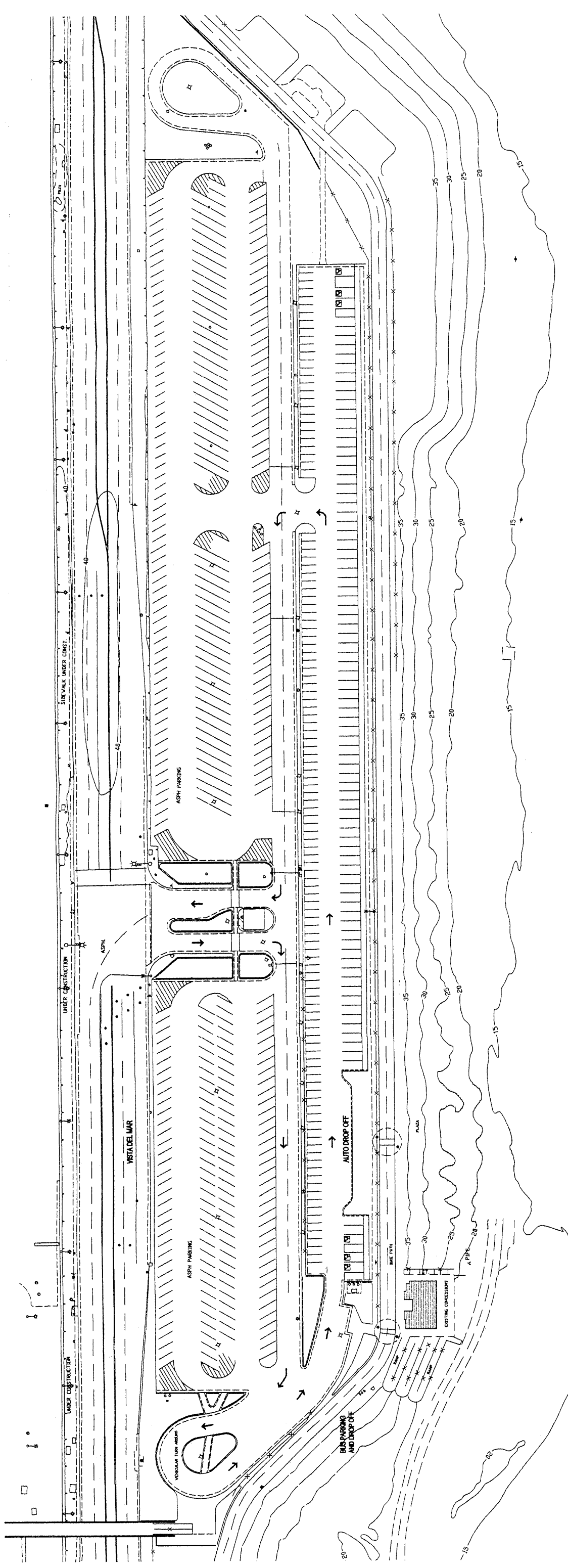
Finding: AREA 5 should provide opportunities for higher intensity recreational uses.

Directive: If Dockweiler State Beach is to be improved with more intensive recreational activities, the managing agency should plan and develop such land uses in a recreational cluster.

3.4 Parking and Circulation

A parking analysis was completed following the completion of a conceptual design program for development of a aquatic youth center at Dockweiler State Beach. It was determined that because of the various types of aquatic recreation activities that would take place within AREA 5 (See Figure 4), that a new traffic circulation pattern within the AREA 5 parking lot would have to be completed for the following reasons:

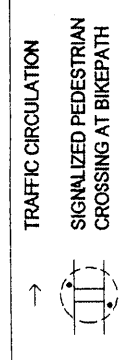
- The relationship of the aquatic youth center to the existing activity areas on the beach;
- The relationship of the aquatic youth center to the handicapped access to the beach;
- The relationship of the aquatic youth center to the SBBT and safe pedestrian crossing from parking drop-off areas to the youth center;
- The development of a safe drop-off zone with adequate stacking to provide vehicles dropping off youth for program activities;
- The development of a safe and sheltered bus parking area for disembarking youth from busses bringing individuals to the project site; and
- Adequate stacking and circulation of vehicles beyond the drop off area, through the parking lot back to Vista del Mar, as shown in Figure 5.



SITE CIRCULATION PLAN

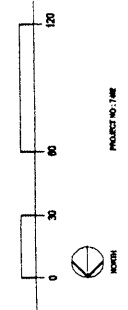
DOCKWEILER YOUTH CENTER

GRUEN ASSOCIATES
ARCHITECTURE • PLANNING • INTERIORS
JANUARY 14, 2002



PARKING:

STD. PARKING SPACES:	567
HC. PARKING SPACES:	7
TOTAL PARKING SPACES:	574



Proposed Conceptual Site & Parking Lot Circulation Plan

FIGURE 5

Other considerations related to providing adequate stacking for both drop-off and adequate circulation within the parking are that the circulation pattern be slightly modified to provide the following:

- Increase the vehicle turnaround space at the northern end of the parking area to accommodate bus turn around;
- Provide a new access point with sheltered bus parking at the western portion of the lot; and
- Close off the median break at the parking lot entrance to provide a longer internal (return) circulation route with an appropriate vehicle stacking level.

With these elements known, we will have a new parking circulation assessment completed and provide to State Parks along with a set of the completed drawings for their review.

4.0 INTERPRETIVE ELEMENT

4.1 Interpretive Themes – The Dockweiler General Plan discusses six interpretive themes that would enhance the total beach experience by incorporating them into the facilities at the beach. These themes include: i) the *Changing Coastline*; ii) *Hang-gliding*; iii) *the Natural Environment*; iv) *Planes/Trains/Automobiles*; v) *Safety at the Beach*; and vi) *Isidore Who?* Other topics are important to the area, such as:

- The story of the Gabrielino/Tongva Tribe of Native Americans, the indigenous people that populated the area 9,000 years ago;
- The restoration of the El Segundo Dunes;
- The history of coastal erosion, entitled *The Making of a Beach*;
- The Ballona Wetlands and the development of Marina del Rey;
- The growth of the endangered California Least Tern compound;
- The history of aeronautic flight in the region; and
- Other important regional development activities that have affected the coastline.

Completion of the Dockweiler Youth Center would provide for greater public exposure to each of these interpretive themes by increasing public contact and understanding with the interpretive elements of the beach through programming of activities at the Center.

4.2 Proposed Interpretation – The Dockweiler Youth Center program elements would provide a year-round facility that would focus public educational programming, including all six of these themes. The mission of the W.A.T.E.R. Program is to educate young people and increase awareness of ocean and beach safety through organized activities that provide skills, knowledge and positive personal experiences. The new Aquatic Youth Center would provide classrooms for developing a greater understanding of these themes and staging for many of these organized activities, as well as providing indoor meeting space for use during inclement weather.

The Cultural Resources section of the GPA is expanded to recognize interpretive subjects such as the historical settlement of the area by native populations (principally the Gabrielino and Tongva Tribes) of indigenous people that populated the area over 9,000 years ago; the history of flight in the region; and beach renourishment activities - "The Making of the Beach". These interpretive subjects will be highlighted through exhibit panels, brochures, audio-visual programs, lectures, and staff/docent led programs.

5.0 OPERATIONS ELEMENT

- 5.1 Purpose (no change anticipated)
- 5.2 Existing Operations (no change anticipated)
- 5.3 Proposed Operations

5.3.1 Proposed Operations –Resource Management – Approximately 57 acres of southern Dockweiler State Beach remained unused by the public for beach recreation for years because of limited public facilities and nearby parking. This area was crossed by the SBBT, and had been used by hang-gliders and radio-controlled model airplane enthusiasts for years because of its gentle slope and local wind patterns. Additionally, the site area had previously been altered by unrelated construction associated with the expansion of the Hyperion Sewage Treatment Plant and several beach replenishment efforts conducted over many years. Adoption of the 1992 Dockweiler State Beach General Plan enabled completion of a parking lot, restroom, concession, and hang-gliding concession to enhance public coastal access along the south end of Dockweiler State Beach. With the addition of the W.A.T.E.R. Program and the new aquatic youth center, the additional programming capacity for this portion of the beach would improve dramatically.

Since the beach fill material that the aquatic youth center would be constructed on was moved to the site in the 1950's, there are no known archaeological or historic resources that affect the establishment of a new youth center on the proposed site. However, the focus of public attention to this portion of the beach through the aquatic youth center would provide a venue for featuring displays and information relating to the adjacent areas.

5.3.2 Facility Management – Following the approval of the 1992 Dockweiler State Beach General Plan and the addition of the new facilities within and surrounding Parking Lot #2, the Department of Beaches and Harbors increased beach maintenance staff hours to properly maintain these facilities. Additional staffing and contract maintenance services would be needed by the County to maintain the new facilities and serve the needs of extended operating hours, including evening meetings and classes. Community-based activities conducted in the youth center would include free use of the facilities for official State Park purposes, subject to facility availability to avoid scheduling conflicts, and with appropriate prior notice.

5.3.3 Beach Safety – Beach and water safety is a main part of the curriculum that is taught in the W.A.T.E.R. Program through its program delivery and skill levels. The week-long skill “camps” are designed to introduce youngsters to the ocean environment and emphasize water safety.

6.0 CONCESSIONS ELEMENT

6.3 Proposed Concessions

The Dockweiler State Beach General Plan states:

Although the Department of the Parks and Recreation emphasizes that these concessions should not create added financial burden on the State,” it equally stresses that “the concessions shall either reduce costs or generate revenues that aid in maintaining and expanding the State Park System.

As part of the Aquatic Youth Center development, a number of concession elements would be incorporated into its overall operation to assist with future revenue realization.

The W.A.T.E.R. Program offers a number of different youth skills programs that are fee-based. These provided additional revenue for FY 2003 of \$47,000 to the County that will help offset general maintenance and operational costs. These funds are also used to offset the cost of providing free inner-city transportation to improve access to the Program sites. No child is ever turned away from the W.A.T.E.R. Program because of cost. A scholarship program is available for individuals in need of financial assistance. This Program absorbs an average of \$7,200 in tuition fees annually (See Exhibits). The financial aid schedule is based on the California State Department of Social Services Food Stamp Program.

The new Youth Center would also produce revenues from anticipated national volleyball tournaments that would be held at this site. In addition, when the multi-purpose room is not being used for various W.A.T.E.R. or Junior Lifeguard Programs, it will be available for community events, special events, or banquets. Marketing of these events, or any other special events to be held in conjunction with the operation of the youth center, will be subject to strict policy guidelines set forth by the Department of Beaches and Harbors.

7.0 ENVIRONMENTAL IMPACT ELEMENT

7.1 CEQA Process and Review for General Plans

The Environmental Impact Element (EIE) has been prepared according to the amended mandates of CEQA, which call for an objective assessment of the proposed project’s environmental consequences. Those aspects of the proposed project (GPA) with the greatest potential to cause an adverse change in the environment have been emphasized. Pursuant to Public Resources Code, Section 5147, and also to minimize repetition, the EIE incorporates by reference all information contained in the

preceding elements of the General Plan. Together with these other elements, the EIE constitutes an Environmental Impact Report (EIR) as required by CEQA. Additional environmental disclosure and analysis may be required by the Lead Agency, pursuant to CEQA, in order to properly assess project impacts when elements of this GPA are actually considered for construction.

7.2 Environmental Issues Analysis

The Environmental Issues Analysis section of the EIR assesses the proposed project with regard to adverse and beneficial effect in the following subject areas (other subject areas were determined to have no change in impacts, as indicated in the Initial Study contained in Appendix I of the 1992 Dockweiler State Beach General Plan):

- Earth Resources
- Water Resources
- Public Services
- Transportation and Circulation
- Plant Life and Vegetation
- Natural Resources
- Light and Glare
- Aesthetics
- Recreation
- Parking
- Bikepath & Pedestrian Conflict

Where considered appropriate, analysis of these environmental impact categories is organized in the following manner within each category:

- Environmental Setting – A description of existing and pre-amendment conditions, and a discussion of the policy and technical background necessary to analyze project impacts;
- Environmental Impact – An analysis of the beneficial and adverse effects of the proposed plan amendment including, where appropriate, assessments of the significance of potential adverse impacts relative to established criteria and thresholds (i.e., relative to existing conditions per CEQA); and
- Mitigation Measures – Wherever significant adverse impacts relative to existing conditions have been identified under Environmental Impact, appropriate and reasonable measures are recommended to minimize impacts.

7.2.1 Earth Resources

7.2.1.1 Setting -- The proposed project site is located on a portion of bluff created by the prior deposition of excavation spoil from previous Hyperion Treatment Plant (HTP) construction activity. Over the last 60 years, wind has eroded and shaped the area into a low-lying bluff, which rises to approximately 25 feet to elevation +35

Mean Sea Level (MSL), not unlike similar features found along the natural coastal bluff system existing to the north and south of the site.

The Dockweiler coastline lies in the Santa Monica Littoral Cell, which extends from Point Dume to Palos Verdes Point. This coastline is bounded by Topanga Canyon on the north and Malaga Cove on the south and exhibits a continuous sandy beach over its entire length. The coastline in this northeastern part of the cell is predominately facing west-southwest, with a north-south orientation. As a result, it is generally sheltered from large storm waves, which usually arrive in the Southern California Bight from the northwest. However, this shoreline is still vulnerable to storm energy directly from the west and south.

7.2.1.2 Potential Impacts -- The west-facing bluffs are composed mostly of sand and silty sand, which was originally excavated from the HTP construction site. These bluffs have naturalized with native and non-native vegetation, and are now a basic feature of the coastal environment. Vista del Mar, the local north/south coastal highway, lies directly to the east of these bluffs. Construction of the HTP Temporary Parking Lot included importation, grading and compaction of fill on the top and west-facing slope of the bluff.

For construction of the proposed project, the existing bluff face would need to be regraded. The Youth Center will likely be constructed on piles driven into the bluff face, rather than supported by the bluff, itself.

A Geotechnical Services Report, dated May 20, 1994, discusses an investigation of soil conditions at the proposed project site, and assesses the site for suitability as structural foundation. The site is prone to wind erosion and caving, and specific construction techniques to counteract these conditions are recommended. The same report provided foundation design recommendations, grading recommendations, and construction method recommendations for future structures.

City of Los Angeles, Geotechnical Services has indicated that the slope of the bluff is stable to normal, natural forces of wind and rain. However, frequent foot traffic on the bluff will cause sand to erode and migrate downward onto the beach. This may necessitate reconstruction of the slope around the Youth Center structure if project design does not include erosion control measures.

The proper design of improvements at the Dockweiler State Beach requires a review of the coastal processes for the site to determine the potential wave run-up that could affect the project. The processes that need to be analyzed are the tidal fluctuations and rising sea level (water level), and ocean waves. A Coastal Engineering Analysis and Wave Run-Up Study was completed for Dockweiler State Beach on June 23, 2000, and a supplement was completed on May 22, 2001. Both studies determined that under a certain set of combined circumstances such as wind, storm direction, rain velocity, and so on, wave energy could possibly reach the site of the constructed improvements and cause damage. The reports also noted that the strongest of these circumstances occurred in Spring 1982, with no damage recorded to the subject site, and no damage recorded in the last thirty (30) years.

Southern California is known for its periodic earthquake and new development must always consider the potential for liquefaction. Dockweiler State Beach was leased to the City of Los Angeles for beach operations in 1976. It can be said that the area has undergone a number of earthquakes in recent history. The most severe of these may have been in 1994. Neither a review of historical records or personal interviews show any indication of any damage to the facilities at Dockweiler State Beach due to seismic activities.

7.2.1.3 Mitigation Measures -- All demolition, grading, and excavations will be subject to the typical restrictions and requirements that address erosion and runoff, including the Federal Clean Water Act and National Pollution Discharge Elimination System (NPDES), which includes but may not be limited to silt fencing, sand bags appropriately placed during rain events, and an erosion control plan that uses native species known to occur in the area for re-vegetation. Best Management Practices (BMPs) will be used throughout the project's construction and operation to avoid and minimize associated indirect impacts.

General mitigation measures that may reduce erosion impacts include design and construction measures, landscaping, and measures to reduce foot traffic on the slopes. Grading and construction shall be designed so as to require fill materials that can be compacted to a more stable density than is possible for sand. When these materials are compacted and then covered with a clay cap, the potential for erosion would be greatly reduced. Landscaping placed above this clay cap would minimize damage to the cap, and provide further erosion control. The use of paved footpaths, and measures to increase their use over that of the unpaved slope, would further reduce wear and erosive forces on the slope.

In addition, previous concerns have been raised by the Coastal Commission and the City of Los Angeles Environmental Affairs Department regarding possible impacts of construction on the Dockweiler bluffs with respect to the nearby El Segundo Dunes Restoration Project, located northeast of Imperial Highway, across Vista del Mar. To mitigate this potentially significant impact, all landscaping used in the proposed project would consist of native coastal sage scrub plant material.

In considering any improvements for Dockweiler State Beach, a coastal wave run-up study for specific development proposals, including the proposed location for the aquatic youth center, is required to be conducted during the entitlements phase of project development. This evaluation will consider the coastal processes that are active at the site and their effect on wave run-up for the area. This work will utilize data that has been accumulated by NOAA wave buoys and tidal gauges. Wave run-up studies were recently completed for all the new facilities that will be reconstructed at Dockweiler Beach by the County. These reports concluded that the predicted wave run-up using a 25-year storm and the extreme water level for this shoreline was found to be +13.28 feet NGVD. This run-up level was found to be higher than two of the existing structures that are planned to remain at their current locations and elevations. However, the construction of protective sand berms throughout the winter and the location of the buildings back from the beach face has allowed them to exist for 30 years without structural damage having been observed. The reports recommend that the construction of the sand berms continue to assist in

the protection of low-lying improvements along Dockweiler State Beach. Due to the occurrence of significant beach recession that varies from year to year, it is further recommended that the lifeguard substations be constructed with pile foundations. This is due to the need to place these structures on the top of the beach face, which is susceptible to beach recession.

Looking at the base of the restroom/concession that sits adjacent to the proposed youth center it would be fair to say that the base of the youth facility will be at the same level, which is at approximately the same elevation as the lifeguard facilities to be constructed at Imperial Highway and Culver Blvd. Due to the possibility of losing the soils surrounding the foundations of the lifeguard substations, the engineer recommended that the structures be placed on piles in assist in the prevention of structural damage due to the possible beach recession. The piles in conjunction with the construction of protective sand berms throughout the winter should allow them to withstand storm events.

7.2.2 Water Resources

7.2.2.1 Setting – The Los Angeles Department of Water and Power supplies water to Dockweiler State Beach. An 8-inch trunk line transports water north of the Imperial Highway while a 16-inch line has recently been installed on Vista del Mar south of Imperial Highway.

With regard to storm water runoff, three major storm drains discharge into Santa Monica Bay at Dockweiler State Beach and eight storm gutters are located on Vista del Mar. Storm water that drains to the base of the beach bluffs flows toward the coastal strand and can be absorbed by the dune sand.

The proposed project would be located approximately 170 feet from the Pacific Ocean, which is the ultimate destination of surface and ground water in the western United States. The proposed youth center would produce an impermeable footprint on the bluff face.

The small size of the structure and its setting into the side of the ocean bluff, would not impact the rate or amount of water absorption, drainage or runoff. The area is not adjacent to any rivers and does not pose a risk of flooding. The proposed project will not introduce any surface or ground water into the Pacific Ocean, nor change the course of direction of either surface or groundwater.

7.2.2.2 Potential Impacts -- Existing facilities for the unit include 49 showerheads, 78 toilets, and 28 urinals. These facilities are located at the Kilgore, Deauville, Gillis, Culver, R.V. Campground, and Maintenance Headquarters restrooms. The new facility will add another approximate 20 showerheads, 25 toilets and 15 urinals.

7.2.2.3 Mitigation -- The construction of a new facility would include restroom fixtures that comply with local, regional, and state water conservation programs. Among fixtures that can be implemented for the unit's public facilities include toilet displacement bags and low flow showerheads, which dispense 2.8 gallons of water per minute. All proposed facilities would connect water and sewer trunk lines to the existing facilities located below Vista del Mar.

7.2.3 Public Services

7.2.3.1 Setting -- The proposed project includes no residential units, and is not anticipated to contribute to population growth in the area, only meet existing demand. Therefore, there will be no impact on the schools.

Police: The Los Angeles Police Department, Pacific Division, provides law enforcement services for Dockweiler State Beach. The Pacific Division is located at 12312 Culver Boulevard in the City of Los Angeles and currently operates with a staff of approximately 300 sworn officers. To ensure adequate response time to beach area communities, the Police Department also operates a substation located between Windward Street and Ocean Front Walk, at Venice Beach, directly adjacent to Dockweiler State Beach.

Fire: The Los Angeles City Fire Department, Fire Station #51, provides fire protection services for Dockweiler State Beach. Fire Station #51 is located at 10435 Sepulveda Boulevard, approximately three miles east of the unit. The Station operates with a staff of four firefighters with a triple engine company truck. Response time to the beach is estimated at 10 minutes or less.

7.2.3.2 Potential Impacts -- The proposed development of the Dockweiler Youth Center would attract larger crowds during the off-season as well as during peak attendance days. The increase in the number of persons and the presence of a new facility could effect law enforcement and firefighting response times and staffing needs. Each agency, however, has indicated that the addition of new recreational facilities would not significantly impact their ability to provide public services to Dockweiler State Beach.

7.2.3.3 Mitigation -- In 1995, the City of Los Angeles approved a Mitigated Negative Declaration for the construction of a restroom/concession facility and hang gliding center within the same area at Dockweiler Beach. As mitigation, it was suggested that a security guard be hired and the area have appropriate lighting. Security guards patrol the Dockweiler State Beach RV Park from 6:00 p.m. to 6:00 a.m. and also drives through Parking Lot #2. In addition, all of the new lights in Parking Lot #2 were replaced in 2001, when the lot was fully turned over to the County, to meet the lighting goal established in the 1992 General Plan.

7.2.4 Transportation and Circulation

7.2.4.1 Setting -- The General Plan proposes a net increase in parking facilities from approximately 2000 existing and temporary spaces to more than 2,600 total permanent spaces. This fact, and the increase in additional facilities will increase traffic, which will likely impact surrounding traffic circulation

7.2.4.2 Potential Impacts -- Vista del Mar is designated as a Major Scenic Highway in the Westchester-Playa del Rey District Plan. No traffic study has been done for the project area, and the Dockweiler State Beach General Plan does not discuss the effects of increased traffic resulting from the proposed project. However, City of Los Angeles Department of Transportation has collected traffic counts on Vista del Mar near the project site. There are currently no plans to install pedestrian crossings between the east and west

sides of Vista del Mar and a danger of the public has been noted in the General Plan of pedestrians crossing this highway to the beach.

City of Los Angeles Traffic Counts taken along Vista del Mar indicates that weekday and weekend traffic operates at level of service (LOS) A, and is not currently congested. Operation of the proposed project is not expected to decrease the LOS below current operating efficiency, except for occasional summer special events held at the site.

In addition, the parking demand patterns at the Dockweiler Bluff Parking Lot has been compared with past usage and it has been determined that the current capacity will not be exceeded by constructing the new aquatic youth center.

7.2.4.3 Mitigation -- This project will result in an increase in public activity at the Dockweiler Bluff Parking Lot. To avoid causing any additional traffic congestion on Vista del Mar, the parking lot will be redesigned so that cars will be able to line up within the parking lot when dropping off or picking up W.A.T.E.R. program attendees. In addition, most of the kids are picked up by W.A.T.E.R. program vehicle. These circumstances indicate that the traffic from the new facility would not affect traffic on Vista del Mar. As to pedestrians crossing on Vista del Mar, the addition of this facility at the Dockweiler Bluff Parking Lot will not put attendees in danger as they will be arriving either by private vehicle and will pull into the parking lot or will arrive via County van that will pull up to the drop off area within the parking lot.

7.2.5 Plant Life and Vegetation

7.2.5.1 Setting -- The bluffs on which the Dockweiler Youth Center is proposed to be built have become overgrown with vegetation, both native and non-native, and are now a basic feature of the coastal environment. Vista del Mar, the local north/south coastal highway, lies directly to the east of these bluffs. Construction of the Dockweiler #2 Lot included importation, grading and compaction of fill on the top and west of the facing slope of the bluff.

7.2.5.2 Potential Impacts -- The west-facing bluffs are composed mostly of sand and silty sand that was originally excavated from the HTP construction site. For the construction of the proposed project, the Dockweiler Youth Center would require movement and grading of previously deposited fill material, and regrading of the bluff face. The structure would be constructed on piles driven into the bluff face, rather than supported by the bluff itself.

A Geotechnical Services Report, dated May 20, 1994, discusses an investigation of soil conditions at the proposed project site, and assesses the site for suitability as structural foundation. The site was found to be prone to erosion and caving, and specific construction techniques are advised. The report provides foundation design recommendations, grading recommendations, and construction method recommendations for the restroom/concession stand structure, which was built three years ago and will be directly adjacent to the new youth center facility.

City of Los Angeles, Geotechnical Services has indicated that the slope of the bluff is stable to normal, natural forces of wind and rain. However, frequent foot traffic on the bluff will cause sand to erode and migrate downward onto the beach. This will necessitate frequent reconstruction of the slope around the youth center if project design does not include some sort of erosion control measures.

California Coastal Commission and City of Los Angeles Environmental Affairs Department staff has expressed concerns regarding possible impacts of the proposed project on dunes restoration. Although the bluff within the project site is not part of the restoration project, plant seeds and viable vegetation material from the site may be carried by wind or by birds to the restoration area.

7.2.5.2 Mitigation -- General mitigation measures that may reduce erosion impacts include design and construction measures, landscaping, and measures to reduce foot traffic on the slopes. Grading and construction shall be designed so as to require fill materials, which can be compacted to a more stable density than is possible for sand. The Geotechnical Services Section report also provides design, grading, and construction method recommendations for the construction of the restroom/concession built three years ago. Similar recommendations will be solicited from Geotechnical Services for design, grading, and construction method in construction of the youth center.

To mitigate for any possible damage to the dunes project across Vista del Mar that is a potentially significant impact, all landscaping used in the proposed project would consist of flora native to the California coast. In addition, non-native plants, such as ice plant, will be removed and replaced with additional plantings of native coastal sage scrub to reduce the possibility of erosion.

7.2.6 Natural Resources

7.2.6.1 Setting -- The beach's topography, as it existed during the 1920s and 1930s, consisted of ocean waves crashing onto the base of rocky beach bluffs. The only portion of sandy shoreline was located at the northern portion of the beach near Ballona Lagoon. Today, the beach bluffs remain as a resource, but have since been joined by the man-made Dockweiler Coastal Strand that extends from Ballona Creek, on the north, to the Scattergoods steam power plant, on the south.

7.2.6.2 Potential Impacts -- The proposed resource management policies outlined in the Resource Element of this Plan would positively affect the unit's single, significant topographic natural resource. The General Plan provides for the protection of the beach bluffs from human-caused erosion and stabilizes the slopes with appropriate ground covers.

The construction of additional restrooms and concessions would result in the consumption of natural resources such as water and power. During the construction of the various facilities and activity centers proposed by the General Plan, fossil fuels would also be consumed by the operation of heavy construction equipment.

7.2.6.3 Mitigation -- The managing agency shall follow the goals and policies for the protection of natural resources as outlined in the Resource Element of the General Plan.

7.2.7 Lighting and Glare

7.2.7.1 Setting -- For the purpose of this analysis, light and glare is defined as those uses that could detract from the enjoyment of beachgoers or nearby residents through bright reflection or illumination. Existing sources of light and glare at Dockweiler State Beach include lighting from parking lots, vehicles traveling along Vista del Mar, and the reflection of the ocean.

7.2.7.2 Potential Impacts -- The Land Use and Facilities Element of the General Plan proposes the construction of new parking facilities near the Gillis Restroom, the expansion of the R.V. Campground, the rehabilitation of the Main Entrance, and additional restroom and concession facilities. Each of these proposals presents potential light and glare impacts. Since lighting fixtures will be installed at these areas, the lighting system could potentially cause light and glare for nearby residents, campers at the R.V. Park, and motorists along Vista del Mar. Similarly, the texture of materials chosen for construction of these developments could create light and glare impacts.

7.2.7.3 Mitigation -- Lighting systems installed at Dockweiler State Beach would use high pressure sodium, or similar energy-conserving lighting systems. Directional lighting would be utilized that would shield adjacent residences from potential light and glare impacts.

7.2.8 Aesthetics

7.2.8.1 Setting -- Because of its centralized location along Santa Monica Bay, visitors of Dockweiler State Beach and residents in adjacent communities are afforded spectacular views of the Santa Monica Mountains, Palos Verdes Peninsula, Santa Catalina Island, and sunsets. Its location in an urban area, however, also provides detracting views of heavy industrial complexes such as the Hyperion Wastewater Treatment Plant, the Scattergood Steam & Power Plant, and the Chevron Oil Refinery.

With regard to the visual quality of the beach itself, existing facilities such as the Gillis Restroom and the Recreation Vehicle Campground have been attractively designed and landscaped. Other facilities and features such as restrooms, concession areas, the Lifeguard Headquarters, and the beach bluffs appear dilapidated and neglected, and require improved landscape treatment and design renovation.

7.2.8.2 Potential Impacts -- The development of new facilities could be incompatible with the natural quality of the existing built form as well as impact some of the unit's spectacular view corridors and vista points. In an effort to minimize the effect of new development at Dockweiler State Beach, the General Plan has recommended illustrative design concepts to govern the design, development, and construction of proposed public facilities and recreation activity centers.

7.2.8.3 Mitigation -- Barriers to visual access to the ocean caused by the siting and design of the aquatic youth center looking both west from the highway and north/south along the beach will be decided during the architectural design phase subject to the approval of the California State Parks Department and ultimately

through the California Coastal Commission process. Specific building standards -- height, mass, scale, and site coverage would be established for each of the facilities proposed in the Land Use and Facilities Element. Within the planning process, we will incorporate the following principles within the design strategy:

- Specific building standards -- height, mass, scale, and site coverage would be established for each of the facilities proposed during the planning process;
- Recommendations from California State Parks for landscaping design to provide specific and appropriate plant types for this location;
- The proposed site has a direct ocean view, with exceptional views of the famous southern California sunsets. The area appears run-down and neglected, with sparse vegetation. The proposed project is anticipated to have a positive effect on the aesthetics of the site by creating a landscaping design that is natural to the environment and an architectural design that compliments the vista. Working together, these two esthetic elements will provide areas to sit and enjoy the views from inside and outside of the building

7.2.9. Recreation

7.2.9.1 Setting -- Dockweiler State Beach is a man-made recreational resource. Without the continued efforts of beach nourishment projects, the beach would only consist of beach bluffs as it did in the 1920s and 1930s. The existing recreational resources the beach has to offer include the Recreation Vehicle Campground, informal volleyball facilities, and a portion of the South Bay Coastal Bike Path. The County of Los Angeles Department of Beaches and Harbors manages these resources.

7.2.9.2 Potential Impacts -- Since the beach is primarily a recreational resource, the proposed expansion of the Recreation Vehicle Campground, the construction of the Volleyball Area, the restoration of a Hang-Gliding Practice Area and the addition of a youth center, would have a beneficial effect on the unit. In addition, the planned activity centers have been located in the underutilized southern portion of the unit in an effort to create interest in that area, and redirect beach visitors from the more residentially-oriented neighborhood near the beach's northern boundary.

However, because of the increased activity proposed for the beach, potential impacts could include security concerns, safety factors for beach visitors, conflicts for space between existing and proposed recreational uses, and over utilization that may stretch the operational capacity of the unit's managing agency.

7.2.9.3 Mitigation -- The managing agency would follow the recommendations proposed in the Operations Element of the General Plan. These recommendations outline specific policies that could mitigate potential operational concerns related to increased recreational activity at the unit.

7.2.10 Parking

7.2.10.1 Setting -- Dockweiler State Beach has a total of 2080 parking spaces, of which 574 are located in the Dockweiler Lot #2, the site of the new Youth Center.

7.2.10.2 Potential Impacts -- Participants of the new program will take up an additional number of parking spaces that are not being currently used. Knowing this, we must consider what the lot was designed to do. It was designed as a recreational center to accommodate a number of uses: beach recreation, volleyball tournaments, hang gliding, none of which use up 574 spaces with the size of the beach this area provides, yet it could be a possibility.

7.2.10.3 Mitigation -- During the planning of the youth center, overloading the parking lot was discussed and the possibility of numerous events going on at the same time was reviewed. The parking lot will be redesigned to accommodate stacking of cars that may be dropping off participants of the W.A.T.E.R. program and special areas for buses they bring kids to the W.A.T.E.R. program facilities will be provided. These added measures would keep the traffic flowing and parking open for beach use as well as the use of the participants of the W.A.T.E.R.

7.2.11 Bikepath (SBBT) and Pedestrian Conflict

7.2.11.1 Setting -- The Marvin Braude/South Bay Bicycle Trail (SBBT) stretches from Torrance County Beach, on the south, to Temescal Canyon Blvd. (Will Rogers State Beach), on the north, for a total of 19 miles. The Trail travels directly along the coast and travels through Dockweiler State Beach, skirting the site of the proposed Dockweiler Youth Center.

7.2.11.2 Potential Impact -- Potential involvement between bikers on the bike path and beachgoers that are moving from the parking lots to the water is an everyday occurrence at every facility along the nineteen-mile stretch of the bike path. The Dockweiler Youth center, like all the other facilities along the bike path will have to be designed with the safety of the individual on the bike, the beachgoer and the people attending the youth center in mind.

7.2.11.3 Mitigation -- During the design phase of any new facility on any beach that the Marvin Braude/South Bay Bicycle Trail travels through, facility design must consider any potential conflicts with uses of the beach area. Specific areas of concern include traffic flow signage and lighting, pedestrian flow patterns, parking lot design, and congregation areas.

7.2.12 Air Quality and Noise

7.2.12.1 Setting: Short-term indirect impacts related to demolition or construction activities may include project related dust and noise. Threshold impacts include:

- Conflict with applicable air quality plan(s) and/or create air quality violations.
- Expose sensitive receptors to substantial pollutant concentrations.
- Create objectionable odors
- Expose persons to noise levels that exceed established standards.
- Cause either a permanent or temporary increase in ambient noise levels.

7.2.12.2 Potential Impacts: The effects of implementing the proposed project should, in the long-term, reduce negative impacts to air quality by landscaping and hardscape

control of airborne dust. However, short-term impacts associated with grading and construction has the potential to produce air pollution, air-borne dust, erosion and noise.

The proposed project's 600 additional spaces may generate additional vehicular traffic from increased visitation. However, localized concentrations of vehicle-generated carbon monoxide would not be expected to exceed ambient air quality standards. As such, air quality impacts from mobile source emissions would be less than significant.

7.2.12.3 Mitigation Measures: Construction activities will be in compliance with South Coast Air Quality Management District rules and regulations, including rule 403 to minimize the emission of air quality impacts during construction. Equipment will be monitored (and adapted as needed) to ensure that noise levels do not exceed established standards. Project-specific environmental analysis would be required for future development projects and may provide additional measures to further reduce air quality impacts during construction. Proposed mitigations are feasible and sufficient to avoid or minimize potential adverse effects to air quality and noise to levels below significance.

7.3 Effects Found Not to be Significant

There would not be any significant adverse impacts to the environment if the proposed General Plan Amendment is implemented along with any recommended mitigation measures. The following aspects of the local environment would not be affected by the implementation of the General Plan Amendment:

- Earth Resources
- Water Resources
- Public Services
- Transportation and Circulation
- Natural Resources
- Light and Glare
- Aesthetics
- Wave Run-Up

In addition, the following aspects of the local environment would receive net beneficial effects from development under the General Plan Amendment:

- Cultural Resources: the programmatic nature of the proposed Youth Center will provide increased opportunities for interpretive aspects of the area.
- Plant Life: Benefiting from the re-introduction of native coastal sage scrub species, the removal of invasive species, and the aesthetic improvement of facilities through landscape treatment.

7.4 Relationship of Local Short-Term Uses and Long Term Productivity

(no change anticipated)

7.5 Significant Irreversible Environmental Changes

(no change anticipated)

7.6 Growth-Inducing Impacts

(no change anticipated)

7.7 Alternatives to the Project

(no change anticipated)

7.8 Mitigation Monitoring

(no change anticipated)

8.0 PUBLIC REVIEW OF THE GENERAL PLAN

8.1 This section is to be completed following completion of public review, CEQA, and the adoption process. However, the proposed General Plan Amendment did undergo one local public hearing on November 19, 2003 before the regular meeting of the Los Angeles County Beach Commission. Comments received at this meeting were generally very supportive, with no objections received. Minutes of this meeting of the County Beach Commission will be provided to the Secretary of the State Parks & Recreation Commission prior to taking action on the General Plan Amendment.

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State Department of Parks and Recreation

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Ron Schafer, Superintendent, Angeles District

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Gregory Woodell – Planning Specialist

Stacy Smith, W.A.T.E.R. Program Coordinator

Other considerations related to providing adequate stacking for both drop-off and adequate circulation within the parking are that the circulation pattern be slightly modified to provide the following:

- Increase the vehicle turnaround space at the northern end of the parking area to accommodate bus turn around;
- Provide a new access point with sheltered bus parking at the western portion of the lot; and
- Close off the median break at the parking lot entrance to provide a longer internal (return) circulation route with an appropriate vehicle stacking level.

With these elements known, we will have a new parking circulation assessment completed and provide to State Parks along with a set of the completed drawings for their review.

4.0 INTERPRETIVE ELEMENT

4.1 Interpretive Themes – The Dockweiler General Plan discusses six interpretive themes that would enhance the total beach experience by incorporating them into the facilities at the beach. These themes include: i) the *Changing Coastline*; ii) *Hang-gliding*; iii) *the Natural Environment*; iv) *Planes/Trains/Automobiles*; v) *Safety at the Beach*; and vi) *Isidore Who?* Other topics are important to the area, such as:

- The story of the Gabrielino/Tongva Tribe of Native Americans, the indigenous people that populated the area 9,000 years ago;
- The restoration of the El Segundo Dunes;
- The history of coastal erosion, entitled *The Making of a Beach*;
- The Ballona Wetlands and the development of Marina del Rey;
- The growth of the endangered California Least Tern compound;
- The history of aeronautic flight in the region; and
- Other important regional development activities that have affected the coastline.

Completion of the Dockweiler Youth Center would provide for greater public exposure to each of these interpretive themes by increasing public contact and understanding with the interpretive elements of the beach through programming of activities at the Center.

4.2 Proposed Interpretation – The Dockweiler Youth Center program elements would provide a year-round facility that would focus public educational programming, including all six of these themes. The mission of the W.A.T.E.R. Program is to educate young people and increase awareness of ocean and beach safety through organized activities that provide skills, knowledge and positive personal experiences. The new Aquatic Youth Center would provide classrooms for developing a greater understanding of these themes and staging for many of these organized activities, as well as providing indoor meeting space for use during inclement weather.

The Cultural Resources section of the GPA is expanded to recognize interpretive subjects such as the historical settlement of the area by native populations (principally the Gabrielino and Tongva Tribes) of indigenous people that populated the area over 9,000 years ago; the history of flight in the region; and beach renourishment activities - "The Making of the Beach". These interpretive subjects will be highlighted through exhibit panels, brochures, audio-visual programs, lectures, and staff/docent led programs.

5.0 OPERATIONS ELEMENT

- 5.1 Purpose (no change anticipated)
- 5.2 Existing Operations (no change anticipated)
- 5.3 Proposed Operations

5.3.1 Proposed Operations –Resource Management – Approximately 57 acres of southern Dockweiler State Beach remained unused by the public for beach recreation for years because of limited public facilities and nearby parking. This area was crossed by the SBBT, and had been used by hang-gliders and radio-controlled model airplane enthusiasts for years because of its gentle slope and local wind patterns. Additionally, the site area had previously been altered by unrelated construction associated with the expansion of the Hyperion Sewage Treatment Plant and several beach replenishment efforts conducted over many years. Adoption of the 1992 Dockweiler State Beach General Plan enabled completion of a parking lot, restroom, concession, and hang-gliding concession to enhance public coastal access along the south end of Dockweiler State Beach. With the addition of the W.A.T.E.R. Program and the new aquatic youth center, the additional programming capacity for this portion of the beach would improve dramatically.

Since the beach fill material that the aquatic youth center would be constructed on was moved to the site in the 1950's, there are no known archaeological or historic resources that affect the establishment of a new youth center on the proposed site. However, the focus of public attention to this portion of the beach through the aquatic youth center would provide a venue for featuring displays and information relating to the adjacent areas.

5.3.2 Facility Management – Following the approval of the 1992 Dockweiler State Beach General Plan and the addition of the new facilities within and surrounding Parking Lot #2, the Department of Beaches and Harbors increased beach maintenance staff hours to properly maintain these facilities. Additional staffing and contract maintenance services would be needed by the County to maintain the new facilities and serve the needs of extended operating hours, including evening meetings and classes. Community-based activities conducted in the youth center would include free use of the facilities for official State Park purposes, subject to facility availability to avoid scheduling conflicts, and with appropriate prior notice.

5.3.3 Beach Safety – Beach and water safety is a main part of the curriculum that is taught in the W.A.T.E.R. Program through its program delivery and skill levels. The week-long skill “camps” are designed to introduce youngsters to the ocean environment and emphasize water safety.

6.0 CONCESSIONS ELEMENT

6.3 Proposed Concessions

The Dockweiler State Beach General Plan states:

Although the Department of the Parks and Recreation emphasizes that these concessions should not create added financial burden on the State,” it equally stresses that “the concessions shall either reduce costs or generate revenues that aid in maintaining and expanding the State Park System.

As part of the Aquatic Youth Center development, a number of concession elements would be incorporated into its overall operation to assist with future revenue realization.

The W.A.T.E.R. Program offers a number of different youth skills programs that are fee-based. These provided additional revenue for FY 2003 of \$47,000 to the County that will help offset general maintenance and operational costs. These funds are also used to offset the cost of providing free inner-city transportation to improve access to the Program sites. No child is ever turned away from the W.A.T.E.R. Program because of cost. A scholarship program is available for individuals in need of financial assistance. This Program absorbs an average of \$7,200 in tuition fees annually (See Exhibits). The financial aid schedule is based on the California State Department of Social Services Food Stamp Program.

The new Youth Center would also produce revenues from anticipated national volleyball tournaments that would be held at this site. In addition, when the multi-purpose room is not being used for various W.A.T.E.R. or Junior Lifeguard Programs, it will be available for community events, special events, or banquets. Marketing of these events, or any other special events to be held in conjunction with the operation of the youth center, will be subject to strict policy guidelines set forth by the Department of Beaches and Harbors.

7.0 ENVIRONMENTAL IMPACT ELEMENT

7.1 CEQA Process and Review for General Plans

The Environmental Impact Element (EIE) has been prepared according to the amended mandates of CEQA, which call for an objective assessment of the proposed project’s environmental consequences. Those aspects of the proposed project (GPA) with the greatest potential to cause an adverse change in the environment have been emphasized. Pursuant to Public Resources Code, Section 5147, and also to minimize repetition, the EIE incorporates by reference all information contained in the

preceding elements of the General Plan. Together with these other elements, the EIE constitutes an Environmental Impact Report (EIR) as required by CEQA. Additional environmental disclosure and analysis may be required by the Lead Agency, pursuant to CEQA, in order to properly assess project impacts when elements of this GPA are actually considered for construction.

7.2 Environmental Issues Analysis

The Environmental Issues Analysis section of the EIR assesses the proposed project with regard to adverse and beneficial effect in the following subject areas (other subject areas were determined to have no change in impacts, as indicated in the Initial Study contained in Appendix I of the 1992 Dockweiler State Beach General Plan):

- Earth Resources
- Water Resources
- Public Services
- Transportation and Circulation
- Plant Life and Vegetation
- Natural Resources
- Light and Glare
- Aesthetics
- Recreation
- Parking
- Bikepath & Pedestrian Conflict

Where considered appropriate, analysis of these environmental impact categories is organized in the following manner within each category:

- Environmental Setting – A description of existing and pre-amendment conditions, and a discussion of the policy and technical background necessary to analyze project impacts;
- Environmental Impact – An analysis of the beneficial and adverse effects of the proposed plan amendment including, where appropriate, assessments of the significance of potential adverse impacts relative to established criteria and thresholds (i.e., relative to existing conditions per CEQA); and
- Mitigation Measures – Wherever significant adverse impacts relative to existing conditions have been identified under Environmental Impact, appropriate and reasonable measures are recommended to minimize impacts.

7.2.1 Earth Resources

7.2.1.1 Setting -- The proposed project site is located on a portion of bluff created by the prior deposition of excavation spoil from previous Hyperion Treatment Plant (HTP) construction activity. Over the last 60 years, wind has eroded and shaped the area into a low-lying bluff, which rises to approximately 25 feet to elevation +35

Mean Sea Level (MSL), not unlike similar features found along the natural coastal bluff system existing to the north and south of the site.

The Dockweiler coastline lies in the Santa Monica Littoral Cell, which extends from Point Dume to Palos Verdes Point. This coastline is bounded by Topanga Canyon on the north and Malaga Cove on the south and exhibits a continuous sandy beach over its entire length. The coastline in this northeastern part of the cell is predominately facing west-southwest, with a north-south orientation. As a result, it is generally sheltered from large storm waves, which usually arrive in the Southern California Bight from the northwest. However, this shoreline is still vulnerable to storm energy directly from the west and south.

7.2.1.2 Potential Impacts -- The west-facing bluffs are composed mostly of sand and silty sand, which was originally excavated from the HTP construction site. These bluffs have naturalized with native and non-native vegetation, and are now a basic feature of the coastal environment. Vista del Mar, the local north/south coastal highway, lies directly to the east of these bluffs. Construction of the HTP Temporary Parking Lot included importation, grading and compaction of fill on the top and west-facing slope of the bluff.

For construction of the proposed project, the existing bluff face would need to be regraded. The Youth Center will likely be constructed on piles driven into the bluff face, rather than supported by the bluff, itself.

A Geotechnical Services Report, dated May 20, 1994, discusses an investigation of soil conditions at the proposed project site, and assesses the site for suitability as structural foundation. The site is prone to wind erosion and caving, and specific construction techniques to counteract these conditions are recommended. The same report provided foundation design recommendations, grading recommendations, and construction method recommendations for future structures.

City of Los Angeles, Geotechnical Services has indicated that the slope of the bluff is stable to normal, natural forces of wind and rain. However, frequent foot traffic on the bluff will cause sand to erode and migrate downward onto the beach. This may necessitate reconstruction of the slope around the Youth Center structure if project design does not include erosion control measures.

The proper design of improvements at the Dockweiler State Beach requires a review of the coastal processes for the site to determine the potential wave run-up that could affect the project. The processes that need to be analyzed are the tidal fluctuations and rising sea level (water level), and ocean waves. A Coastal Engineering Analysis and Wave Run-Up Study was completed for Dockweiler State Beach on June 23, 2000, and a supplement was completed on May 22, 2001. Both studies determined that under a certain set of combined circumstances such as wind, storm direction, rain velocity, and so on, wave energy could possibly reach the site of the constructed improvements and cause damage. The reports also noted that the strongest of these circumstances occurred in Spring 1982, with no damage recorded to the subject site, and no damage recorded in the last thirty (30) years.

Southern California is known for its periodic earthquake and new development must always consider the potential for liquefaction. Dockweiler State Beach was leased to the City of Los Angeles for beach operations in 1976. It can be said that the area has undergone a number of earthquakes in recent history. The most severe of these may have been in 1994. Neither a review of historical records or personal interviews show any indication of any damage to the facilities at Dockweiler State Beach due to seismic activities.

7.2.1.3 Mitigation Measures -- All demolition, grading, and excavations will be subject to the typical restrictions and requirements that address erosion and runoff, including the Federal Clean Water Act and National Pollution Discharge Elimination System (NPDES), which includes but may not be limited to silt fencing, sand bags appropriately placed during rain events, and an erosion control plan that uses native species known to occur in the area for re-vegetation. Best Management Practices (BMPs) will be used throughout the project's construction and operation to avoid and minimize associated indirect impacts.

General mitigation measures that may reduce erosion impacts include design and construction measures, landscaping, and measures to reduce foot traffic on the slopes. Grading and construction shall be designed so as to require fill materials that can be compacted to a more stable density than is possible for sand. When these materials are compacted and then covered with a clay cap, the potential for erosion would be greatly reduced. Landscaping placed above this clay cap would minimize damage to the cap, and provide further erosion control. The use of paved footpaths, and measures to increase their use over that of the unpaved slope, would further reduce wear and erosive forces on the slope.

In addition, previous concerns have been raised by the Coastal Commission and the City of Los Angeles Environmental Affairs Department regarding possible impacts of construction on the Dockweiler bluffs with respect to the nearby El Segundo Dunes Restoration Project, located northeast of Imperial Highway, across Vista del Mar. To mitigate this potentially significant impact, all landscaping used in the proposed project would consist of native coastal sage scrub plant material.

In considering any improvements for Dockweiler State Beach, a coastal wave run-up study for specific development proposals, including the proposed location for the aquatic youth center, is required to be conducted during the entitlements phase of project development. This evaluation will consider the coastal processes that are active at the site and their effect on wave run-up for the area. This work will utilize data that has been accumulated by NOAA wave buoys and tidal gauges. Wave run-up studies were recently completed for all the new facilities that will be reconstructed at Dockweiler Beach by the County. These reports concluded that the predicted wave run-up using a 25-year storm and the extreme water level for this shoreline was found to be +13.28 feet NGVD. This run-up level was found to be higher than two of the existing structures that are planned to remain at their current locations and elevations. However, the construction of protective sand berms throughout the winter and the location of the buildings back from the beach face has allowed them to exist for 30 years without structural damage having been observed. The reports recommend that the construction of the sand berms continue to assist in

the protection of low-lying improvements along Dockweiler State Beach. Due to the occurrence of significant beach recession that varies from year to year, it is further recommended that the lifeguard substations be constructed with pile foundations. This is due to the need to place these structures on the top of the beach face, which is susceptible to beach recession.

Looking at the base of the restroom/concession that sits adjacent to the proposed youth center it would be fair to say that the base of the youth facility will be at the same level, which is at approximately the same elevation as the lifeguard facilities to be constructed at Imperial Highway and Culver Blvd. Due to the possibility of losing the soils surrounding the foundations of the lifeguard substations, the engineer recommended that the structures be placed on piles in assist in the prevention of structural damage due to the possible beach recession. The piles in conjunction with the construction of protective sand berms throughout the winter should allow them to withstand storm events.

7.2.2 Water Resources

7.2.2.1 Setting – The Los Angeles Department of Water and Power supplies water to Dockweiler State Beach. An 8-inch trunk line transports water north of the Imperial Highway while a 16-inch line has recently been installed on Vista del Mar south of Imperial Highway.

With regard to storm water runoff, three major storm drains discharge into Santa Monica Bay at Dockweiler State Beach and eight storm gutters are located on Vista del Mar. Storm water that drains to the base of the beach bluffs flows toward the coastal strand and can be absorbed by the dune sand.

The proposed project would be located approximately 170 feet from the Pacific Ocean, which is the ultimate destination of surface and ground water in the western United States. The proposed youth center would produce an impermeable footprint on the bluff face.

The small size of the structure and its setting into the side of the ocean bluff, would not impact the rate or amount of water absorption, drainage or runoff. The area is not adjacent to any rivers and does not pose a risk of flooding. The proposed project will not introduce any surface or ground water into the Pacific Ocean, nor change the course of direction of either surface or groundwater.

7.2.2.2 Potential Impacts -- Existing facilities for the unit include 49 showerheads, 78 toilets, and 28 urinals. These facilities are located at the Kilgore, Deauville, Gillis, Culver, R.V. Campground, and Maintenance Headquarters restrooms. The new facility will add another approximate 20 showerheads, 25 toilets and 15 urinals.

7.2.2.3 Mitigation -- The construction of a new facility would include restroom fixtures that comply with local, regional, and state water conservation programs. Among fixtures that can be implemented for the unit's public facilities include toilet displacement bags and low flow showerheads, which dispense 2.8 gallons of water per minute. All proposed facilities would connect water and sewer trunk lines to the existing facilities located below Vista del Mar.

7.2.3 Public Services

7.2.3.1 Setting -- The proposed project includes no residential units, and is not anticipated to contribute to population growth in the area, only meet existing demand. Therefore, there will be no impact on the schools.

Police: The Los Angeles Police Department, Pacific Division, provides law enforcement services for Dockweiler State Beach. The Pacific Division is located at 12312 Culver Boulevard in the City of Los Angeles and currently operates with a staff of approximately 300 sworn officers. To ensure adequate response time to beach area communities, the Police Department also operates a substation located between Windward Street and Ocean Front Walk, at Venice Beach, directly adjacent to Dockweiler State Beach.

Fire: The Los Angeles City Fire Department, Fire Station #51, provides fire protection services for Dockweiler State Beach. Fire Station #51 is located at 10435 Sepulveda Boulevard, approximately three miles east of the unit. The Station operates with a staff of four firefighters with a triple engine company truck. Response time to the beach is estimated at 10 minutes or less.

7.2.3.2 Potential Impacts -- The proposed development of the Dockweiler Youth Center would attract larger crowds during the off-season as well as during peak attendance days. The increase in the number of persons and the presence of a new facility could effect law enforcement and firefighting response times and staffing needs. Each agency, however, has indicated that the addition of new recreational facilities would not significantly impact their ability to provide public services to Dockweiler State Beach.

7.2.3.3 Mitigation -- In 1995, the City of Los Angeles approved a Mitigated Negative Declaration for the construction of a restroom/concession facility and hang gliding center within the same area at Dockweiler Beach. As mitigation, it was suggested that a security guard be hired and the area have appropriate lighting. Security guards patrol the Dockweiler State Beach RV Park from 6:00 p.m. to 6:00 a.m. and also drives through Parking Lot #2. In addition, all of the new lights in Parking Lot #2 were replaced in 2001, when the lot was fully turned over to the County, to meet the lighting goal established in the 1992 General Plan.

7.2.4 Transportation and Circulation

7.2.4.1 Setting -- The General Plan proposes a net increase in parking facilities from approximately 2000 existing and temporary spaces to more than 2,600 total permanent spaces. This fact, and the increase in additional facilities will increase traffic, which will likely impact surrounding traffic circulation

7.2.4.2 Potential Impacts -- Vista del Mar is designated as a Major Scenic Highway in the Westchester-Playa del Rey District Plan. No traffic study has been done for the project area, and the Dockweiler State Beach General Plan does not discuss the effects of increased traffic resulting from the proposed project. However, City of Los Angeles Department of Transportation has collected traffic counts on Vista del Mar near the project site. There are currently no plans to install pedestrian crossings between the east and west

sides of Vista del Mar and a danger of the public has been noted in the General Plan of pedestrians crossing this highway to the beach.

City of Los Angeles Traffic Counts taken along Vista del Mar indicates that weekday and weekend traffic operates at level of service (LOS) A, and is not currently congested. Operation of the proposed project is not expected to decrease the LOS below current operating efficiency, except for occasional summer special events held at the site.

In addition, the parking demand patterns at the Dockweiler Bluff Parking Lot has been compared with past usage and it has been determined that the current capacity will not be exceeded by constructing the new aquatic youth center.

7.2.4.3 Mitigation -- This project will result in an increase in public activity at the Dockweiler Bluff Parking Lot. To avoid causing any additional traffic congestion on Vista del Mar, the parking lot will be redesigned so that cars will be able to line up within the parking lot when dropping off or picking up W.A.T.E.R. program attendees. In addition, most of the kids are picked up by W.A.T.E.R. program vehicle. These circumstances indicate that the traffic from the new facility would not affect traffic on Vista del Mar. As to pedestrians crossing on Vista del Mar, the addition of this facility at the Dockweiler Bluff Parking Lot will not put attendees in danger as they will be arriving either by private vehicle and will pull into the parking lot or will arrive via County van that will pull up to the drop off area within the parking lot.

7.2.5 Plant Life and Vegetation

7.2.5.1 Setting -- The bluffs on which the Dockweiler Youth Center is proposed to be built have become overgrown with vegetation, both native and non-native, and are now a basic feature of the coastal environment. Vista del Mar, the local north/south coastal highway, lies directly to the east of these bluffs. Construction of the Dockweiler #2 Lot included importation, grading and compaction of fill on the top and west of the facing slope of the bluff.

7.2.5.2 Potential Impacts -- The west-facing bluffs are composed mostly of sand and silty sand that was originally excavated from the HTP construction site. For the construction of the proposed project, the Dockweiler Youth Center would require movement and grading of previously deposited fill material, and regrading of the bluff face. The structure would be constructed on piles driven into the bluff face, rather than supported by the bluff itself.

A Geotechnical Services Report, dated May 20, 1994, discusses an investigation of soil conditions at the proposed project site, and assesses the site for suitability as structural foundation. The site was found to be prone to erosion and caving, and specific construction techniques are advised. The report provides foundation design recommendations, grading recommendations, and construction method recommendations for the restroom/concession stand structure, which was built three years ago and will be directly adjacent to the new youth center facility.

City of Los Angeles, Geotechnical Services has indicated that the slope of the bluff is stable to normal, natural forces of wind and rain. However, frequent foot traffic on the bluff will cause sand to erode and migrate downward onto the beach. This will necessitate frequent reconstruction of the slope around the youth center if project design does not include some sort of erosion control measures.

California Coastal Commission and City of Los Angeles Environmental Affairs Department staff has expressed concerns regarding possible impacts of the proposed project on dunes restoration. Although the bluff within the project site is not part of the restoration project, plant seeds and viable vegetation material from the site may be carried by wind or by birds to the restoration area.

7.2.5.2 Mitigation -- General mitigation measures that may reduce erosion impacts include design and construction measures, landscaping, and measures to reduce foot traffic on the slopes. Grading and construction shall be designed so as to require fill materials, which can be compacted to a more stable density than is possible for sand. The Geotechnical Services Section report also provides design, grading, and construction method recommendations for the construction of the restroom/concession built three years ago. Similar recommendations will be solicited from Geotechnical Services for design, grading, and construction method in construction of the youth center.

To mitigate for any possible damage to the dunes project across Vista del Mar that is a potentially significant impact, all landscaping used in the proposed project would consist of flora native to the California coast. In addition, non-native plants, such as ice plant, will be removed and replaced with additional plantings of native coastal sage scrub to reduce the possibility of erosion.

7.2.6 Natural Resources

7.2.6.1 Setting -- The beach's topography, as it existed during the 1920s and 1930s, consisted of ocean waves crashing onto the base of rocky beach bluffs. The only portion of sandy shoreline was located at the northern portion of the beach near Ballona Lagoon. Today, the beach bluffs remain as a resource, but have since been joined by the man-made Dockweiler Coastal Strand that extends from Ballona Creek, on the north, to the Scattergoods steam power plant, on the south.

7.2.6.2 Potential Impacts -- The proposed resource management policies outlined in the Resource Element of this Plan would positively affect the unit's single, significant topographic natural resource. The General Plan provides for the protection of the beach bluffs from human-caused erosion and stabilizes the slopes with appropriate ground covers.

The construction of additional restrooms and concessions would result in the consumption of natural resources such as water and power. During the construction of the various facilities and activity centers proposed by the General Plan, fossil fuels would also be consumed by the operation of heavy construction equipment.

7.2.6.3 Mitigation -- The managing agency shall follow the goals and policies for the protection of natural resources as outlined in the Resource Element of the General Plan.

7.2.7 Lighting and Glare

7.2.7.1 Setting -- For the purpose of this analysis, light and glare is defined as those uses that could detract from the enjoyment of beachgoers or nearby residents through bright reflection or illumination. Existing sources of light and glare at Dockweiler State Beach include lighting from parking lots, vehicles traveling along Vista del Mar, and the reflection of the ocean.

7.2.7.2 Potential Impacts -- The Land Use and Facilities Element of the General Plan proposes the construction of new parking facilities near the Gillis Restroom, the expansion of the R.V. Campground, the rehabilitation of the Main Entrance, and additional restroom and concession facilities. Each of these proposals presents potential light and glare impacts. Since lighting fixtures will be installed at these areas, the lighting system could potentially cause light and glare for nearby residents, campers at the R.V. Park, and motorists along Vista del Mar. Similarly, the texture of materials chosen for construction of these developments could create light and glare impacts.

7.2.7.3 Mitigation -- Lighting systems installed at Dockweiler State Beach would use high pressure sodium, or similar energy-conserving lighting systems. Directional lighting would be utilized that would shield adjacent residences from potential light and glare impacts.

7.2.8 Aesthetics

7.2.8.1 Setting -- Because of its centralized location along Santa Monica Bay, visitors of Dockweiler State Beach and residents in adjacent communities are afforded spectacular views of the Santa Monica Mountains, Palos Verdes Peninsula, Santa Catalina Island, and sunsets. Its location in an urban area, however, also provides detracting views of heavy industrial complexes such as the Hyperion Wastewater Treatment Plant, the Scattergood Steam & Power Plant, and the Chevron Oil Refinery.

With regard to the visual quality of the beach itself, existing facilities such as the Gillis Restroom and the Recreation Vehicle Campground have been attractively designed and landscaped. Other facilities and features such as restrooms, concession areas, the Lifeguard Headquarters, and the beach bluffs appear dilapidated and neglected, and require improved landscape treatment and design renovation.

7.2.8.2 Potential Impacts -- The development of new facilities could be incompatible with the natural quality of the existing built form as well as impact some of the unit's spectacular view corridors and vista points. In an effort to minimize the effect of new development at Dockweiler State Beach, the General Plan has recommended illustrative design concepts to govern the design, development, and construction of proposed public facilities and recreation activity centers.

7.2.8.3 Mitigation -- Barriers to visual access to the ocean caused by the siting and design of the aquatic youth center looking both west from the highway and north/south along the beach will be decided during the architectural design phase subject to the approval of the California State Parks Department and ultimately

through the California Coastal Commission process. Specific building standards -- height, mass, scale, and site coverage would be established for each of the facilities proposed in the Land Use and Facilities Element. Within the planning process, we will incorporate the following principles within the design strategy:

- Specific building standards -- height, mass, scale, and site coverage would be established for each of the facilities proposed during the planning process;
- Recommendations from California State Parks for landscaping design to provide specific and appropriate plant types for this location;
- The proposed site has a direct ocean view, with exceptional views of the famous southern California sunsets. The area appears run-down and neglected, with sparse vegetation. The proposed project is anticipated to have a positive effect on the aesthetics of the site by creating a landscaping design that is natural to the environment and an architectural design that compliments the vista. Working together, these two esthetic elements will provide areas to sit and enjoy the views from inside and outside of the building

7.2.9. Recreation

7.2.9.1 Setting -- Dockweiler State Beach is a man-made recreational resource. Without the continued efforts of beach nourishment projects, the beach would only consist of beach bluffs as it did in the 1920s and 1930s. The existing recreational resources the beach has to offer include the Recreation Vehicle Campground, informal volleyball facilities, and a portion of the South Bay Coastal Bike Path. The County of Los Angeles Department of Beaches and Harbors manages these resources.

7.2.9.2 Potential Impacts -- Since the beach is primarily a recreational resource, the proposed expansion of the Recreation Vehicle Campground, the construction of the Volleyball Area, the restoration of a Hang-Gliding Practice Area and the addition of a youth center, would have a beneficial effect on the unit. In addition, the planned activity centers have been located in the underutilized southern portion of the unit in an effort to create interest in that area, and redirect beach visitors from the more residentially-oriented neighborhood near the beach's northern boundary.

However, because of the increased activity proposed for the beach, potential impacts could include security concerns, safety factors for beach visitors, conflicts for space between existing and proposed recreational uses, and over utilization that may stretch the operational capacity of the unit's managing agency.

7.2.9.3 Mitigation -- The managing agency would follow the recommendations proposed in the Operations Element of the General Plan. These recommendations outline specific policies that could mitigate potential operational concerns related to increased recreational activity at the unit.

7.2.10 Parking

7.2.10.1 Setting -- Dockweiler State Beach has a total of 2080 parking spaces, of which 574 are located in the Dockweiler Lot #2, the site of the new Youth Center.

7.2.10.2 Potential Impacts -- Participants of the new program will take up an additional number of parking spaces that are not being currently used. Knowing this, we must consider what the lot was designed to do. It was designed as a recreational center to accommodate a number of uses: beach recreation, volleyball tournaments, hang gliding, none of which use up 574 spaces with the size of the beach this area provides, yet it could be a possibility.

7.2.10.3 Mitigation -- During the planning of the youth center, overloading the parking lot was discussed and the possibility of numerous events going on at the same time was reviewed. The parking lot will be redesigned to accommodate stacking of cars that may be dropping off participants of the W.A.T.E.R. program and special areas for buses they bring kids to the W.A.T.E.R. program facilities will be provided. These added measures would keep the traffic flowing and parking open for beach use as well as the use of the participants of the W.A.T.E.R.

7.2.11 Bikepath (SBBT) and Pedestrian Conflict

7.2.11.1 Setting -- The Marvin Braude/South Bay Bicycle Trail (SBBT) stretches from Torrance County Beach, on the south, to Temescal Canyon Blvd. (Will Rogers State Beach), on the north, for a total of 19 miles. The Trail travels directly along the coast and travels through Dockweiler State Beach, skirting the site of the proposed Dockweiler Youth Center.

7.2.11.2 Potential Impact -- Potential involvement between bikers on the bike path and beach goers that are moving from the parking lots to the water is an everyday occurrence at every facility along the nineteen-mile stretch of the bike path. The Dockweiler Youth center, like all the other facilities along the bike path will have to be designed with the safety of the individual on the bike, the beachgoer and the people attending the youth center in mind.

7.2.11.3 Mitigation -- During the design phase of any new facility on any beach that the Marvin Braude/South Bay Bicycle Trail travels through, facility design must consider any potential conflicts with uses of the beach area. Specific areas of concern include traffic flow signage and lighting, pedestrian flow patterns, parking lot design, and congregation areas.

7.2.12 Air Quality and Noise

7.2.12.1 Setting: Short-term indirect impacts related to demolition or construction activities may include project related dust and noise. Threshold impacts include:

- Conflict with applicable air quality plan(s) and/or create air quality violations.
- Expose sensitive receptors to substantial pollutant concentrations.
- Create objectionable odors
- Expose persons to noise levels that exceed established standards.
- Cause either a permanent or temporary increase in ambient noise levels.

7.2.12.2 Potential Impacts: The effects of implementing the proposed project should, in the long-term, reduce negative impacts to air quality by landscaping and hardscape

control of airborne dust. However, short-term impacts associated with grading and construction has the potential to produce air pollution, air-borne dust, erosion and noise.

The proposed project's 600 additional spaces may generate additional vehicular traffic from increased visitation. However, localized concentrations of vehicle-generated carbon monoxide would not be expected to exceed ambient air quality standards. As such, air quality impacts from mobile source emissions would be less than significant.

7.2.12.3 Mitigation Measures: Construction activities will be in compliance with South Coast Air Quality Management District rules and regulations, including rule 403 to minimize the emission of air quality impacts during construction. Equipment will be monitored (and adapted as needed) to ensure that noise levels do not exceed established standards. Project-specific environmental analysis would be required for future development projects and may provide additional measures to further reduce air quality impacts during construction. Proposed mitigations are feasible and sufficient to avoid or minimize potential adverse effects to air quality and noise to levels below significance.

7.3 Effects Found Not to be Significant

There would not be any significant adverse impacts to the environment if the proposed General Plan Amendment is implemented along with any recommended mitigation measures. The following aspects of the local environment would not be affected by the implementation of the General Plan Amendment:

- Earth Resources
- Water Resources
- Public Services
- Transportation and Circulation
- Natural Resources
- Light and Glare
- Aesthetics
- Wave Run-Up

In addition, the following aspects of the local environment would receive net beneficial effects from development under the General Plan Amendment:

- Cultural Resources: the programmatic nature of the proposed Youth Center will provide increased opportunities for interpretive aspects of the area.
- Plant Life: Benefiting from the re-introduction of native coastal sage scrub species, the removal of invasive species, and the aesthetic improvement of facilities through landscape treatment.

7.4 Relationship of Local Short-Term Uses and Long Term Productivity

(no change anticipated)

7.5 Significant Irreversible Environmental Changes

(no change anticipated)

7.6 Growth-Inducing Impacts

(no change anticipated)

7.7 Alternatives to the Project

(no change anticipated)

7.8 Mitigation Monitoring

(no change anticipated)

8.0 PUBLIC REVIEW OF THE GENERAL PLAN

8.1 This section is to be completed following completion of public review, CEQA, and the adoption process. However, the proposed General Plan Amendment did undergo one local public hearing on November 19, 2003 before the regular meeting of the Los Angeles County Beach Commission. Comments received at this meeting were generally very supportive, with no objections received. Minutes of this meeting of the County Beach Commission will be provided to the Secretary of the State Parks & Recreation Commission prior to taking action on the General Plan Amendment.

ACKNOWLEDGEMENTS

State of California

Arnold Schwarzenegger – Governor

State Department of Parks and Recreation

Ruth Coleman –Director

Theodore Jackson – Chief, Southern Division

Ron Schafer, Superintendent, Angeles District

Kathleen Franklin, Superintendent of Los Angeles Sector, Angeles District

Hayden Sohm – Superintendent of Malibu Sector, Angeles District

Keith Demetrak, Chief, Planning Division

Clay Phillips – Planning Chief, Southern Service Center

Audra Lindsey – Planning Specialist, Southern Division

County of Los Angeles Board of Supervisors

Gloria Molina – First District

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Zev Yaroslavsky – Third District

Don Knabe – Fourth District

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County of Los Angeles Beach Commission

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City of Los Angeles Recreation and Parks Commission

Mike Roos – President

Christopher C. Pak – Vice President

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Christina Sanchez-Camino

Lisa Specht

John Kirk Mukri – General Manager, City of Los Angeles Recreation and Parks

County of Los Angeles Department of Beaches and Harbors

Stan Wisniewski – Director

Kerry Silverstrom – Chief Deputy Director

Roger Moliere, Deputy Director

Joseph Chesler, AICP – Chief of Planning

Dusty Crane, Chief, Com. & Mktg .

Gregory Woodell – Planning Specialist

Stacy Smith, W.A.T.E.R. Program Coordinator

10.0

EXHIBITS

BROCHURE FOR L.A. CO W.A.T.E.R. YOUTH PROGRAM

Los Angeles County
W.A.T.E.R.
YOUTH PROGRAM



**OCEAN
SAFETY
ACTIVITIES**

VOLLEYBALL CLINICS AT DOCKWEILER STATE BEACH

COUNTY OF LOS ANGELES
DEPT. OF BEACHES AND HARBORS

IS HOLDING
FREE 2-HR avp beach
VOLLEYBALL CLINICS

*The clinics are available Monday - Thursday after 1pm
Choose the day and time that best suits you*

Beginning Feb. 10th 2003

Open until further notice



**SIMPLY PROVIDE TRANSPORTATION
TO THE SITE, LOCATED AT :**

DOCKWEILER STATE BEACH

BETWEEN

**LIFEGAURD TOWERS # 57 & # 58
IN FRONT OF HYPERION STATION**

***PLEASE BRING PROPER ATTIRE
e.g. SHORTS, T-SHIRT, ETC.***

SUNSCREEN AND SNACK IS RECOMMENDED

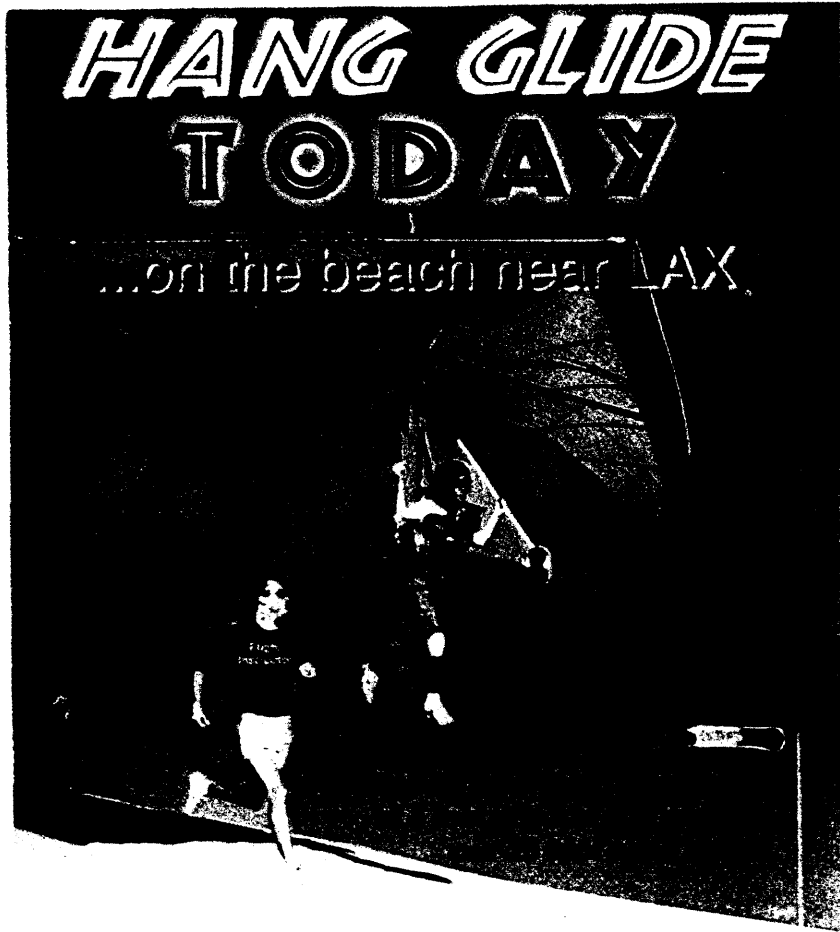


**FOR RESERVATIONS PLEASE CONTACT
JOSE**

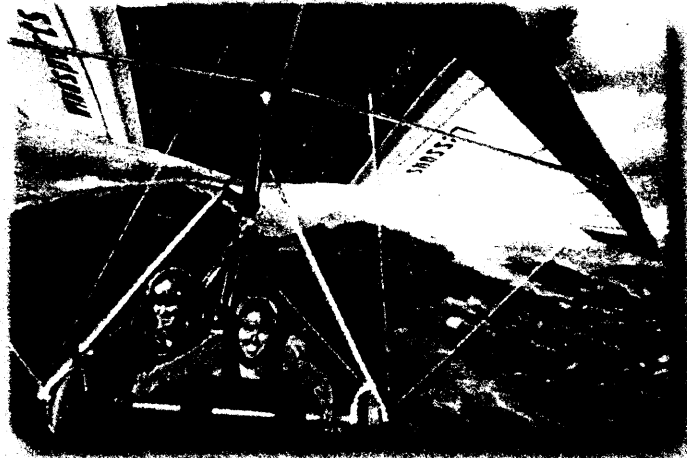
**BURTON CHACE PARK SUPERVISOR AT:
(310) 305-9595**

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11.0 INITIAL STUDY & CHECKLIST

ENVIRONMENTAL (INITIAL STUDY) CHECKLIST

I. BACKGROUND INFORMATION

Project Title: Dockweiler State Beach Aquatic Youth Center

Project ID#
PCA#

Contact Person: Gregory Woodell

Telephone: (310) 305-9537

Location: 12500 Vista del Mar

Checklist Date: 3/18/04

Project Description: Construction of a new 11,000 square foot aquatic youth center at Dockweiler State Beach to serve the County of Los Angeles' W.A.T.E.R. (Water Awareness, Training, Education and Recreation) Program. The facility will include a large multi-purpose room/classroom with a serving kitchen, conference space, administrative space, aquatic storage area and W.A.T.E.R. vehicle storage area.

II. ENVIRONMENTAL CHECKLIST

<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
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1. AESTHETICS.

ISSUES

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

COMMENTS

The development of new facilities could be incompatible with the natural quality of the existing built form as well as impact some of the state park unit's spectacular view corridors and vista points. The building will interrupt the coastal viewshed from Vista del Mar, the first major roadway from the shoreline, but this section of the road is not classified as a scenic highway in the City of Los Angeles General Plan.

MITIGATION

The proposed site has a direct ocean views, with exceptional sunset vistas. The industrial nature of adjoining land uses (e.g., Hyperion Sewage Treatment Plant and two power plants) makes the area appear neglected, with sparse vegetation. The proposed project would have a positive effect on the aesthetics of the site by adding natural landscape features and an attractive architectural element that would compliment the area. Working together, these aesthetic elements will provide areas for the public to congregate and enjoy this portion of Dockweiler State Beach in a more enjoyable way.

The design of the building will capitalize on its 35-foot high bluffside site to hide from view all of the first floor (beach level) and most of the second floor, leaving only the roofline in view from Vista del Mar. Other associated site amenities (parking lot reconfiguration, lighting, etc.) will provide integrated design elements that will improve the overall site aesthetics and compliment the new building.

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
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2. AGRICULTURAL RESOURCES.

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation as an optional model for use in assessing impacts on agricultural and farmland. Would the project:

ISSUES

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

COMMENTS:

MITIGATION

3. AIR QUALITY.

ISSUES

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make the following determinations. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan or regulation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations (e.g., children, the elderly, individuals with compromised respiratory or immune systems)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

COMMENTS:

<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
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MITIGATION

4. BIOLOGICAL RESOURCES.

ISSUES

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a sensitive, candidate, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands, as defined by §404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

COMMENTS:

MITIGATION

5. CULTURAL RESOURCES.

ISSUES

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource, as defined in §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
b) Cause a substantial adverse change in the significance of an archaeological resource, pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

COMMENTS:

MITIGATION

6. GEOLOGY AND SOILS.

ISSUES

Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area, or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable, as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste disposal systems, where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
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- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

COMMENTS:

Southern California is known for its periodic seismic activity and new development must always consider the potential for ground shaking and liquefaction.

MITIGATION

Dockweiler State Beach was leased to the City of Los Angeles for beach operations in 1946. The area has experienced a number of earthquakes and seismic events in recent history; the most severe was in 1994. A review of historical records and personal interviews has confirmed that there has not been any damage to Dockweiler State Beach facilities due to seismic activity.

7. HAZARDS AND HAZARDOUS MATERIALS.

ISSUES

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials, substances, or waste into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites, compiled pursuant to Government Code §65962.5, and, as a result, create a significant hazard to the public or environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport? If so, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Be located in the vicinity of a private airstrip? If so, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Expose people or structures to a significant risk of loss, injury, or death from wildland fires, including areas where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
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COMMENTS:

MITIGATION

8. HYDROLOGY AND WATER QUALITY.

ISSUES

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, in a manner which would result in substantial on- or off-site erosion or siltation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in on- or off-site flooding? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map, or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place structures that would impede or redirect flood flows within a 100-year flood hazard area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury, or death from flooding, including flooding resulting from the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Result in inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
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COMMENTS:

The project would be located within a beach environment and at an elevation that could sustain exposure to tsunami under extreme conditions.

MITIGATION

The building will be set back on the beach bluff at a sufficient distance from the mean high tide line to reduce exposure to normal wave run-up. Additionally, uses in the building to be placed at the beach level will include vehicle and equipment storage only, and will minimize exposure of personnel and public users to flooding.

9. LAND USE AND PLANNING.

ISSUES

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with the applicable land use plan, policy, or regulation of any agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

COMMENTS:

This project is to be built on Dockweiler State Beach, therefore, it will require an amendment to the Dockweiler State Beach General Plan as approved by the State Parks and Recreation Commission in May 1992.

MITIGATION

An amendment to the 1992 Dockweiler State Beach General Plan has been written and submitted to the State for review by the State Parks and Recreation Commission. This Environmental Checklist will also go with a copy of amendment to the 1992 Dockweiler State Beach General Plan through the State Clearing House for review with a request for comments by state agencies and other interested parties.

10. MINERAL RESOURCES.

ISSUES

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that is or would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

COMMENTS:

<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
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MITIGATION

11. NOISE.

ISSUES

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Generate or expose people to noise levels in excess of standards established in a local general plan or noise ordinance, or in other applicable local, state, or federal standards? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Generate or expose people to excessive groundborne vibrations or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Create a substantial permanent increase in ambient noise levels in the vicinity of the project (above levels without the project)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Create a substantial temporary or periodic increase in ambient noise levels in the vicinity of the project, in excess of noise levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport? If so, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Be in the vicinity of a private airstrip? If so, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

COMMENTS:

MITIGATION

12. POPULATION AND HOUSING

ISSUES

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
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c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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COMMENTS:

MITIGATION

13. PUBLIC SERVICES.

ISSUES

Would the project:

a) Result in significant environmental impacts from construction associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Fire protection?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Police protection?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Schools?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Parks?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Other public facilities?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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COMMENTS:

MITIGATION

14. RECREATION.

ISSUES

Would the project:

a) Increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
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COMMENTS:

MITIGATION

15. TRANSPORTATION/TRAFFIC

ISSUES

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause a substantial increase in traffic, in relation to existing traffic and the capacity of the street system (i.e., a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Exceed, individually or cumulatively, the level of service standards established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Cause a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Contain a design feature (e.g., sharp curves or a dangerous intersection) or incompatible uses (e.g., farm equipment) that would substantially increase hazards? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Result in inadequate parking capacity? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

COMMENTS:

MITIGATION

16. UTILITIES AND SERVICE SYSTEMS.

ISSUES

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exceed wastewater treatment restrictions or standards of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Would the construction of these facilities cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Would the construction of these facilities cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination, by the wastewater treatment provider that serves or may serve the project, that it has adequate capacity to service the project's anticipated demand, in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations as they relate to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

COMMENTS:

MITIGATION

<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
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III. MANDATORY FINDINGS OF SIGNIFICANCE.

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have the potential to eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means the incremental effects of a project are considerable when viewed in connection with the effects of past projects, other current projects, and probably future projects?) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Have environmental effects that will cause substantial adverse effects on humans, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

COMMENTS:

IV. PRELIMINARY DETERMINATION

On the basis of the Initial Study,

- I find that the proposed project could not have an adverse effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect because the mitigation measures described in the attached Mitigation appendix will be required. A **NEGATIVE DECLARATION** will be prepared.
- I find the proposed project may have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

PREPARER: Gregory Woodell

TITLE: Planning Specialist

DATE: March 29, 2004

Notice of Availability and Intent to Adopt an Initial Study/Mitigated Negative Declaration**Document Type:** Mitigated Negative Declaration**Date:** April 22, 2004**Project Title:** Dockweiler State Beach General Plan Amendment (Aquatic Youth Center)**Project Location-Specific:** Dockweiler State Beach, 12500 Vista Del Mar, Los Angeles, CA**Project Location – Cities:** Marina Del Rey**Project Location-County:** Los Angeles

Description of Project: The General Plan Amendment will allow the development of the proposed aquatic youth center at Dockweiler State Beach. The project proposes to develop an aquatic youth center at Dockweiler State Beach to serve the County of Los Angeles' W.A.T.E.R. (Water Awareness, Training, Education and Recreation) program. The facility will include a large multi-purpose room/classroom with a serving kitchen, conference space, administrative space, aquatic storage area and W.A.T.E.R. vehicle storage area.

Lead Agency: California Department of Parks and Recreation**Contact Person:** Audra Lindsey**Telephone/Extension:** (213) 620-6402**Address where Document may be reviewed:**

California Department of Parks & Recreation
Dockweiler State Beach
8255 Vista Del Mar
Los Angeles, California 90293
Phone (310) 305-9537

ORIGINAL FILED

APR 22 2004

Review Copies are also available at:

Department of Beaches and Harbors
13483 Fiji Way, #3
Marina Del Rey, CA 90292

LOS ANGELES, COUNTY CLERK**Public Review Period: Begins: April 21, 2004****Ends: May 21, 2004****Anyone interested in this matter is invited to comment on the document by written response.**

Please direct all questions, and send all written comments, to Audra Lindsey, Environmental Coordinator, at Department of Parks and Recreation 700 N. Alameda St. Rm. 5/502, Los Angeles, CA 90012

DEPARTMENT OF TRANSPORTATION

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 SACRAMENTO, CA 94273-0001
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File : State Clearinghouse
 Los Angeles County ALUC
 Los Angeles International Airport

S2

May 6, 2004

Ms. Audra Lindsey
 Park and Recreation Specialist
 California Department of Parks and Recreation
 700 North Alameda Street, Room 5/502
 Los Angeles, CA 90012

Dear Ms. Lindsey:

Re: Dockweiler State Beach General Plan Amendment (Aquatic Youth Center)
 SCH# 2004041110

Thank you for including the California Department of Transportation (Department), Division of Aeronautics in the environmental review process for the above-referenced project. We have reviewed the Initial Study / Mitigated Negative Declaration, dated April 2004, and offer the following comments relative to airport land use compatibility planning.

1. The proposed project is a General Plan amendment that will allow the construction of a new 11,000 square foot aquatic youth center at Dockweiler State Beach to serve the County of Los Angeles' W.A.T.E.R (Water Awareness, Training, Education, and Recreation) Program. The facility will include a large multi-purpose room with a serving kitchen, conference space, administrative space, aquatic storage area, and W.A.T.E.R vehicle storage area. The proposed building footprint covers approximately 20,000 square feet within the 255-acre Dockweiler State Beach property. The community room in the proposed youth center would also provide a suitable venue for classes in cultural and natural resources, health and safety, hang-gliding, and beach-related competitions. The project site is approximately 0.5 miles west of Los Angeles International Airport (LAX). } S2-1
2. Pursuant to Public Utilities Code Section 21655, the proposed building will be subject to the Department's review for State building site investigation to assess airport-related noise and safety impacts. Please coordinate with our Aviation Safety Officer Mr. Kurt Haukohl at 916-654-5284 to initiate this process. We are also interested in starting a dialogue with the Department of Parks and Recreation to discuss other policy-based issues regarding airspace protection for LAX. } S2-2

Ms. Audra Lindsey
April 6, 2004
Page 2

3. The California Environmental Quality Act, Public Resources Code Section 21096, requires the use of the Department's California Airport Land Use Planning Handbook as a technical resource in the preparation of environmental documents for projects within the boundaries of an airport land use compatibility plan, or if such a plan has not been adopted, within two nautical miles of an airport. For your reference, our Handbook is published on-line at <http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/landuse.php>. The environmental document should include a map that clearly delineates airport safety compatibility areas with respect to the project location. S2-3

4. The project and its environmental document should also be referred to the Los Angeles International Airport Management for their review. According to the recently approved Environmental Impact Statement / Report (EIS/EIR) for the LAX Master Plan, the project location appears to fall within the 70 dB CNEL aircraft noise contour. For single-event noise impacts, the project will be within the 94 dBA SEL aircraft noise contour, which is identified as a threshold of significance in the LAX Master Plan EIS/EIR. Such aircraft noise impacts may well interfere with the educational mission of the proposed facility. If the project is approved, an aviation easement should be considered as a mitigation measure and a condition of approval. S2-4

5. The protection of aviation facilities from incompatible land uses is vital to the safety of airport operations, to the well being of the communities surrounding aviation facilities, and to California's economic future. S2-5

These comments reflect the areas of concern to the Department's Division of Aeronautics with respect to airport land use compatibility planning. We may have additional comments when the project goes through our State building site investigation process. We also advise you to contact our District 07 office concerning surface transportation issues. S2-6

We appreciate the opportunity to review and comment on this environmental document. If you have any questions, please call me at (916) 654-5253.

Sincerely,

Original Signed by

DAVID COHEN
Associate Environmental Planner

c: State Clearinghouse
Los Angeles County ALUC
Los Angeles International Airport

bc: R Casey, D07
S Buswell, D07

DC:bsc

s:\Environ\dc-2004041110.doc

S1. Terry Roberts, Director, State Clearinghouse, Governor's Office of Planning and Research. March 30, 2004.

Response S1-1

The comment that the California Department of Parks and Recreation has complied with the State Clearinghouse public review requirements for the Mitigated Negative Declaration/Initial Study is acknowledged. No response is required.

S2. David Cohen, Associate Environmental Planner, California Department of Transportation, Division of Aeronautics. May 6, 2004.

Response S2-1

This is a summary reiteration of the proposed project. Several clarifications are made to the Department of Transportation (DOT) understanding of the proposed project as follows:

DOT comment: ".....The project site is approximately 0.5 miles west of the Los Angeles International Airport (LAX)."

Clarification: The project site is not located immediately west of the airport or along the runway track for the 7R/7L runway of LAX. The site location is described on Page 6 of the MND/IS: "...The Dockweiler Youth Center would be centered in an area of the beach that is south of the LAX aircraft overflight area, away from the sound of the planes leaving LAX..." The site is situated southwest of LAX approximately one-half mile south from the intersection of Imperial Highway and Vista del Mar across from the southern end of the Hyperion Water Treatment Plant.

Response S2-2

[This statement needs to be reviewed by State Parks and County of LA.]

Response S2-3

[This statement needs to be reviewed by State Parks and County of LA. This is a problem.]

Response S2-4

The MND/IS was mailed directly to Mr. Roger Johnson of the Los Angeles World Airports (LAWA) on April 28, 2004. To date, no comments have been received from LAWA.

Response S2-5

Comment noted. This comment raises no environmental issues and simply states a policy and/or tenet of good planning practices. No response is necessary.

Response S2-6

[This statement is currently under review by State Parks and County of LA.]



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Carlsbad Fish and Wildlife Office
6010 Hidden Valley Road
Carlsbad, California 92009



In Reply Refer To:
FWS-LA-3996.1

MAY 14 2004

F1

Audra Lindsey
Environmental Coordinator
Department of Parks and Recreation
700 N. Alameda St. Rm. 5/502
Los Angeles, California 90012

Re: Notice of Intent to Adopt an Initial Study/Mitigated Negative Declaration for the Dockweiler State Beach General Plan Amendment (Aquatic Youth Center), Los Angeles County, California

Dear Ms. Lindsey:

We have reviewed the Notice of Intent to Adopt an Initial Study/Mitigated Negative Declaration for the Dockweiler State Beach General Plan Amendment (Aquatic Youth Center). The Amendment will allow development of the proposed aquatic youth center adjacent to the Hyperion parking lot (Parking Lot #2). We offer the following comments pursuant to the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*), and in keeping with our agency's mission to work "with others to conserve, protect, and enhance fish, wildlife, and plants and their habitats for the continuing benefit of the American people."

F1-1

It is our understanding that the aquatic youth center will serve the County of Los Angeles' Water Awareness, Training, Education, and Recreation (W.A.T.E.R.) Program, a year-round youth recreation program for boys and girls ages 5 to 17. The facility will include a large multi-purpose room/classroom with a serving kitchen, conference space, administrative space, aquatic storage area, and W.A.T.E.R. vehicle storage area. It is also our understanding that although the proposed project is designed primarily to facilitate the W.A.T.E.R. program, it is also designed to attract large numbers of visitors of all ages to the site.

F1-2

The area just south of the Hyperion parking lot, in the vicinity of the hang gliding practice take-off area, is a winter roosting site for the federally threatened snowy plover (*Charadrius alexandrinus nivosus*). Snowy plovers likely inhabit this area between November 1 and February 28/29. Our main concern regarding the proposed project is the potential for increased human presence in the snowy plover roosting area. In a study of disturbance to wintering snowy plovers near Deyereux Slough in Santa Barbara, California, Lafferty (2001) found a decrease in feeding rates by snowy plovers with increased human presence. In areas where disturbance is too intense, snowy plovers

F1-3



Audra Lindsey (FWS-LA-3996.1)

have been known to abandon a wintering site (Lafferty 2001).

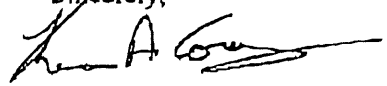
2
} F1-3

We anticipate that educational and recreational activities conducted in conjunction with the new facility will occur primarily in front of Parking Lot #2 and not affect the snowy plover. However, if any activities will be conducted in the vicinity of the snowy plover roosting area further south along the beach we recommend these activities be scheduled between the months of March and October, when snowy plovers are not likely to be present in the area. If scheduled activities in the vicinity of the snowy plover roosting area cannot be avoided between November 1 and February 28/29, we recommend our office be contacted prior to the event to discuss appropriate measures to minimize disturbance to snowy plovers during the event.

} F1-4

We appreciate the opportunity to provide comments on the proposed project. We are available to work with your agency regarding compliance with the Act. If you have any questions or comments regarding this letter, please contact Christine Medak of this office at (760) 431-9440, extension 298.

Sincerely,



Karen A. Goebel
Assistant Field Supervisor

Literature Cited

Lafferty, K. D. 2001. Disturbance to wintering western snowy plovers. Biological Conservation. 101:315-325.

Responses to Comments Received on the Mitigated Negative Declaration

The Draft Mitigated Negative Declaration/Initial Study (MND/IS) for the Dockweiler State Beach General Plan Amendment (Aquatic Youth Center) was made available for public review pursuant to State CEQA Guidelines, Section 15073, for a period of 30 days, beginning on April 24, 2004 and ending on May 24, 2004.

Three written comments were received during the 30-day public review period for the Draft MND/IS. All were public agencies. Responses to these comments are presented below.

Appropriate revisions to the MND/IS made in response to comments and information received are identified by shading for new text and strike through for removed text, as illustrated in this sentence. Minor clarifications were added to the document which are also indicated in the same manner. These clarifications do not change the conclusions reached in the Draft MND/IS and recirculation under CEQA Guidelines Section 15073.5 is not required, the clarifications do not constitute "substantial revisions."

Written comments were received from the following agencies:

FEDERAL AGENCIES

- F1. Karen A. Goebel, Assistant Field Supervisor, United States Department of the Interior Fish and Wildlife Service. May 14, 2004

STATE AGENCIES

- S1. Terry Roberts, Director, State Clearinghouse, Governor's Office of Planning and Research. May 30, 2004
- S2. David Cohen, Associate Environmental Planner, California Department of Transportation, Division of Aeronautics. May 6, 2004.

F1. Karen A. Goebel, Assistant Field Supervisor, United States Department of the Interior Fish and Wildlife Service. May 14, 2004.

Response F1-1

This paragraph is a paraphrasing summary of the proposed project and a general description of mission and authority of the United States Fish and Wildlife Service (FWS). No comment was made regarding the MND/IS. No response is necessary.

Response F1-2

This is a summary reiteration of the proposed project. Several clarifications are made to the FWS understanding of the proposed project as follows:

FWS comment: "It is our understanding that the aquatic you center will serve the County of Los Angeles' Water Awareness, Training, Education, and Recreation (W.A.T.E.R.) Program, a year-round youth recreation program for boys and girls ages, 5 to 17. ... It is also our understanding that although the proposed project is designed primarily to facilitate the W.A.T.E.R. program, it is also designed to attract large numbers of visitors of all ages to the site."

Clarification: The WATER program is already an existing and operating program on several beaches in Los Angeles County. The current head quarters and storage areas are located in Marina del Rey. The actual on-beach operations of the WATER program will not change with the construction or presence of the proposed aquatic youth center building.

While it is true that the building is designed to "facilitate the W.A.T.E.R. program," the building itself will have an approximate 3,000 sf community room which will be available for rental. This room, which has a maximum capacity of 275, will attract additional users of the community room, but the room would only available when the WATER or junior life guard operations are not using it. It is not clear what "large numbers of visitors" means in this context. Beach attendance in 2003 dropped to a thirteen-year low as shown on Table 1 and Figure 2 of the MND/IS. However, the beach itself and the outdoor recreation it provides remains the primary attractant of visitors of all ages to the State Beach.

Response F1-3

This comment discusses the uses associated with the Hyperion hang gliding operations. This use and facility was approved in [REDACTED] and are not a part of or even related to the proposed project. Therefore, the area in question and use limitation requests is not relevant to the operations of the building. Further, the State Beach General Plan Amendment do not propose any changes in use which are germane to the operations of the Hyperion hang gliding facility. This is acknowledged in the subsequent paragraph.

Response F1-4

Dockweiler is a public State Beach available for use to the public year-round during operating hours barring emergency closures. Coordination efforts with FWS will be made if any events are scheduled at the beach during the months of November and February south of the hang gliding area.

12.0

**NOTICE OF AVAILABILITY &
INTENT TO ADOPT INITIAL
STUDY**

Notice of Availability and Intent to Adopt an Initial Study/Mitigated Negative Declaration**Document Type:** Mitigated Negative Declaration**Date:** April 22, 2004**Project Title:** Dockweiler State Beach General Plan Amendment (Aquatic Youth Center)**Project Location-Specific:** Dockweiler State Beach, 12500 Vista Del Mar, Los Angeles, CA**Project Location – Cities:** Marina Del Rey**Project Location-County:** Los Angeles

Description of Project: The General Plan Amendment will allow the development of the proposed aquatic youth center at Dockweiler State Beach. The project proposes to develop an aquatic youth center at Dockweiler State Beach to serve the County of Los Angeles' W.A.T.E.R. (Water Awareness, Training, Education and Recreation) program. The facility will include a large multi-purpose room/classroom with a serving kitchen, conference space, administrative space, aquatic storage area and W.A.T.E.R. vehicle storage area.

Lead Agency: California Department of Parks and Recreation**Contact Person:** Audra Lindsey**Telephone/Extension:** (213) 620-6402**Address where Document may be reviewed:**

California Department of Parks & Recreation
Dockweiler State Beach
8255 Vista Del Mar
Los Angeles, California 90293
Phone (310) 305-9537

ORIGINAL FILED

APR 22 2004

Review Copies are also available at:

Department of Beaches and Harbors
13483 Fiji Way, #3
Marina Del Rey, CA 90292

LOS ANGELES, COUNTY CLERKPublic Review Period: *Begins: April 21, 2004**Ends: May 21, 2004***Anyone interested in this matter is invited to comment on the document by written response.**

Please direct all questions, and send all written comments, to Audra Lindsey, Environmental Coordinator, at Department of Parks and Recreation 700 N. Alameda St. Rm. 5/502, Los Angeles, CA 90012

13.0 COMMENT LETTERS RECEIVED & RESPONSES

13.0 Responses to Comments Received on the Mitigated Negative Declaration

The Draft Mitigated Negative Declaration/Initial Study (MND/IS) for the Dockweiler State Beach General Plan Amendment (Aquatic Youth Center) was made available for public review pursuant to State CEQA Guidelines, Section 15073, for a period of 30 days, beginning on April 24, 2004 and ending on May 24, 2004.

Three written comments were received during the 30-day public review period for the Draft MND/IS. All were public agencies. Responses to these comments are presented below.

Written comments were received from the agencies listed below.

FEDERAL AGENCIES

- F1.** Karen A. Goebel, Assistant Field Supervisor, United States Department of the Interior Fish and Wildlife Service. May 14, 2004

STATE AGENCIES

- S1.** Terry Roberts, Director, State Clearinghouse, Governor's Office of Planning and Research. May 25, 2004.
- S2.** David Cohen, Associate Environmental Planner, California Department of Transportation, Division of Aeronautics. May 6, 2004.

F1. Karen A. Goebel, Assistant Field Supervisor, United States Department of the Interior Fish and Wildlife Service. May 14, 2004.

Response F1-1

This paragraph is a paraphrasing summary of the proposed project and a general description of mission and authority of the United States Fish and Wildlife Service (FWS). No comment was made regarding the MND/IS. No response is necessary.

Response F1-2

This is a summary reiteration of the proposed project. Several clarifications are made to the FWS understanding of the proposed project as follows:

FWS comment: "It is our understanding that the aquatic youth center will serve the County of Los Angeles' Water Awareness, Training, Education, and Recreation (W.A.T.E.R.) Program, a year-round youth recreation program for boys and girls ages, 5 to 17. ... It is also our understanding that although the proposed project is designed primarily to facilitate the W.A.T.E.R. program, it is also designed to attract large numbers of visitors of all ages to the site."

Clarification: The WATER program is already an existing and operating program on several beaches in Los Angeles County. The current head quarters and storage areas are located in Marina del Rey. The actual on-beach operations of the WATER program will not change with the construction or presence of the proposed aquatic youth center building.

While it is true that the building is designed to "facilitate the W.A.T.E.R. program," the building itself will have an approximate 3,000 sf community room, which will be available for other community group usage. This room, which has a maximum capacity of 407, will attract additional users of the community room, but the room would only be available when the WATER or junior lifeguard operations are not using it. It is not clear what "large numbers of visitors" means in this context. Beach attendance in 2003 dropped to a thirteen-year low as shown on Table 1 and Figure 2 of the MND/IS. However, the beach itself and the outdoor recreation it provides remains the primary attractant of visitors of all ages to the State Beach.

Response F1-3

This comment discusses the uses associated with the Hyperion hang gliding operations. This use and facility was approved in May 1992 and is not a part of the proposed project. Therefore, the area in question and use limitation requests are not relevant to the operations of the building. Further, the State Beach General Plan Amendment does not propose any changes in use, which are germane to the operations of the Hyperion hang gliding facility. This is acknowledged in the subsequent paragraph of the comment letter.

Response F1-4

Dockweiler is a public State Beach available for use to the public year-round during operating hours barring emergency closures. Coordination efforts with FWS would be made if any events are scheduled at the beach during the months of November and February south of the hang gliding area. However, it should be noted that none of the proposed amendments or the youth center have activities associated with them that would occur in the area where the snowy plovers are known to nest.



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Carlsbad Fish and Wildlife Office
6010 Hidden Valley Road
Carlsbad, California 92009



In Reply Refer To:
FWS-LA-3996.1

MAY 14 2004

F1

Audra Lindsey
Environmental Coordinator
Department of Parks and Recreation
700 N. Alameda St. Rm. 5/502
Los Angeles, California 90012

Re: Notice of Intent to Adopt an Initial Study/Mitigated Negative Declaration for the Dockweiler State Beach General Plan Amendment (Aquatic Youth Center), Los Angeles County, California

Dear Ms. Lindsey:

We have reviewed the Notice of Intent to Adopt an Initial Study/Mitigated Negative Declaration for the Dockweiler State Beach General Plan Amendment (Aquatic Youth Center). The Amendment will allow development of the proposed aquatic youth center adjacent to the Hyperion parking lot (Parking Lot #2). We offer the following comments pursuant to the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*), and in keeping with our agency's mission to work "with others to conserve, protect, and enhance fish, wildlife, and plants and their habitats for the continuing benefit of the American people."

F1-1

It is our understanding that the aquatic youth center will serve the County of Los Angeles' Water Awareness, Training, Education, and Recreation (W.A.T.E.R.) Program, a year-round youth recreation program for boys and girls ages 5 to 17. The facility will include a large multi-purpose room/classroom with a serving kitchen, conference space, administrative space, aquatic storage area, and W.A.T.E.R. vehicle storage area. It is also our understanding that although the proposed project is designed primarily to facilitate the W.A.T.E.R. program, it is also designed to attract large numbers of visitors of all ages to the site.

F1-2

The area just south of the Hyperion parking lot, in the vicinity of the hang gliding practice take-off area, is a winter roosting site for the federally threatened snowy plover (*Charadrius alexandrinus nivosus*). Snowy plovers likely inhabit this area between November 1 and February 28/29. Our main concern regarding the proposed project is the potential for increased human presence in the snowy plover roosting area. In a study of disturbance to wintering snowy plovers near Devereux Slough in Santa Barbara, California, Lafferty (2001) found a decrease in feeding rates by snowy plovers with increased human presence. In areas where disturbance is too intense, snowy plovers

F1-3



Audra Lindsey (FWS-LA-3996.1)

have been known to abandon a wintering site (Lafferty 2001).

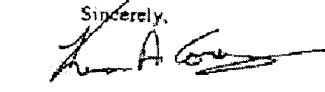
2
Y E1-B

We anticipate that educational and recreational activities conducted in conjunction with the new facility will occur primarily in front of Parking Lot #2 and not affect the snowy plover. However, if any activities will be conducted in the vicinity of the snowy plover roosting area further south along the beach we recommend these activities be scheduled between the months of March and October, when snowy plovers are not likely to be present in the area. If scheduled activities in the vicinity of the snowy plover roosting area cannot be avoided between November 1 and February 28/29, we recommend our office be contacted prior to the event to discuss appropriate measures to minimize disturbance to snowy plovers during the event.

F1-H

We appreciate the opportunity to provide comments on the proposed project. We are available to work with your agency regarding compliance with the Act. If you have any questions or comments regarding this letter, please contact Christine Medak of this office at (760) 431-9440, extension 298.

Sincerely,



Karen A. Goebel
Assistant Field Supervisor

Literature Cited

Lafferty, K. D. 2001. Disturbance to wintering western snowy plovers. *Biological Conservation*, 101:315-325.

S1. Terry Roberts, Director, State Clearinghouse, Governor's Office of Planning and Research. March 25, 2004.

Response S1-1

The comment that the California Department of Parks and Recreation has complied with the State Clearinghouse public review requirements for the Mitigated Negative Declaration/Initial Study is acknowledged. No response is required.



Arnold Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Jan Doel
Acting Director

May 25, 2004

Audra Lindsey
Department of Parks and Recreation
700 North Alameda Street
Room 5/502
Sacramento, CA 95812

S1

Subject: Dockweiler State Beach General Plan Amendment
SCH# 2004041110

Dear Audra Lindsey:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on May 24, 2004, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

S1-1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2004041110
Project Title Dockweiler State Beach General Plan Amendment
Lead Agency Parks and Recreation, Department of

Type Neg Negative Declaration

Description The General Plan Amendment will allow the development of an aquatic youth center at Dockweiler State Beach to serve the County of Los Angeles W.A.T.E.R. (Water, Awareness, Training, Education and Recreation) program. The facility will include a large multi-purpose room/classroom with a serving kitchen, conference space, administrative space, aquatic storage area and W.A.T.E.R. vehicle storage area.

Lead Agency Contact

Name Audra Lindsey
Agency Department of Parks and Recreation
Phone 213-620-6402 **Fax**
email
Address 700 North Alameda Street
 Room 5502
City Sacramento **State** CA **Zip** 90012

Project Location

County Los Angeles
City
Region
Cross Streets Vista Del Mar
Parcel No.

Township	Range	Section	Base

Proximity to:

Highways 1
Airports Los Angeles International
Railways
Waterways Pacific Ocean
Schools
Land Use State Beach

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Coastal Zone; Drainage/Absorption; Geologic/Seismic; Noise; Public Services; Recreation/Parks; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Solid Waste; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wildlife; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Boating and Waterways; California Coastal Commission; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Water Resources; Caltrans, Division of Aeronautics; Caltrans, District 7; Regional Water Quality Control Board, Region 4; Native American Heritage Commission; State Lands Commission

Date Received 04/23/2004 **Start of Review** 04/23/2004 **End of Review** 05/24/2004

Note: Blanks in data fields result from insufficient information provided by lead agency.

S2. David Cohen, Associate Environmental Planner, California Department of Transportation, Division of Aeronautics. May 6, 2004.

Response S2-1

This is a summary reiteration of the proposed project. Several clarifications are made to the Department of Transportation (DOT) understanding of the proposed project as follows:

DOT comment: "... The project site is approximately 0.5 miles west of the Los Angeles International Airport (LAX)."

Clarification: The project site is not located immediately west of the airport or along the runway track for the 7R/7L runway of LAX. The site location is described on Page 6 of the MND/IS: "...The Dockweiler Youth Center would be centered in an area of the beach that is south of the LAX aircraft overflight area, away from the sound of the planes leaving LAX ...". The site is situated southwest of LAX approximately one-half mile south from the intersection of Imperial Highway and Vista del Mar, across from the southern end of the City of Los Angeles' Hyperion Water Treatment Plant.

Response S2-2

It is acknowledged and noted that under CPUC Section 21655, Caltrans would conduct site plan review for design and safety issues for State projects within two nautical miles of an airport. The County Department of Beaches and Harbors is coordinating directly with Caltrans-Division of Aeronautics to establish official procedures for this site plan review. The primary concern is noise attenuation for the interior of the building to meet the interior noise standard of 45 dBA. This would be accomplished through certain materials and construction methods incorporated into the design of the project. Therefore, this requirement is satisfied through this official consultation procedure. Since this is a procedural requirement, no new impacts or mitigation are identified. Further, prior to securing State funding for the Dockweiler Youth Center, the Department of Beaches & Harbors had considered at least three alternative sites for the proposed facility; however, those alternative sites were rejected as either (1) not meeting land tenure requirements (i.e., not within Dockweiler State Beach property), (2) not having adequate site infrastructure to support the proposed use (Grand Avenue), or (3) lacking community support (Playa del Rey). A more complete discussion of these factors will be provided as described in response S2-4.

In addition, Los Angeles World Airports (LAWA) is conducting site plan review, as described below in response S2-4.

Response S2-3

Please refer to Response to Comment S2-2 above.

Response S2-4

The MND/IS was mailed directly to Mr. Roger Johnson of the Los Angeles World Airports (LAWA) on April 28, 2004. In addition, the County Department of Beaches and Harbors has more recently opened direct communication with Mr. Johnson's successors at LAWA (LAX Master Plan Division) to facilitate more direct communications regarding design standards and noise attenuation of the building. Those standards will be incorporated into the design of the project as part of the final plans, specifications and estimates for the youth center building.

Response S2-5

Comment noted. This comment raises no environmental issues and simply states a policy and/or tenet of good planning practices. No response is necessary.

Response S2-6

Please refer to Response to Comment S2-2 above.

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS MS 40

1120 N STREET

P.O. BOX 942873

SACRAMENTO, CA 94273-0001

PHONE (916) 654-4959

FAX (916) 653-9531

TTY (916) 651-6827



*Flex your power!
Be energy efficient!*

File : State Clearinghouse
Los Angeles County ALUC
Los Angeles International Airport

S2

May 6, 2004

Ms. Audra Lindsey
Park and Recreation Specialist
California Department of Parks and Recreation
700 North Alameda Street, Room 5/502
Los Angeles, CA 90012

Dear Ms. Lindsey:

Re: Dockweiler State Beach General Plan Amendment (Aquatic Youth Center)
SCH# 2004041110

Thank you for including the California Department of Transportation (Department), Division of Aeronautics in the environmental review process for the above-referenced project. We have reviewed the Initial Study / Mitigated Negative Declaration, dated April 2004, and offer the following comments relative to airport land use compatibility planning.

1. The proposed project is a General Plan amendment that will allow the construction of a new 11,000 square foot aquatic youth center at Dockweiler State Beach to serve the County of Los Angeles' W.A.T.E.R (Water Awareness, Training, Education, and Recreation) Program. The facility will include a large multi-purpose room with a serving kitchen, conference space, administrative space, aquatic storage area, and W.A.T.E.R vehicle storage area. The proposed building footprint covers approximately 20,000 square feet within the 255-acre Dockweiler State Beach property. The community room in the proposed youth center would also provide a suitable venue for classes in cultural and natural resources, health and safety, hang-gliding, and beach-related competitions. The project site is approximately 0.5 miles west of Los Angeles International Airport (LAX). } S2-1
2. Pursuant to Public Utilities Code Section 21655, the proposed building will be subject to the Department's review for State building site investigation to assess airport-related noise and safety impacts. Please coordinate with our Aviation Safety Officer Mr. Kurt Haukohl at 916-654-5284 to initiate this process. We are also interested in starting a dialogue with the Department of Parks and Recreation to discuss other policy-based issues regarding airspace protection for LAX. } S2-2

Ms. Audra Lindsey

April 6, 2004

Page 2

3. The California Environmental Quality Act, Public Resources Code Section 21096, requires the use of the Department's California Airport Land Use Planning Handbook as a technical resource in the preparation of environmental documents for projects within the boundaries of an airport land use compatibility plan, or if such a plan has not been adopted, within two nautical miles of an airport. For your reference, our Handbook is published on-line at <http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/landuse.php>. The environmental document should include a map that clearly delineates airport safety compatibility areas with respect to the project location. S2-3
4. The project and its environmental document should also be referred to the Los Angeles International Airport Management for their review. According to the recently approved Environmental Impact Statement / Report (EIS/EIR) for the LAX Master Plan, the project location appears to fall within the 70 dB CNEL aircraft noise contour. For single-event noise impacts, the project will be within the 94 dBA SEL aircraft noise contour, which is identified as a threshold of significance in the LAX Master Plan EIS/EIR. Such aircraft noise impacts may well interfere with the educational mission of the proposed facility. If the project is approved, an aviation easement should be considered as a mitigation measure and a condition of approval. S2-4
5. The protection of aviation facilities from incompatible land uses is vital to the safety of airport operations, to the well being of the communities surrounding aviation facilities, and to California's economic future. S2-5

These comments reflect the areas of concern to the Department's Division of Aeronautics with respect to airport land use compatibility planning. We may have additional comments when the project goes through our State building site investigation process. We also advise you to contact our District 07 office concerning surface transportation issues. S2-6

We appreciate the opportunity to review and comment on this environmental document. If you have any questions, please call me at (916) 654-5253.

Sincerely,

Original Signed by

DAVID COHEN

Associate Environmental Planner

c: State Clearinghouse
Los Angeles County ALUC
Los Angeles International Airport

bc: R Casey, D07
S Buswell, D07

DC:bsc

s:\Envirm\dc-2004041110.doc

Responses to Comments Received on the Mitigated Negative Declaration

The Draft Mitigated Negative Declaration/Initial Study (MND/IS) for the Dockweiler State Beach General Plan Amendment (Aquatic Youth Center) was made available for public review pursuant to State CEQA Guidelines, Section 15073, for a period of 30 days, beginning on April 24, 2004 and ending on May 24, 2004.

Three written comments were received during the 30-day public review period for the Draft MND/IS. All were public agencies. Responses to these comments are presented below.

Appropriate revisions to the MND/IS made in response to comments and information received are identified by shading for new text and strike through for removed text, as illustrated in this sentence. Minor clarifications were added to the document which are also indicated in the same manner. These clarifications do not change the conclusions reached in the Draft MND/IS and recirculation under CEQA Guidelines Section 15073.5 is not required, the clarifications do not constitute "substantial revisions."

Written comments were received from the following agencies:

FEDERAL AGENCIES

- F1. Karen A. Goebel, Assistant Field Supervisor, United States Department of the Interior Fish and Wildlife Service. May 14, 2004

STATE AGENCIES

- S1. Terry Roberts, Director, State Clearinghouse, Governor's Office of Planning and Research. ~~May 30, 2004~~
- S2. David Cohen, Associate Environmental Planner, California Department of Transportation, Division of Aeronautics. May 6, 2004.

F1. Karen A. Goebel, Assistant Field Supervisor, United States Department of the Interior Fish and Wildlife Service. May 14, 2004.

Response F1-1

This paragraph is a paraphrasing summary of the proposed project and a general description of mission and authority of the United States Fish and Wildlife Service (FWS). No comment was made regarding the MND/IS. No response is necessary.

Response F1-2

This is a summary reiteration of the proposed project. Several clarifications are made to the FWS understanding of the proposed project as follows:

FWS comment: "It is our understanding that the aquatic youth center will serve the County of Los Angeles' Water Awareness, Training, Education, and Recreation (W.A.T.E.R.) Program, a year-round youth recreation program for boys and girls ages, 5 to 17. ... It is also our understanding that although the proposed project is designed primarily to facilitate the W.A.T.E.R. program, it is also designed to attract large numbers of visitors of all ages to the site."

Clarification: The WATER program is already an existing and operating program on several beaches in Los Angeles County. The current head quarters and storage areas are located in Marina del Rey. The actual on-beach operations of the WATER program will not change with the construction or presence of the proposed aquatic youth center building.

While it is true that the building is designed to "facilitate the W.A.T.E.R. program," the building itself will have an approximate 3,000 sf community room which will be available for rental. This room, which has a maximum capacity of 275, will attract additional users of the community room, but the room would only be available when the WATER or junior life guard operations are not using it. It is not clear what "large numbers of visitors" means in this context. Beach attendance in 2003 dropped to a thirteen-year low as shown on Table 1 and Figure 2 of the MND/IS. However, the beach itself and the outdoor recreation it provides remains the primary attractant of visitors of all ages to the State Beach.

Response F1-3

This comment discusses the uses associated with the Hyperion hang gliding operations. This use and facility was approved in [REDACTED] and are not a part of or even related to the proposed project. Therefore, the area in question and use limitation requests is not relevant to the operations of the building. Further, the State Beach General Plan Amendment do not propose any changes in use which are germane to the operations of the Hyperion hang gliding facility. This is acknowledged in the subsequent paragraph.

Response F1-4

Dockweiler is a public State Beach available for use to the public year-round during operating hours barring emergency closures. Coordination efforts with FWS will be made if any events are scheduled at the beach during the months of November and February south of the hang gliding area.

May 24 04 12:00p Southern Division Office 213 621 3116

P.2



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Carlsbad Fish and Wildlife Office
6010 Hidden Valley Road
Carlsbad, California 92009



In Reply Refer To:
FWS-LA-3996.1

MAY 14 2004

F1

Audra Lindsey
Environmental Coordinator
Department of Parks and Recreation
700 N. Alameda St. Rm. 5/502
Los Angeles, California 90012

Re: Notice of Intent to Adopt an Initial Study/Mitigated Negative Declaration for the Dockweiler State Beach General Plan Amendment (Aquatic Youth Center), Los Angeles County, California

Dear Ms. Lindsey:

We have reviewed the Notice of Intent to Adopt an Initial Study/Mitigated Negative Declaration for the Dockweiler State Beach General Plan Amendment (Aquatic Youth Center). The Amendment will allow development of the proposed aquatic youth center adjacent to the Hyperion parking lot (Parking Lot #2). We offer the following comments pursuant to the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*), and in keeping with our agency's mission to work "with others to conserve, protect, and enhance fish, wildlife, and plants and their habitats for the continuing benefit of the American people."

F1-1

It is our understanding that the aquatic youth center will serve the County of Los Angeles' Water Awareness, Training, Education, and Recreation (W.A.T.E.R.) Program, a year-round youth recreation program for boys and girls ages 5 to 17. The facility will include a large multi-purpose room/classroom with a serving kitchen, conference space, administrative space, aquatic storage area, and W.A.T.E.R. vehicle storage area. It is also our understanding that although the proposed project is designed primarily to facilitate the W.A.T.E.R. program, it is also designed to attract large numbers of visitors of all ages to the site.

F1-2

The area just south of the Hyperion parking lot, in the vicinity of the hang gliding practice take-off area, is a winter roosting site for the federally threatened snowy plover (*Charadrius alexandrinus nivosus*). Snowy plovers likely inhabit this area between November 1 and February 28/29. Our main concern regarding the proposed project is the potential for increased human presence in the snowy plover roosting area. In a study of disturbance to wintering snowy plovers near Devereux Slough in Santa Barbara, California, Lafferty (2001) found a decrease in feeding rates by snowy plovers with increased human presence. In areas where disturbance is too intense, snowy plovers

F1-3



May 24 04 12:00p

Southern Division Office

213 626 3116

P. 3

Audra Lindsey (FWS-LA-3996.1)

have been known to abandon a wintering site (Lafferty 2001).

We anticipate that educational and recreational activities conducted in conjunction with the new facility will occur primarily in front of Parking Lot #2 and not affect the snowy plover. However, if any activities will be conducted in the vicinity of the snowy plover roosting area further south along the beach we recommend these activities be scheduled between the months of March and October, when snowy plovers are not likely to be present in the area. If scheduled activities in the vicinity of the snowy plover roosting area cannot be avoided between November 1 and February 28/29, we recommend our office be contacted prior to the event to discuss appropriate measures to minimize disturbance to snowy plovers during the event.

2
Y F1-3
] F1-4

We appreciate the opportunity to provide comments on the proposed project. We are available to work with your agency regarding compliance with the Act. If you have any questions or comments regarding this letter, please contact Christine Medak of this office at (760) 431-9440, extension 298.

Sincerely,

Karen A. Goebel
Assistant Field Supervisor

Literature Cited

Lafferty, K. D. 2001. Disturbance to wintering western snowy plovers. Biological Conservation. 101:315-325.

S1. Terry Roberts, Director, State Clearinghouse, Governor's Office of Planning and Research. March 30, 2004.

Response S1-1

The comment that the California Department of Parks and Recreation has complied with the State Clearinghouse public review requirements for the Mitigated Negative Declaration/Initial Study is acknowledged. No response is required.

S2. David Cohen, Associate Environmental Planner, California Department of Transportation, Division of Aeronautics. May 6, 2004.

Response S2-1

This is a summary reiteration of the proposed project. Several clarifications are made to the Department of Transportation (DOT) understanding of the proposed project as follows:

DOT comment: ".....The project site is approximately 0.5 miles west of the Los Angeles International Airport (LAX)."

Clarification: The project site is not located immediately west of the airport or along the runway track for the 7R/7L runway of LAX. The site location is described on Page 6 of the MND/IS: "... The Dockweiler Youth Center would be centered in an area of the beach that is south of the LAX aircraft overflight area, away from the sound of the planes leaving LAX..." The site is situated southwest of LAX approximately one-half mile south from the intersection of Imperial Highway and Vista del Mar across from the southern end of the Hyperion Water Treatment Plant.

Response S2-2

[This statement needs to be reviewed by State Parks and County of LA.]

Response S2-3

[This statement needs to be reviewed by State Parks and County of LA. This is a problem.]

Response S2-4

The MND/IS was mailed directly to Mr. Roger Johnson of the Los Angeles World Airports (LAWA) on April 28, 2004. To date, no comments have been received from LAWA.

Response S2-5

Comment noted. This comment raises no environmental issues and simply states a policy and/or tenet of good planning practices. No response is necessary.

Response S2-6

[This statement is currently under review by State Parks and County of LA.]

**ENVIRONMENTAL MITIGATION MONITORING
AND REPORTING PROGRAM**

**Dockweiler State Beach General Plan Amendment
Aquatic Youth Center**

Project Files May Be Reviewed at:

County of Los Angeles Department of Beaches and Harbors
13483 Fiji Way, No. 3
Marina del Rey, CA 90292

**Environmental Mitigation Monitoring
and Reporting Program for the
Dockweiler State Beach General Plan Amendment
Aquatic Youth Center**

Section 1: Authority

This Environmental Mitigation Monitoring and Reporting Program has been prepared pursuant to Section 21081.6 of the California Environmental Quality Act, known as CEQA (Public Resources Code Section 21000 et seq.), to provide for the monitoring of mitigation measures required of the Dockweiler State Beach General Plan Amendment Aquatic Youth Center, as set forth in the Mitigated Negative Declaration (MND) prepared for the project. This report will be kept on file in the office of the Los Angeles County Department of Department of Beaches and Harbors 13483 Fiji Way, No. 3 Marina del Rey, CA 90292.

Section 2: Monitoring Schedule

It should be noted that while the State Beach General Plan Amendments fall under the authority of the California Department of Parks and Recreation, the implementation/construction of the Aquatic Youth Center will be undertaken by departments of the County of Los Angeles. Los Angeles County Department of Beaches and Harbors staff will monitor compliance with the provisions of this program. Los Angeles County Department of Beaches and Harbors staff in coordination with other County departments will prepare or cause to be prepared reports identifying compliance with mitigation measures identified in this program. Such reports may consist of, as appropriate, annual project monitoring reports submitted to the Chief of Planning Division, Department of Beaches and Harbors.

Section 3: Changes to Mitigation Measures

Any substantive change in the monitoring and reporting program made by County of Los Angeles Beaches and Harbors staff shall be reported in writing to the Director of Beaches and Harbors, and referenced in the Environmental Mitigation Monitoring Report. Modifications to the mitigation measures may be made by the County of Los Angeles Department of Beaches and Harbors subject to one of the following findings, documented by evidence included in the record:

- a. The mitigation measure included in the MND and the Mitigation Monitoring and Reporting Program is no longer required because the significant environmental impact identified in the MND has been found not to exist, or to occur at a level which makes the impact less than significant as a result of changes in the project, changes in conditions of the environment, or other factors.

OR

- b. The modified or substitute mitigation measures to be included in the Mitigation Monitoring and Reporting Program provide a level of environmental protection equal to or greater than those afforded by the mitigation measures included in the MND and the Mitigation Monitoring and Reporting Program; and

The modified or substitute mitigation measures do not have significant adverse effects on the environment in addition to or greater than those which were considered by the County of Los Angeles in its decisions on the MND and the proposed project; and

The modified or substitute mitigation measures are feasible, and the County, through measures included in the Mitigation Monitoring and Reporting Program or other procedures, can ensure their implementation.

Section 4: Support Documentation

Findings and related documentation supporting the findings involving modifications to mitigation measures will be maintained in the project file with the Mitigation Monitoring and Reporting Program and will be made available to the public upon request.

Section 5: Mitigation Monitoring Matrix

The following matrix identifies the environmental issue areas for which monitoring is required, the required mitigation measures, the time frame for monitoring, and responsible monitoring agencies.

Impact	Mitigation Measures	Time Frame/ Monitoring Milestone	Responsible Monitoring Party
<p>Water Quality</p> <p>Potential runoff from rains occurring during construction activities could result in increased water pollution.</p>	<p>WQ-1</p> <p>All demolition, grading, and excavations will be subject to the typical restrictions and requirements that address erosion and runoff, including the Federal Clean Water Act and National Pollution Discharge Elimination System (NPDES), which includes but may not be limited to silt fencing, sand bags appropriately placed during rain events, and an erosion control plan that uses native species known to occur in the area for re-vegetation. Best Management Practices (BMPs) will be used throughout the project's construction and operation to avoid and minimize associated indirect impacts. The County will incorporate all applicable BMPs described in the <i>California Storm Water Best Management Practice Handbook, Construction Activity</i> into the construction phase of the project.</p>	<p>During construction</p>	<p>County of Los Angeles Department of Public Works</p>
	<p>WQ-2</p> <p>A drainage concept/SUSMP plan will be prepared to assess any drainage related impacts and determine any additional mitigation measures to handle runoff from the project site. The plan will be submitted to the Los Angeles County Department of Public Works Building and Safety Division for review and approval during the project design phase.</p>	<p>During Construction</p>	<p>County of Los Angeles Department of Public Works</p>
<p>Biological Resources</p> <p>Although not identified as an impact because no activities would occur in this area, the south end of the bluff is an area where snowy plovers are known to nest between the months of November and February.</p>	<p>B-1</p> <p>Coordination efforts with FWS would be made if any events are scheduled at the beach during the months of November and February south of the hang gliding area.</p>	<p>Incorporated into the Operations Element</p>	<p>State Parks Department</p>

Impact	Mitigation Measures	Time Frame/ Monitoring Milestone	Responsible Monitoring Party
<p>Possible impacts of construction on the Dockweiler bluffs with respect to the nearby El Segundo Dunes Restoration Project, located northeast of Imperial Highway, across Vista del Mar.</p> <p>Geology and Soils</p> <p>The geotechnical investigation found that the site currently contains sandy material considered that could be undermined in certain tidal conditions creating an unstable foundation.</p> <p>The site is subject to erosion from a variety of sources including, human use and elements.</p>	<p>B-2</p> <p>To mitigate this potentially significant impact, all landscaping used in the proposed project would consist of native coastal sage scrub plant material.</p> <p>G-1</p> <p>The building will be constructed on piles to ensure a stable foundation.</p> <p>G-2</p> <p>Additionally, the construction of protective sand berms would continue to assist in the protection of low-lying improvements along Dockweiler State Beach.</p> <p>G-3</p> <p>General mitigation measures that may reduce erosion impacts include design and construction measures, landscaping, and measures to reduce foot traffic on the slopes. Grading and construction shall be designed so as to require fill materials that can be compacted to a more stable density than is possible for sand. When these materials are compacted and then covered with a clay cap, the potential for erosion would be greatly reduced. Landscaping placed above this clay cap would minimize damage to the cap, and provide further erosion control. The use of paved footpaths, and measures to increase their use over that of the unpaved slope, would further reduce wear and erosive forces on the slope.</p>	<p>Incorporated into landscaping plans.</p> <p>Design incorporated into project design.</p> <p>Continuation of existing beach maintenance practices using sand berms.</p> <p>Incorporated into construction design.</p>	<p>County of Los Angeles Beaches and Harbors in consultation with Department of Public Works.</p> <p>County of Los Angeles Beaches and Harbors in consultation with Department of Public Works</p> <p>County of Los Angeles Beaches and Harbors in consultation with Department of Public Works</p>

Impact	Mitigation Measures	Time Frame/ Monitoring Milestone	Responsible Monitoring Party
<p>Water Usage</p> <p>The new facility will increase water usage at the beach.</p>	<p>W-1</p> <p>The construction of a new facility would include restroom fixtures that comply with local, regional, and state water conservation programs. Among fixtures that can be implemented for the unit's public facilities include toilet displacement bags and low flow showerheads, which dispense 2.8 gallons of water per minute.</p>	<p>Incorporated into construction design</p>	<p>County of Los Angeles Beaches and Harbors in consultation with Department of Public Works</p>
<p>Hazards and Hazardous Materials</p> <p>No potential impacts were identified in the Initial Study; however, to ensure that no impact results due to implementation of this project, a mitigation measure will be incorporated into the project.</p>	<p>HM-1</p> <p>Should any hazardous substances or contamination be encountered during any excavation phase of the project, work in impacted areas will be suspended and the area will be clearly marked. The County of Los Angeles Department of Public Works will be contacted to implement and oversee any required investigation and/or remediation in compliance with applicable laws and regulations. Completion of this measure will be monitored and enforced by the County of Los Angeles Department of Public Works.</p>	<p>During Construction</p>	<p>County of Los Angeles Department of Public Works</p>

Impact	Mitigation Measures	Time Frame/ Monitoring Milestone	Responsible Monitoring Party
<p>Aesthetics/Light and Glare</p> <p>The Land Use and Facilities Element of the General Plan proposes the construction of new parking facilities near the Gillis Restroom, the expansion of the R.V. Campground, the rehabilitation of the Main Entrance, and additional restroom and concession facilities. Each of these proposals presents potential light and glare impacts. Since lighting fixtures will be installed at these areas, the lighting system could potentially cause light and glare for nearby residents, campers at the R.V. Park, and motorists along Vista del Mar. Similarly, the texture of materials chosen for construction of these developments could create light and glare impacts.</p>	<p>A-1</p> <p>Lighting systems installed at Dockweiler State Beach would use high pressure sodium, or similar energy-conserving lighting systems. Directional lighting would be utilized that would shield adjacent residences from potential light and glare impacts.</p>	<p>Incorporated into design plans</p>	<p>County of Los Angeles Beaches and Harbors in consultation with Department of Public Works</p>

Impact	Mitigation Measures	Time Frame/ Monitoring Milestone	Responsible Monitoring Party
<p>The development of new facilities could be incompatible with the natural quality of the existing built form as well as impact some the unit's spectacular view corridors and vista points. In an effort to minimize the effect of new development at Dockweiler State Beach, the General Plan has recommended illustrative design concepts to govern the design, development, and construction of proposed public facilities and recreation activity centers.</p>	<p>A-2</p> <p>Barriers to visual access to the ocean caused by the siting and design of the aquatic youth center looking both west from the highway and north/south along the beach will be decided during the architectural design phase subject to the approval of the California State Parks Department and ultimately through the California Coastal Commission process. Specific building standards -- height, mass, scale, and site coverage would be established for each of the facilities proposed in the Land Use and Facilities Element. Within the planning process, we will incorporate the following principles within the design strategy:</p> <ul style="list-style-type: none"> • Specific building standards -- height, mass, scale, and site coverage would be established for each of the facilities proposed during the planning process; • Recommendations from California State Parks for landscaping design to provide specific and appropriate plant types for this location; • The proposed site has a direct ocean view, with exceptional views of the famous southern California sunsets. The area appears run-down and neglected, with sparse vegetation. The proposed project is anticipated to have a positive effect on the aesthetics of the site by creating a landscaping design that is natural to the environment and an architectural design that complements the vista. Working together, these two esthetic elements will provide areas to sit and enjoy the views from inside and outside of the building 	<p>Incorporated into final design plans</p>	<p>California Commission in consultation with State Parks Department and County of Los Angeles Beaches and Harbors in consultation with Department of Public Works</p>

Impact	Mitigation Measures	Time Frame/ Monitoring Milestone	Responsible Monitoring Party
<p>Noise and Air Quality</p> <p>However, short-term impacts associated with grading and construction has the potential to produce air pollution, air-borne dust, erosion and noise.</p>	<p>N-1 Construction activities will be in compliance with South Coast Air Quality Management District rules and regulations, including rule 403 to minimize the emission of air quality impacts during construction. Equipment will be monitored (and adapted as needed) to ensure that noise levels do not exceed established standards.</p>	<p>During construction</p>	<p>County of Los Angeles Department of Public Works</p>
<p>Although not identified as a significant impact because it is a regulatory requirement, the project is sited in an area subject to overflight noise from LAX.</p>	<p>N-2 The site plan for the Aquatic Youth Center will be review by Caltrans in consultation with Los Angeles World Airports to ensure that applicable noise design standards are incorporated into the project.</p>	<p>Incorporated into final design</p>	<p>County of Los Angeles Beaches and Harbors in consultation with Department of Public Works</p>
<p>Transportation and Traffic</p> <p>Although not identified as a significant impact, a mitigation measure is added to reduce impacts of construction-related traffic.</p>	<p>T-1 Construction-related traffic associated with large equipment and construction materials hauling during weekday peak hours will occur outside of peak traffic hours i.e. 7:00 to 9:00 A.M. and 4:00 to 6:00 P.M., Monday through Friday.</p>	<p>During construction</p>	<p>County of Los Angeles Department of Public Works</p>
<p>This project will result in an increase in public activity at the Dockweiler Bluff Parking Lot.</p>	<p>T-2 The existing parking lot will be redesigned to that cars will be able to line up within the parking lot when dropping off or picking up W.A.T.E.R. program attendees.</p>	<p>Incorporated into design plans.</p>	<p>County of Los Angeles Department of Public Works</p>

Impact	Mitigation Measures	Time Frame/ Monitoring Milestone	Responsible Monitoring Party
<p>Potential involvement between bikers on the bike path and beach goers that are moving from the parking lots to the water is an everyday occurrence at every facility along the nineteen-mile stretch of the bike path. The Dockweiler Youth center, like all the other facilities along the bike path will have to be designed with the safety of the individual on the bike, the beachgoer and the people attending the youth center in mind.</p>	<p>T-3 During the design phase of any new facility on any beach that the Marvin Braude/South Bay Bicycle Trail travels through, facility design must consider any potential conflicts with uses of the beach area. Specific areas of concern include traffic flow signage and lighting, pedestrian flow patterns, parking lot design, and congregation areas. Measures to reduce these impacts include the use of signage lights and supervised crossings of bike path.</p>	<p>Incorporated into design plans and operations manuals.</p>	<p>County of Los Angeles Beaches and Harbors in consultation with Department of Public Works</p>
<p>Safety The increased activity proposed for the beach, potential impacts could include security concerns, safety factors for beach visitors, conflicts for space between existing and proposed recreational uses, and over utilization that may stretch the operational capacity of the unit's managing agency.</p>	<p>S-1 The managing agency would follow the recommendations proposed in the Operations Element of the General Plan. These recommendations outline specific policies that could mitigate potential operational concerns related to increased recreational activity at the unit.</p>	<p>Continued implementation of safety measures as prescribed by the Operations Element.</p>	<p>County of Los Angeles Beaches and Harbors</p>

February 20, 2007

ENCLOSURE D

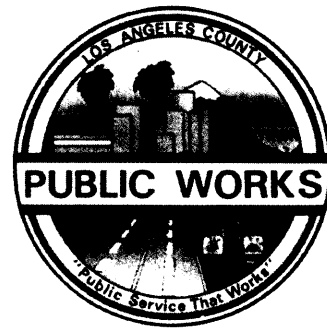
**DOCKWEILER STATE BEACH YOUTH CENTER PROJECT
REVIEW AND CONSIDER MITIGATED NEGATIVE DECLARATION
ADOPT ADDENDUM TO MITIGATED NEGATIVE DECLARATION
ADOPT MITIGATION MONITORING AND REPORTING PROGRAM
ADOPT AND ADVERTISE
SPECS. 6597; C.P. 69222**

ADDENDUM TO MITIGATED NEGATIVE DECLARATION

Addendum to Mitigated Negative Declaration
and
Initial Study

**Dockweiler State Beach General Plan Amendment
Youth Center**

State Clearinghouse. No. 2004041110



October 1, 2006

County of Los Angeles
Department of Public Works
900 South Fremont Avenue
Alhambra, CA 91803-1331

Contact: Salvatore Pecora, Project Manager
(626) 300-2332


Cotton/Bridges/Associates
A Division of P&D Consultants

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1.0 Introduction

SECTION 1.0 INTRODUCTION

1.1 BACKGROUND

On July 15, 2004, the California Parks and Recreation Commission (CPRC) adopted an amendment to the Dockweiler State Beach General Plan to allow a Youth Center to be built on the southern end of Dockweiler State Beach. A Mitigated Negative Declaration (MND, State Clearinghouse Number 2004041110) was prepared by the California Department of Parks and Recreation (CDPR) staff in conjunction with the Los Angeles County Department of Beaches and Harbors (LACDBH). The MND was adopted pursuant to the CPRC adoption of the Dockweiler General Plan Amendment. A mitigation monitoring program (MMP) was also adopted at that time which addressed impacts as discussed in the MND.

Dockweiler State Beach is located in the County of Los Angeles, east of Los Angeles International Airport. The project site is located on the southern end of Dockweiler State Beach approximately one-quarter mile south of the intersection of Vista del Mar and Imperial Highway. LACDBH operates the State Beach under a joint powers agreement with the City of Los Angeles Department of Recreation and Parks.

The previously adopted MND for the Dockweiler State Beach General Plan Amendments allowed for a Youth Center to be constructed at Dockweiler State Beach and described the activities that would occur at the Youth Center. However, specific construction-level details were not available at the time of adoption of the previous MND. Since that time, construction-level details including construction plans for the Youth Center have been developed so that the project can be advertised for construction bids. These construction components include:

Ground Level

- A large multi-purpose room with three operable partitions
- A workstation office room
- Men's and women's locker rooms shower and bathroom
- Warming Kitchen
- Storage

Lower Level

- A covered 3-bay six vehicle storage
- Aquatic storage
- Exterior washdown area
- An interior elevator, stairs and outdoor walkways and ramps are also included in the design

This Addendum to the MND and Initial Study for Dockweiler State Beach General Plan Amendment Youth Center analyzes the construction-level details that are now available for the Youth Center Project. Site plans for the Youth Center are provided in Section 2.0 of this Addendum to the MND and elevation drawings are provided in Section 3.0.

Based on the analysis provided in Section 3.0 of this Addendum to the MND, the mitigation measures of the original MMP have been revised, where appropriate, to ensure that impacts related to the Youth Center are reduced to below a level of CEQA significance. Specifically, the

following mitigation measures have been revised. Deletions are shown in strikethrough and additions are shown in underline.

1.2 APPLICABLE SECTIONS OF THE CEQA GUIDELINES

CEQA Guidelines Section 15162 applies to projects that have some level of previous approval and CEQA documentation. Those previous approvals recognize and anticipate a certain level of development and land use, and level of environmental protection which are documented by findings made by the decision makers. Section 15162 specifically requires a three-prong test of project as it relates to the original CEQA document to determine whether the project will require a subsequent new documentation. These tests are as follows:

(a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

(b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall

prepare a subsequent EIR if required under subsection (a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

Because the previous document was a MND, Section 15070 of the CEQA Guidelines also applies which stipulates:

- (b) The initial study identifies potentially significant effects, but:
 - (1) Revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
 - (2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

CEQA Guidelines Section 15164 allows for the use of an addendum to a negative declaration as follows:

- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- (d) The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

As described previously in Section 1.1, this Addendum to the previously adopted MND has been prepared to analyze the construction-level details of the Youth Center that were not available at the time of the previously adopted MND for the Dockweiler State Beach General Plan Amendments. These details are considered minor technical additions and do not require the preparation of a subsequent EIR or negative declaration.

Lastly, Section 15096, subsections (e) and (f) provide that a responsible agency, which the County of Los Angeles would be in this case, must make a decision on the adequacy of the originally prepared document pursuant to the tests of Section 15162 described earlier.

Based on these sections of the CEQA Guidelines, an addendum to the previously adopted MND for the Dockweiler State Beach General Plan Amendment (Youth Center) was prepared for consideration by the County of Los Angeles Board of Supervisors' action to approve the project and advertise construction bid documents for the Youth Center. The Addendum consists of a systematic review of each question of the Initial Study Checklist and whether any of the new

information provided by the construction plans meet the tests of Section 15162 requiring subsequent or supplemental information be prepared and circulated for public review.

1.3 RESPONSIBLE AGENCY

In accordance with CEQA, the County of Los Angeles, Board of Supervisors is the Responsible Agency for the proposed project and is conducting this review under Section 15096 of the CEQA Guidelines which prescribe the process for a responsible agency.

1.4 PROCESS

The Responsible Agency has prepared an addendum to a MND and the attached Initial Study provides documentation of the analysis of project impacts pursuant to CEQA Guidelines Section 15162. Because only minor technical changes and information are included, an addendum is available and appropriate to use as described under Section 15164 of the CEQA Guidelines. Section 15164 also states that no public review is required. The Board of Supervisors will consider the original MND and this Addendum and make findings as necessary prior to taking action on the proposed project. Following the Board of Supervisors action, a Notice of Determination will be filed with the County Clerk.

As part of the process, the County of Los Angeles will require a valid and effective Coastal Development Permit (CDP) from the California Coastal Commission (CCC) to construct the project. The CCC issued a Notice of Intent to Issue Permit on April 14, 2006, for the development of the Dockweiler State Beach Youth Center (See Appendix B). After the County of Los Angeles has fulfilled each of the prior to issuance special conditions identified in the CCC Notice of Intent to Issue Permit, the CCC will issue the County of Los Angeles a CDP. Once the CDP is effective, the County of Los Angeles will be able to commence development of the proposed project.

In summary, this Addendum to the previously adopted MND, with the accompanying Initial Study provided in Section 3.0, provides an analysis of the impacts associated with the construction-level details of the project that have become available since the adoption of the previous MND. Mitigation measures have been revised as appropriate to ensure that project impacts are reduced to below a level of significance. The mitigation measures, with revisions shown in strikethrough and underline, are provided in Section 2.3 and Section 3.0 of this Addendum to the previously adopted MND.

2.0 Supplemental Information

2.0 SUPPLEMENTAL INFORMATION

2.1 PROJECT SUMMARY

Project Title: Dockweiler State Beach Youth Center, County of Los Angeles

Responsible Agency: County of Los Angeles, Board of Supervisors

Project Sponsor: County of Los Angeles, Department of Beaches and Harbors

Public Agency: County of Los Angeles Department of Public Works

Mailing Address: County of Los Angeles, Department of Public Works
Project Management Division I, 5th Floor
900 South Fremont Avenue
Alhambra, CA 91803-1331

Project Contact: Contact: Salvatore Pecora, Project Manager, (626) 300-2332

Project Location: The address for the Isidore B. Dockweiler State Beach (State Beach) is 8255 Vista del Mar, Los Angeles, CA. The project site is in the southern part of the State Beach, south of the intersection of Imperial Highway and Vista del Mar. The site is located along an existing bluff and adjacent to a public restroom/concession building, a bike path and the existing Dockweiler Bluff Parking Lot along Vista del Mar.

Project Description: The project involves the construction of an 8,800 square foot (sf) split-level structure along the beach bluff at the Dockweiler Bluff Parking Lot at the State Beach. The building is a wood frame and steel building with a varied roof line. The building will have at-grade access from the parking lot and the lower level will have at-grade access to the beach. The existing bluff ranges from about 15-20 feet in height from the beach level. Figure 2-1 shows the construction plans for the proposed facility.

Project Objectives:

To utilize state grant money for the construction of a building to accommodate offices and equipment storage for the Water Awareness Training Education Recreation (W.A.T.E.R.) Program, the Youth Center, which will be administered by the County of Los Angeles Fire Department Lifeguards, and provide an enclosed facility that can function as a community room or a classroom.

Project Characteristics:

Construction Components

The structure has the following components:

Ground Level

- A large multi-purpose room with three operable partitions
- A workstation office room
- Men's and women's locker rooms shower and bathroom
- Warming Kitchen
- Storage

Lower Level

- A covered 3-bay six vehicle storage
- Aquatic storage
- Exterior washdown area
- An interior elevator, stairs and outdoor walkways and ramps are also included in the design

Purpose of the General Plan Amendment and Operational Components

The previously adopted amendment to the Dockweiler State Beach General Plan stated that the purpose of the General Plan Amendment is to allow the construction of a Youth Center to the approved program elements in the Dockweiler State Beach General Plan, originally approved in 1992. The amendment supplements those uses and facilities that are part of the existing General Plan. The proposed Youth Center would be built along the bluff adjacent to Dockweiler Bluff Parking Lot. The facility would serve a number of important purposes, including:

- Serving as the administrative center and provide adaptive facilities for the County's W.A.T.E.R. Program, a year-round youth recreation program for boys and girls ages 5 to 17.
- Serving as the administrative center for volleyball training and activities that will take place in association with the 20 volleyball courts on the beach adjacent to the center.
- The mission of the W.A.T.E.R. Program that is to educate young people about ocean and beach safety by conducting organized recreational activities that provide skills, knowledge and positive personal experiences that allow them to be participants, not spectators.
- The community room in the new youth center would also provide a suitable venue for classes in cultural and natural resources; a variety of classes on surrounding health/safety, parenting, and other adult classes, and various community groups, hang-gliding classes (Dockweiler State Beach only), and beach-related competitions. Such community-based activities would include the free use of the youth center facilities for official State Park purposes.

- The youth center would also provide storage space for the County's Junior Lifeguard program, Ocean Sports Camp, Dolphin Camp, Surf Camp, and Ocean Safety Day, which are all programs run by the W.A.T.E.R. Program throughout the year.
- The youth center would offer storage for beach lifeguard and beach maintenance equipment, which is important to properly serve this isolated portion of beach.

This General Plan Amendment adds specific educational, recreational and administrative uses to the southern Dockweiler State Beach area by allowing the enhancement of W.A.T.E.R. Program facilities. Primary funding for planning and construction of these improvements is assured through the *Safe Neighborhood Parks, Clean Water, Clear Air, and Coastal Protection Bond Act of 2000*.

The General Plan Amendment has been prepared in conformance with State Recreation Area Plan content requirements, authority for which is contained in Sections 539, 5002.2, 5002.3, 5019.50, 5080.03, 5080.20, et al. of the California Public Resources Code, and Section 11370 et seq. of the California Government Code. The County of Los Angeles Department of Beaches and Harbors has prepared this General Plan Amendment for consideration by the State Department of Parks and Recreation and by the State Parks and Recreation Commission.

The County of Los Angeles, as operator of Dockweiler State Beach under a 50 year Joint Powers agreement with the City of Los Angeles, proposes the General Plan Amendment as an implementation program that will create additional public recreation opportunities at this locally-operated unit of the State Park system.

2.2 Findings

The County of Los Angeles finds that the proposed project **HAS PREVIOUSLY BEEN ANALYZED** as part of an earlier CEQA document, namely, the MND for the Dockweiler State Beach General Plan Amendment. Mitigation measures from the MND reduced project impacts to below a level of significance and the County adopted the MND pursuant to State and County CEQA Guidelines.

This Addendum to the previously adopted MND has been prepared to analyze the construction-level details of the Youth Center that were not available at the time of the previously adopted MND for the Dockweiler State Beach General Plan Amendment. This Addendum provides an analysis of the impacts associated with the construction-level details of the project that have become available since the adoption of the previous MND. Mitigation measures have been revised as appropriate based on the analysis and the mitigation measures reduce all impacts related to the project and the construction-level details to below a level of significance. Therefore, this Addendum provides sufficient CEQA documentation for the Youth Center Project.

No public circulation of the Addendum to the previously adopted MND and Initial Study is required as specified in Section 15164 of the CEQA Guidelines.

The documentation supporting this determination is contained in Section 3.0 (Initial Study Checklist).

2.3 Mitigation Measures from Adopted MND and General Plan

The MND included mitigation measures which were incorporated into a Mitigation Monitoring and Reporting Program (MMRP) as required by CEQA. The MMRP identifies the impacts, mitigation measures, the timing of implementation of the mitigation measure and the responsible party for implementing or enforcing the mitigation measure. The MMRP is shown in Table 2-1 below. Changes to these mitigation measures as a result of the analysis conducted in the Initial Study in Section 3.0 are shown in ~~strikeout~~ and underline.

**TABLE 2-1
Mitigation Monitoring and Reporting Program for the Dockweiler State Beach General Plan Amendment**

Impact	Mitigation Measures From MND	Time Frame/ Monitoring Milestone	Responsible Monitoring Party
<p>Water Quality</p> <p>Potential runoff from rains occurring during construction activities could result in increased water pollution.</p>	<p>WQ-1</p> <p>All demolition, grading, and excavations will be subject to the typical restrictions and requirements that address erosion and runoff, including the Federal Clean Water Act and National Pollution Discharge Elimination System (NPDES), which includes but may not be limited to silt fencing, sand bags appropriately placed during rain events, and an erosion control plan that uses native species known to occur in the area for re-vegetation. Best Management Practices (BMPs) will be used throughout the project's construction and operation to avoid and minimize associated indirect impacts. The County will incorporate all applicable BMPs described in the <i>California Storm Water Best Management Practice Handbook, Construction Activity</i> into the construction phase of the project.</p>	<p>During construction</p>	<p>County of Los Angeles Department of Public Works</p>
	<p>WQ-2</p> <p>A drainage concept/SUSMP plan will be prepared to assess any drainage related impacts and determine any additional mitigation measures to handle runoff from the project site. The plan will be submitted to the Los Angeles County Department of Public Works Building and Safety Division for review and approval during the project design phase.</p>	<p>During Construction</p>	<p>County of Los Angeles Department of Public Works</p>

**TABLE 2-1
Mitigation Monitoring and Reporting Program for the Dockweiler State Beach General Plan Amendment**

Impact	Mitigation Measures From MND	Time Frame/ Monitoring Milestone	Responsible Monitoring Party
Biological Resources			
Although not identified as an impact because no activities would occur in this area, the south end of the bluff is an area where snowy plovers are known to nest between the months of November and February.	B-1 Coordination efforts with the United States Fish and Wildlife Service would be made if any events are scheduled at the beach during the months of November through February south of the hang gliding area.	Incorporated into the Operations Element	State Parks Department
Possible impacts of construction on the Dockweiler bluffs with respect to the nearby El Segundo Dunes Restoration Project, located northeast of Imperial Highway, across Vista del Mar.	B-2 To mitigate this potentially significant impact, all landscaping used in the proposed project would consist of native coastal sage scrub plant material.	Incorporated into landscaping plans	County of Los Angeles Beaches and Harbors in consultation with Department of Public Works.
Geology and Soils			
The geotechnical investigation found that the site currently contains sandy material considered that could be undermined in certain tidal conditions creating an unstable foundation.	G-1 <u>The building will be constructed on piles to ensure a stable foundation. Building foundations will be designed and specified in accordance with discussion and recommendations of Arroyo Geotechnical's March 31, 2004, Geotechnical Investigation report of proposed Youth Center project (and June 28, 2006, updated Soils Letter) and Concept Marine Associates April 12, 2004, Wave Run-up Analysis.</u>	Design incorporated into project design	County of Los Angeles Beaches and Harbors in consultation with Department of Public Works

**TABLE 2-1
Mitigation Monitoring and Reporting Program for the Dockweiler State Beach General Plan Amendment**

Impact	Mitigation Measures From MND	Time Frame/ Monitoring Milestone	Responsible Monitoring Party
<p>The site is subject to erosion from a variety of sources including, human use and elements.</p>	<p>G-2 Additionally, the construction of protective sand berms would continue to assist in the protection of low-lying improvements along Dockweiler State Beach.</p> <p>G-3 General mitigation measures that may reduce erosion impacts include design and construction measures, landscaping, and measures to reduce foot traffic on the slopes. Grading and construction shall be designed so as to require fill materials that can be compacted to a more stable density than is possible for sand. When these materials are compacted and then covered with a clay cap, the potential for erosion would be greatly reduced. Landscaping placed above this clay cap would minimize damage to the cap, and provide further erosion control. The use of paved footpaths, and measures to increase their use over that of the unpaved slope, would further reduce wear and erosive forces on the slope. Fill and compaction will be specified in accordance with discussion and recommendations of Arroyo Geotechnical's March 31, 2004, Geotechnical Investigation report of proposed Youth Center project (and June 28, 2004, updated Soils Letter).</p>	<p>Continuation of existing beach maintenance practices using sand berms</p> <p>Incorporated into construction design</p>	<p>County of Los Angeles Beaches and Harbors in consultation with Department of Public Works</p>

**TABLE 2-1
Mitigation Monitoring and Reporting Program for the Dockweiler State Beach General Plan Amendment**

Impact	Mitigation Measures From MND	Time Frame/ Monitoring Milestone	Responsible Monitoring Party
<p>Water Usage</p> <p>The new facility will increase water usage at the beach.</p>	<p>W-1</p> <p>The construction of a new facility would include restroom fixtures that comply with local, regional, and state water conservation programs. Among fixtures that can be implemented for the unit's public facilities include toilet displacement bags and low flow showerheads, which dispense 2.8 gallons of water per minute.</p>	<p>Incorporated into construction design</p>	<p>County of Los Angeles Beaches and Harbors in consultation with Department of Public Works</p>
<p>Hazards and Hazardous Materials</p> <p>No potential impacts were identified in the Initial Study; however, to ensure that no impact results due to implementation of this project, a mitigation measure will be incorporated into the project.</p>	<p>HM-1</p> <p>Should any hazardous substances or contamination be encountered during any excavation phase of the project, work in impacted areas will be suspended and the area will be clearly marked. The County of Los Angeles Department of Public Works will be contacted to implement and oversee any required investigation and/or remediation in compliance with applicable laws and regulations. Completion of this measure will be monitored and enforced by the County of Los Angeles Department of Public Works.</p>	<p>During Construction</p>	<p>County of Los Angeles Department of Public Works</p>

**TABLE 2-1
Mitigation Monitoring and Reporting Program for the Dockweiler State Beach General Plan Amendment**

Impact	Mitigation Measures From MND	Time Frame/ Monitoring Milestone	Responsible Monitoring Party
<p><i>Aesthetics/Light and Glare</i></p> <p>The Land Use and Facilities Element of the General Plan proposes the construction of new parking facilities near the Gillis Restroom, the expansion of the R.V. Campground, the rehabilitation of the Main Entrance, and additional restroom and concession facilities. Each of these proposals presents potential light and glare impacts. Since lighting fixtures will be installed at these areas, the lighting system could potentially cause light and glare for nearby residents, campers at the R.V. Park, and motorists along Vista del Mar. Similarly, the texture of materials chosen for construction of these developments could create light and glare impacts.</p>	<p>A-1</p> <p>Lighting systems installed at Dockweiler State Beach would use high pressure sodium, or similar energy-conserving lighting systems. Directional lighting would be utilized that would shield adjacent residences from potential light and glare impacts.</p>	<p>Incorporated into design plans</p>	<p>County of Los Angeles Beaches and Harbors in consultation with Department of Public Works</p>

TABLE 2-1

Mitigation Monitoring and Reporting Program for the Dockweiler State Beach General Plan Amendment

Impact	Mitigation Measures From MND	Time Frame/ Monitoring Milestone	Responsible Monitoring Party
<p>The development of new facilities could be incompatible with the natural quality of the existing built form as well as impact some the unit's spectacular view corridors and vista points. In an effort to minimize the effect of new development at Dockweiler State Beach, the General Plan has recommended illustrative design concepts to govern the design, development, and construction of proposed public facilities and recreation activity centers.</p>	<p>A-2</p> <p>Barriers to visual access to the ocean caused by the siting and design of the Youth Center looking both west from the highway and north/south along the beach will be decided during the architectural design phase subject to the approval of the California State Parks Department and ultimately through the California Coastal Commission process. Specific building standards -- height, mass, scale, and site coverage would be established for each of the facilities proposed in the Land Use and Facilities Element. Within the planning process, we will incorporate the following principles within the design strategy:</p> <ul style="list-style-type: none"> • Specific building standards -- height, mass, scale, and site coverage would be established for each of the facilities proposed during the planning process; • Recommendations from California State Parks for landscaping design to provide specific and appropriate plant types for this location; • The proposed site has a direct ocean view, with exceptional views of the famous southern California sunsets. The area appears run-down and neglected, with sparse vegetation. The proposed project is anticipated to have a positive effect on the aesthetics of the site by creating a landscaping design that is natural to the environment and an architectural design that compliments the vista. Working together, these two esthetic elements will provide areas to sit and enjoy the views from inside and outside of the building 	<p>Incorporated into final design plans</p>	<p>California Coastal Commission in consultation with State Parks Department and County of Los Angeles Beaches and Harbors in Department of Public Works</p>

TABLE 2-1

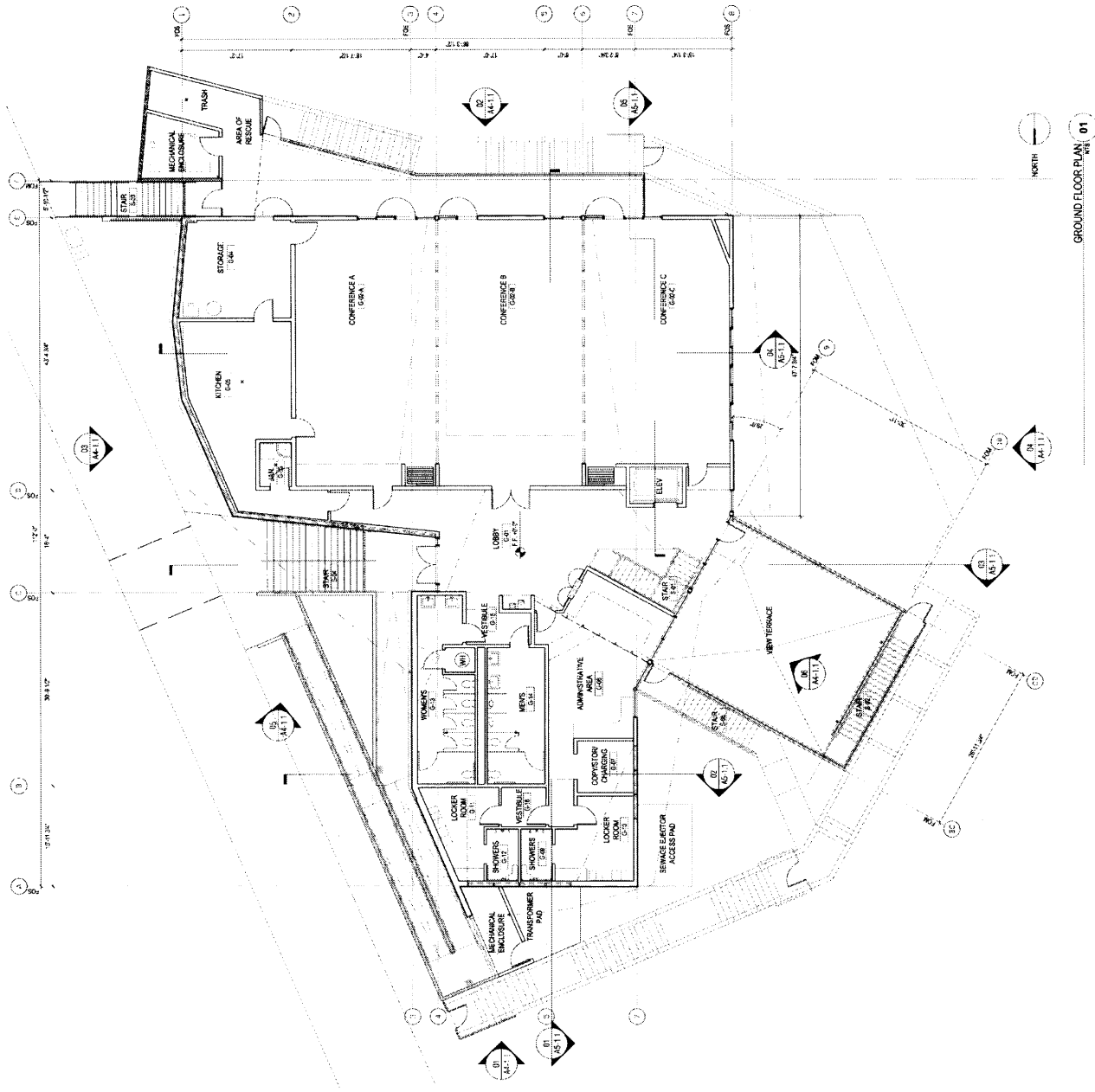
Mitigation Monitoring and Reporting Program for the Dockweiler State Beach General Plan Amendment

Impact	Mitigation Measures From MND	Time Frame/ Monitoring Milestone	Responsible Monitoring Party
<p>Noise and Air Quality However, short-term impacts associated with grading and construction has the potential to produce air pollution, air-borne dust, erosion and noise.</p>	<p>N-1 Construction activities will be in compliance with South Coast Air Quality Management District rules and regulations, including rule 403 to minimize the emission of air quality impacts during construction. Equipment will be monitored (and adapted as needed) to ensure that noise levels do not exceed established standards.</p>	<p>During construction</p>	<p>County of Los Angeles Department of Public Works</p>
<p>Although not identified as a significant impact because it is a regulatory requirement, the project is sited in an area subject to overflight noise from LAX.</p>	<p>N-2 The site plan for the Youth Center will be review by Caltrans in consultation with Los Angeles World Airports to ensure that applicable noise design standards are incorporated into the project.</p>	<p>Incorporated into final design</p>	<p>County of Los Angeles Beaches and Harbors in consultation with Department of Public Works</p>
<p>Transportation and Traffic Although not identified as a significant impact, a mitigation measure is added to reduce impacts of construction-related traffic.</p>	<p>T-1 Construction-related traffic associated with large equipment and construction materials hauling during weekday peak hours will be <u>limited as much as possible</u> to occur outside of peak traffic hours i.e. 7:00 to 9:00 A.M. and 4:00 to 6:00 P.M., Monday through Friday.</p>	<p>During construction</p>	<p>County of Los Angeles Department of Public Works</p>
<p>This project will result in an increase in public activity at the Dockweiler Bluff Parking Lot.</p>	<p>T-2 The existing parking lot will be <u>redesigned to that cars will be able modified to allow cars to line up within the parking lot when dropping off or picking up W.A.T.E.R. Program attendees.</u></p>	<p>Incorporated into design plans</p>	<p>County of Los Angeles Department of Public Works</p>

TABLE 2-1

Mitigation Monitoring and Reporting Program for the Dockweiler State Beach General Plan Amendment

Impact	Mitigation Measures From MND	Time Frame/ Monitoring Milestone	Responsible Monitoring Party
<p>Potential involvement between bikers on the bike path and beach goers that are moving from the parking lots to the water is an everyday occurrence at every facility along the nineteen-mile stretch of the bike path. The Dockweiler Youth center, like all the other facilities along the bike path will have to be designed with the safety of the individual on the bike, the beachgoer and the people attending the youth center in mind.</p>	<p>T-3 During the design phase of any new facility on any beach that the Marvin Braude/South Bay Bicycle Trail travels through, facility design must consider any potential conflicts with uses of the beach area. Specific areas of concern include traffic flow signage and lighting, pedestrian flow patterns, parking lot design, and congregation areas. Measures to reduce these impacts include the use of signage lights and supervised crossings of bike path. <u>During construction activities, the bike path will be re-routed through the Dockweiler Bluff Parking Lot avoiding the construction area and routed back to the bike path. The bike path re-routing plan shall be incorporated into the design/construction bid package.</u></p>	<p>Incorporated into design plans and operations manuals</p>	<p>County of Los Angeles Beaches and Harbors in consultation with Department of Public Works</p>
<p>Safety The increased activity proposed for the beach, potential impacts could include security concerns, safety factors for beach visitors, conflicts for space between existing and proposed recreational uses, and over utilization that may stretch the operational capacity of the unit's managing agency.</p>	<p>S-1 The managing agency would follow the recommendations proposed in the Operations Element of the General Plan. These recommendations outline specific policies that could mitigate potential operational concerns related to increased recreational activity at the unit.</p>	<p>Continued implementation of safety measures as prescribed by the Operations Element</p>	<p>County of Los Angeles Beaches and Harbors</p>



GROUND FLOOR PLAN 01

Figure 2-1 Site Plan (Ground Floor Plan)

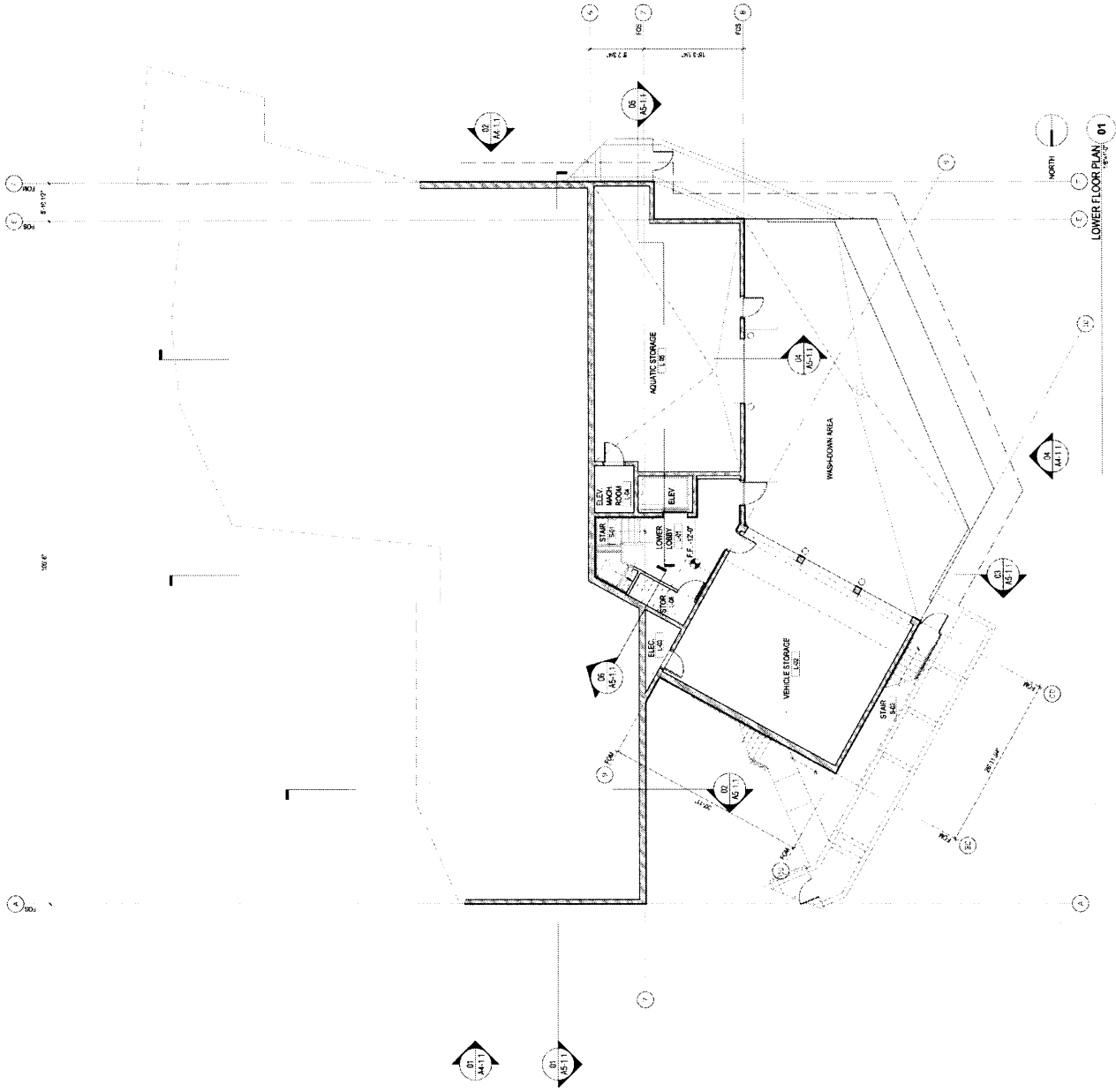


Figure 2-1 Site Plan (Lower Floor Plan)

3.0 Initial Study

3.0 Initial Study

3.1 Initial Study Checklist Project Summary Sheet

- | | |
|---|--|
| 1. Project Title: | Dockweiler State Beach Youth Center |
| 2. Responsible Agency: | County of Los Angeles, Board of Supervisors |
| 3. Public Agency Name and Address: | County of Los Angeles
Department of Public Works
Project Management Division I, 5 th Floor
900 South Fremont Avenue
Alhambra, CA 91803-1331 |
| 4. Contact Person and Phone Number: | Salvatore Pecora, Project Manager
(626) 300-2332 |
| 5. Project Location: | Dockweiler State Beach
8255 Vista Del Mar
Los Angeles, CA 90293 |
| 6. Project Sponsor's Name and Address: | County of Los Angeles
Department of Beaches and Harbors |
| 7. General Plan Designation: | Open space |
| 8. Zoning: | n/a |
| 9. Description of Project: | Construction of an 8,800 square foot Youth Center facility on the Dockweiler Bluff Parking Lot at Dockweiler State Beach |
| 10. Surrounding Land Uses and Setting: | State Beach outdoor recreation uses, Hyperion Sewage Treatment Plant |
| 11. Other public agencies whose approval is required: | California Coastal Commission |

3.2 Foreword

This analysis analyzes the previously adopted MND and mitigation measures through the application of Section 15162 of the CEQA Guidelines. The structure of previously adopted MND had mitigation measures included in both the text of the General Plan Amendment (MND/GPA) and the Initial Study. These mitigation measures will be discussed in this Initial Study as they relate to the subsequent level of added detail to the project and whether or not additional mitigation measures will be required. Changes made to the previously adopted mitigation measures as a result of the analysis in this Initial Study are shown in strikeout and underline.

3.3 Environmental Checklist and Analysis

Environmental Subjects and Questions	Substantial Changes require Revisions	Substantial Changes in Circumstance	New Potentially Significant Impact from New Information	No Change
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I. AESTHETICS -- Would the project:

a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.3 Environmental Checklist and Analysis

<u>Environmental Subjects and Questions</u>	<u>Substantial Changes require Revisions</u>	<u>Substantial Changes in Circumstance</u>	<u>New Potentially Significant Impact from New Information</u>	<u>No Change</u>
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a through d. No change. The Environmental Impact Element of the MND/GPA included the identification of potential impacts to vistas and viewpoints, and incompatibility of the structure with the natural environment. Two mitigation measures were adopted to reduce potential impacts to aesthetics to a less than significant level. These are:

A-1

Lighting systems installed at Dockweiler State Beach would use high pressure sodium, or similar energy-conserving lighting systems. Directional lighting would be utilized that would shield adjacent residences from potential light and glare impacts.

A-2

Barriers to visual access to the ocean caused by the siting and design of the Youth Center looking both west from the highway and north/south along the beach will be decided during the architectural design phase subject to the approval of the California State Parks Department and ultimately through the California Coastal Commission process. Specific building standards -- height, mass, scale, and site coverage would be established for each of the facilities proposed in the Land Use and Facilities Element. Within the planning process, we will incorporate the following principles within the design strategy:

- Specific building standards -- height, mass, scale, and site coverage would be established for each of the facilities proposed during the planning process;
- Recommendations from California State Parks for landscaping design to provide specific and appropriate plant types for this location;
- The proposed site has a direct ocean view, with exceptional views of the famous southern California sunsets. The area appears run-down and neglected, with sparse vegetation. The proposed project is anticipated to have a positive effect on the aesthetics of the site by creating a landscaping design that is natural to the environment and an architectural design that compliments the vista. Working together, these two aesthetic elements will provide areas to sit and enjoy the views from inside and outside of the building.

Analysis: The propose construction design of the building includes low-glare lighting and a reduced profile design to reduce the visual impact to views from the beach. Elevations of the building are included in Figures 3-1 and 3-2. There is no substantial change to the project, new information or new significant impact regarding aesthetics which would require changes to the analysis, conclusions and mitigation measures from the previously adopted MND. No new documentation is required.

II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

3.3 Environmental Checklist and Analysis

Environmental Subjects and Questions	Substantial Changes require Revisions	Substantial Changes in Circumstance	New Potentially Significant Impact from New Information	No Change
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a through c. No change. The previously adopted MND stated that there are no agricultural uses or rated land/soils on the site and, therefore, no impacts would occur. There is no change to the original analysis and conclusion. No new documentation is required.

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.3 Environmental Checklist and Analysis

Environmental Subjects and Questions	Substantial Changes require Revisions	Substantial Changes in Circumstance	New Potentially Significant Impact from New Information	No Change
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a through e. No change. The South Coast Air Quality Management District (SCAQMD) is responsible for implementation of the Air Quality Management Plan. The goal of the Plan is to bring the air basin into compliance with state and federal ambient air quality standards by identifying which projects would result in significant levels of air pollution. Based on the relatively small magnitude of air pollutant emissions associated with the project, the proposed project would not result in any conflict with, or obstruction of, the objectives or implementation of the SCAQMD Air Quality Management Plan.

Short-Term Construction Impact

Section 7.2.1.2 of the previously adopted MND/GPA identified that there were potential short-term construction impacts to air quality associated with air-borne dust, erosion. Mitigation measure N-1 was also adopted in the MMRP to address potential short-term construction air quality impacts.

N-1

Construction activities will be in compliance with South Coast Air Quality Management District rules and regulations, including rule 403 to minimize the emission of air quality impacts during construction. Equipment will be monitored (and adapted as needed) to ensure that noise levels do not exceed established standards.

Analysis: There is no substantial change to the project, new information or new significant impact regarding short-term air quality which would require changes to the analysis, conclusions and mitigation measures from the previously adopted MND. The construction anticipated in the previous MND has not changed. No new documentation is required.

Long-Term Operational Impact

According to the previously adopted MND, the anticipated trip generation from the operation of the youth center will consist of regular staff commute trips, estimated to be 55,800 annual vehicle miles traveled (VMT, assuming an average of six staff/day, average 30 miles per trip, and 310 program days per year). An annual VMT of 232,500 represents the estimated mileage from program participants, assuming an average of 100 participants/day, four persons/vehicle, average 30 miles per trip, and 310 program days per year. However, these trips would have occurred with the expansion of the W.A.T.E.R. Program regardless of whether or not the Youth Center was built. Therefore, the Youth Center will only result in a change in the concentration of those trips and not a substantial increase in VMT in the region.

The proposed project's 600 additional spaces may generate additional vehicular traffic from increased visitation. However, localized concentrations of vehicle-generated carbon monoxide would not be expected to exceed ambient air quality standards. As such, air quality impacts from mobile source emissions would be less than significant.

Analysis: There is no substantial change to the project, new information or new significant impact regarding long-term air quality which would require changes to the analysis, conclusions and mitigation measures from the previously adopted MND. The level and intensity of use of the facility anticipated in the previous MND has not changed. No new documentation is required.

IV. BIOLOGICAL RESOURCES -- Would the project:

3.3 Environmental Checklist and Analysis

Environmental Subjects and Questions	Substantial Changes require Revisions	Substantial Changes in Circumstance	New Potentially Significant Impact from New Information	No Change
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.3 Environmental Checklist and Analysis

Environmental Subjects and Questions	Substantial Changes require Revisions	Substantial Changes in Circumstance	New Potentially Significant Impact from New Information	No Change
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a through f. No change. A potential impact was identified regarding vegetation. In addition, the United States Fish and Wildlife Service (USFWS) sent a comment letter requesting that an area south of the proposed Youth Center be restricted to limited access. These were addressed with mitigation measure B-1 addressing the USFWS concerns about the snowy plover and mitigation measure B-2 addressing landscaping and vegetation concerns. These mitigation measures were adopted in the mitigation monitoring and reporting program (MMRP).

B-1

Coordination efforts with the United States Fish and Wildlife Service would be made if any events are scheduled at the beach during the months of November and February south of the hang gliding area.

B-2

To mitigate this potentially significant impact, all landscaping used in the proposed project would consist of native coastal sage scrub plant material.

Analysis: There is no substantial change to the project, new information or new significant impact regarding biological resources which would require changes to the analysis, conclusions and mitigation measures from the previously adopted MND. No new documentation is required.

V. CULTURAL RESOURCES -- Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a through d. No change. The previous MND/GPA and Initial Study stated that there are no know cultural or historic resources on the project site. However, the Initial Study in the previously adopted MND provided mitigation through standard procedures with regard to archaeological/cultural finds as follows:

In the event that previously undocumented cultural resources are encountered during project construction (including but not limited to dark soil containing shellfish, bone, flaked stone, ground stone, or historic trash), work within the immediate vicinity of the find will stop until a DPR – qualified cultural resource specialist has evaluated the find and implemented appropriate disposition of the artifact(s).

3.3 Environmental Checklist and Analysis

Environmental Subjects and Questions	Substantial Changes require Revisions	Substantial Changes in Circumstance	New Potentially Significant Impact from New Information	No Change
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This mitigation measure which was included as part of the previous analysis is added to the MMRP as Mitigation Measure C-1 and will be adopted along with the adoption of this addendum.

Analysis: There is no substantial change to the project, new information or new significant impact regarding cultural resources which would require changes to the analysis, conclusions and mitigation measures from the previously adopted MND. The construction anticipated in the previous MND has not changed. No new documentation is required.

VI. GEOLOGY AND SOILS -- Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.3 Environmental Checklist and Analysis

Environmental Subjects and Questions	Substantial Changes require Revisions	Substantial Changes in Circumstance	New Potentially Significant Impact from New Information	No Change
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a through e. No change. The project includes tie-ins to local waste water infrastructure, permeable soils for septic tank use is not a concern. The MND/GPA found that there were no extraordinary seismic conditions and that compliance with State and County Building Code standards will address risks from seismic activities. In order to better understand project engineering and design constraints, a geotechnical report and a wave run-up study were completed for the project site and recommendations from these reports were incorporated into the design of the structure and mitigation measures were incorporated into the MND to ensure structural stability and integrity. A Geotechnical Investigation Report, March 31, 2004, was provided by Arroyo Geotechnical in support of the previously adopted MND. An updated soils letter dated June 28, 2004 was also provided. Concept Marine Associates provided a Wave Run-Up Analysis dated April 12, 2004. Mitigation Measure G-3 has been expanded to include the recommendations of these reports and letter. Modifications appear in strikeout and underline below. The mitigation measures are as follows.

G-1

~~The building will be constructed on piles to ensure a stable foundation.~~ Building foundations will be designed and specified in accordance with discussion and recommendations of Arroyo Geotechnical's March 31, 2004, Geotechnical Investigation report of proposed Youth Center project (and June 28, 2006, updated Soils Letter) and Concept Marine Associates April 12, 2004, Wave Run-up Analysis.

G-2

Additionally, the construction of protective sand berms would continue to assist in the protection of low-lying improvements along Dockweiler State Beach.

G-3

General mitigation measures that may reduce erosion impacts include design and construction measures, landscaping, and measures to reduce foot traffic on the slopes. Grading and construction shall be designed so as to require fill materials that can be compacted to a more stable density than is possible for sand. When these materials are compacted and then covered with a clay cap, the potential for erosion would be greatly reduced. Landscaping placed above this clay cap would minimize damage to the cap, and provide further erosion control. The use of paved footpaths, and measures to increase their use over that of the unpaved slope, would further reduce wear and erosive forces on the slope. Fill and compaction will be specified in accordance with discussion and recommendations of Arroyo Geotechnical's March 31, 2004, Geotechnical Investigation report of proposed Youth Center project (and June 28, 2004, updated Soils Letter).

Analysis: There is no substantial change to the project, new information or new significant impact regarding geology and soils which would require changes to the analysis and conclusions from the previously adopted MND. The construction anticipated in the previous MND has not changed.

3.3 Environmental Checklist and Analysis

Environmental Subjects and Questions	Substantial Changes require Revisions	Substantial Changes in Circumstance	New Potentially Significant Impact from New Information	No Change
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VII. HAZARDS AND HAZARDOUS MATERIALS --

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a through d. No change. The project does not include the handling, transportation or disposal of hazardous materials. The site is not known to previously have had any uses that would involve these substances. However, in a modicum of caution and in response to a comment letter received by the Department of Toxic Substances Control, Mitigation Measure HM-1 was added to the MMRP to address the issue of discovering contaminated soils on the site, although this is considered a less than significant impact even without the addition of the mitigation measure.

HM-1

Should any hazardous substances or contamination be encountered during any excavation phase of the project, work in impacted areas will be suspended and the area will be clearly marked. The County of Los Angeles Department of Public Works will be contacted to implement and oversee any required investigation and/or remediation in compliance with applicable laws and regulations. Completion of this measure will be monitored and enforced by the County of Los Angeles Department of Public Works.

Analysis: There is no substantial change to the project, new information or new significant impact regarding hazardous materials which would require changes to the analysis, conclusions and mitigation measures from the previously adopted MND. The construction anticipated in the previous MND has not changed. No new documentation is required.

3.3 Environmental Checklist and Analysis

Environmental Subjects and Questions	Substantial Changes require Revisions	Substantial Changes in Circumstance	New Potentially Significant Impact from New Information	No Change
<p>e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e. No change. The project site lies within two miles of Los Angeles International Airport. The project site is approximately 0.75 of a mile south west of runway 7R/7L and inside the Airport Influence Area, which requires consultation with the permitting authority for the Airport. Comment letters were received in response to consultation with the Los Angeles World Airports (LAWA) and Caltrans, Division of Aeronautics. The consultation involved the locational compatibility and potential mitigation of the Youth Center. It was determined that compatibility issues of the location of the project site involve noise attenuation in the structure to meet interior noise standards taking into account the overflight noise from the Airport. This issue is discussed in further detail under Section XI (Noise). In order to address noise compatibility issues, mitigation measure N-2 was added to the MMRP to ensure that noise attenuation design requirements were incorporated into the project. All correspondence pursuant to this consultation is included in Appendix A.</p>				
<p>N-2</p>				
<p>The site plan for the Youth Center will be review by Caltrans in consultation with Los Angeles World Airports to ensure that applicable noise design standards are incorporated into the project.</p>				
<p>Analysis: There is no substantial change to the project, new information or new significant impact regarding safety hazards for people residing or working in a project area close to an airport which would require changes to the analysis, conclusions and mitigation measures from the previously adopted MND. The construction anticipated in the previous MND has not changed. No new documentation is required.</p>				
<p>f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.3 Environmental Checklist and Analysis

Environmental Subjects and Questions	Substantial Changes require Revisions	Substantial Changes in Circumstance	New Potentially Significant Impact from New Information	No Change
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f through h. No private airstrip is located within two miles of the project site because of the proximity of the Los Angeles International Airport. The project involves construction of a building at the beach. It would not be necessary to block any roads to implement the project. Therefore, there are no potential impacts related to emergency response plans or emergency evacuation plans. There are no wildlands at or near the Youth Center site, as the site is a beach and the project vicinity is developed in urban land uses. No adverse impact will result.

Analysis: There is no substantial change to the project, new information or new significant impact regarding hazards from private air strips, interference with emergency/evacuation plans or wildland fires which would require changes to the analysis, conclusions and mitigation measures from the previously adopted MND. The construction anticipated in the previous MND has not changed. No new documentation is required.

VIII. HYDROLOGY AND WATER QUALITY --

Would the project:

- a) Violate any water quality standards or waste discharge requirements?

a. No change. As discussed in the MND/GPA in Section 7.2.1.3, grading activities will be subject to compliance with applicable federal, state and local standards as provided in Mitigation measures WQ-1 and WQ-2 which were included in the MMP. In addition, further review of specific BMPs included in the required Water Quality Management Program for the project will be completed through the Coastal Development Permit review. BMPs comprise structural and non-structural BMPs as specified in mitigation measure WQ-1.

WQ-1

All demolition, grading, and excavations will be subject to the typical restrictions and requirements that address erosion and runoff, including the Federal Clean Water Act and National Pollution Discharge Elimination System (NPDES), which includes but may not be limited to silt fencing, sand bags appropriately placed during rain events, and an erosion control plan that uses native species known to occur in the area for re-vegetation. Best Management Practices (BMPs) will be used throughout the project's construction and operation to avoid and minimize associated indirect impacts. The County will incorporate all applicable BMPs described in the *California Storm Water Best Management Practice Handbook, Construction Activity* into the construction phase of the project.

WQ-2

A drainage concept/SUSMP plan will be prepared to assess any drainage related impacts and determine any additional mitigation measures to handle runoff from the project site. The plan will be submitted to the Los Angeles County Department of Public Works Building and Safety Division for review and approval during the project design phase.

Analysis: There is no substantial change to the project, new information or new significant impact regarding water quality standards and waste discharge requirements which would require changes to the analysis, conclusions and mitigation measures from the previously adopted MND. The construction anticipated in the previous MND has not changed. No new documentation is required.

3.3 Environmental Checklist and Analysis

Environmental Subjects and Questions	Substantial Changes require Revisions	Substantial Changes in Circumstance	New Potentially Significant Impact from New Information	No Change
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

b through e. No change. As discussed in Section 7.2.2 of the MND/GPA, drainage and runoff at the project site will not be significantly affected by the implementation of the proposed project. Water usage will increase with the added showerheads, toilets and urinals. Mitigation measure W-1 was incorporated into the project and included in the MMRP.

W-1

The construction of a new facility would include restroom fixtures that comply with local, regional, and state water conservation programs. Among fixtures that can be implemented for the unit's public facilities include toilet displacement bags and low flow showerheads, which dispense 2.8 gallons of water per minute.

Analysis: There is no substantial change to the project, new information or new significant impact regarding drainage, runoff/flooding and water usage which would require changes to the analysis, conclusions and mitigation measures from the previously adopted MND. The construction anticipated in the previous MND has not changed. No new documentation is required.

f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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f. No change. Refer discussion for VIII. (a) earlier in this document.

3.3 Environmental Checklist and Analysis

Environmental Subjects and Questions	Substantial Changes require Revisions	Substantial Changes in Circumstance	New Potentially Significant Impact from New Information	No Change
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

g through j. No change. The project location and design have not changed. As discussed in the MND checklist analysis, the majority of active uses on the site occur at the top of the bluff which will minimize risk exposure to flooding. It should be noted that the W.A.T.E.R. Programs are either cancelled or moved indoors when there are substantial rain storms. The project does not elevate the risk of people attending the beach or the participants in the existing W.A.T.E.R. Program.

Analysis: There is no substantial change to the project, new information or new significant impact regarding flood risks which would require changes to the analysis, conclusions and mitigation measures from the previously adopted MND. The construction anticipated in the previous MND has not changed. No new documentation is required.

IX. LAND USE AND PLANNING -- Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.3 Environmental Checklist and Analysis

Environmental Subjects and Questions	Substantial Changes require Revisions	Substantial Changes in Circumstance	New Potentially Significant Impact from New Information	No Change
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a through c. No change. According to the MND/GPA, the proposed project simultaneously meets the land use objectives of the State Beach General Plan, County of Los Angeles General Plan and California Coastal Act. The project is not situated in a location where it could physically divide an established community. No habitat conservation plan or natural community conservation plan applies to the site. The project is not located in an area which has a habitat conservation plan or natural community conservation plan.

Analysis: There is no substantial change to the project, new information or new significant impact regarding land use or planning which would require changes to the analysis, conclusions and mitigation measures from the previously adopted MND. The construction anticipated in the previous MND has not changed. No new documentation is required.

X. MINERAL RESOURCES -- Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a and b. No change. As discussed in the previous Initial Study, the project site is not known to contain mineral resources of value to the region and/or state residents. No land use plan delineates the site as a locally important mineral resource recovery site.

Analysis: There is no substantial change to the project, new information or new significant impact regarding mineral resources which would require changes to the analysis, conclusions and mitigation measures from the previously adopted MND. The construction anticipated in the previous MND has not changed. No new documentation is required.

XI. NOISE -- Would the project result in:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

3.3 Environmental Checklist and Analysis

Environmental Subjects and Questions	Substantial Changes require Revisions	Substantial Changes in Circumstance	New Potentially Significant Impact from New Information	No Change
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>a through d. No change. As discussed in the MND/GPA and Initial Study, there are no sensitive noise receptors near the project. Mitigation measure N-1 includes specifications to ensure that construction equipment is monitored and appropriately adapted to ensure that no noise standards are exceeded. Mitigation measure N-1 is part of the adopted MMRP for the project.</p>				
<p>N-1</p>				
<p>Construction activities will be in compliance with South Coast Air Quality Management District rules and regulations, including rule 403 to minimize the emission of air quality impacts during construction. Equipment will be monitored (and adapted as needed) to ensure that noise levels do not exceed established standards.</p>				
<p>Analysis: There is no substantial change to the project, new information or new significant impact regarding excessive noise or vibrations which would require changes to the analysis, conclusions and mitigation measures from the previously adopted MND. The construction anticipated in the previous MND has not changed. No new documentation is required.</p>				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.3 Environmental Checklist and Analysis

Environmental Subjects and Questions	Substantial Changes require Revisions	Substantial Changes in Circumstance	New Potentially Significant Impact from New Information	No Change
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e and f. No change. There is no private airstrip in the vicinity of the project site. As discussed earlier in this addendum, the project is located less than one mile away from runway 7L/7R of the Los Angeles International Airport and is therefore in its Airport Influence Area. The project was reviewed by both Caltrans, Division of Aviation and LAWA. This consultation resulted in the addition of mitigation measure N-2 in the MMRP. The site is subject to overflight noise at or above 65 A-weighted decibels (dBA) Community Noise Equivalent Level (CNEL). The CNEL standard is a weighted, noise scale averaged over a period of 24 hours. Most modern buildings afford 20 dBA or above noise attenuation. A structural analysis of the building to model the interior noise was completed and design modifications were added to ensure that the 45 interior dBA standard was met. Therefore, as suggested in the consultation with LAWA and Caltrans, a 45 dBA interior noise standard will be met consistent with the specifications of mitigation measure N-2.

N-2

The site plan for the Youth Center will be reviewed by Caltrans in consultation with Los Angeles World Airports to ensure that applicable noise design standards are incorporated into the project.

Analysis: There is no substantial change to the project, new information or new significant impact related to overflight noise which would require changes to the analysis, conclusions and mitigation measures from the previously adopted MND. The construction anticipated in the previous MND has not changed. No new documentation is required.

XII. POPULATION AND HOUSING -- Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a through c. No change. As discussed in the previous Initial Study, the project would provide a new source of employment and does not involve any residential displacement.

Analysis: There is no substantial change to the project, new information or new significant impact regarding population and housing which would require changes to the analysis, conclusions and mitigation measures from the previously adopted MND. The construction anticipated in the previous MND has not changed. No new documentation is required.

3.3 Environmental Checklist and Analysis

Environmental Subjects and Questions	Substantial Changes require Revisions	Substantial Changes in Circumstance	New Potentially Significant Impact from New Information	No Change
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XIII. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. No change. As discussed in the MND/GPA in Section 7.2.3 and the Initial Study, the project involves an improvement in the utilization of existing resources in the County of Los Angeles. An added benefit is the provision of more emergency services, and educational and recreational opportunities in an underutilized part of Dockweiler State Beach. The project would not overburden or require the expansion of any of these public services.

Analysis: There is no substantial change to the project, new information or new significant impact regarding public services which would require changes to the analysis, conclusions and mitigation measures from the previously adopted MND. The construction anticipated in the previous MND has not changed. No new documentation is required.

XIV. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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3.3 Environmental Checklist and Analysis

Environmental Subjects and Questions	Substantial Changes require Revisions	Substantial Changes in Circumstance	New Potentially Significant Impact from New Information	No Change
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a and b. No change. The project remains exactly as described in Section 2.4 of the MND/GPA with no changes to the amount and type of outdoor recreation and educational programs which will be operated out of the Youth Center. As discussed earlier in Land Use, the project will achieve several major objectives with regard to utilizing existing recreational resources.

Analysis: There is no substantial change to the project, new information or new significant impact regarding recreation resources which would require changes to the analysis, conclusions and mitigation measures from the previously adopted MND. The construction anticipated in the previous MND has not changed. No new documentation is required.

XV. TRANSPORTATION/TRAFFIC -- Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

3.3 Environmental Checklist and Analysis

Environmental Subjects and Questions	Substantial Changes require Revisions	Substantial Changes in Circumstance	New Potentially Significant Impact from New Information	No Change
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a through c. No change. The project involves no use that could change air traffic patterns. As analyzed in the MND/GPA and Initial Study, City of Los Angeles Traffic Counts taken along Vista del Mar indicate that weekday and weekend traffic operates at level of service (LOS) A, and is not currently congested. Operation of the proposed project is not expected to decrease the LOS below current operating efficiency, except for occasional summer special events held at the site. These special events are subject to separate permits which include parking, crowd safety and traffic control measures. Although not identified as a significant impact of the project, mitigation measure T-1 was added to the project to reduce any conflicts concerning construction equipment and peak hour traffic. However, this mitigation measure is modified to allow greater flexibility in contract arrangements and enforceability. Modifications appear in underline below.

T-1

Construction-related traffic associated with large equipment and construction materials hauling during weekday peak hours will be limited as much as possible to occur outside of peak traffic hours i.e. 7:00 to 9:00 A.M. and 4:00 to 6:00 P.M., Monday through Friday.

Analysis: There is no substantial change to the project, new information or new significant impact regarding traffic generation which would require changes to the analysis, conclusions and mitigation measures from the previously adopted MND. The construction anticipated in the previous MND has not changed. No new documentation is required.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

3.3 Environmental Checklist and Analysis

Environmental Subjects and Questions	Substantial Changes require Revisions	Substantial Changes in Circumstance	New Potentially Significant Impact from New Information	No Change
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d. No change. The MND/GPA and Initial Study note that there is a pre-existing condition of a safety hazard in crossing Vista del Mar over to the beach. However, the programs operated out of the Youth Center involve the bussing of children and employee parking in the adjacent lot. Therefore, the project does not worsen or add to this pre-existing condition.

The entrance to the Youth Center from the parking lot will involve crossing the bicycle trail. Mitigation measure T-3 was incorporated into the project. An additional component has been added to ensure that conflicts between the bike path users and construction operations are minimized and will be incorporated into the MMRP. Modifications appear in ~~strikeout~~ and underline below.

T-3

During the design phase of any new facility on any beach that the Marvin Braude/South Bay Bicycle Trail travels through, facility design must consider any potential conflicts with uses of the beach area. Specific areas of concern include traffic flow signage and lighting, pedestrian flow patterns, parking lot design, and congregation areas. Measures to reduce these impacts include the use of signage lights and supervised crossings of bike path.

During construction activities, the bike path will be re-routed through the Dockweiler Bluff Parking Lot avoiding the construction area and routed back to the bike path. The bike path re-routing plan shall be incorporated into the design/construction bid package.

Analysis: There is no substantial change to the project, new information or new significant impact regarding potential hazards or conflicts between the bicycle trail and the Youth Center which would require changes to the analysis, conclusions and mitigation measures from the previously adopted MND. The construction anticipated in the previous MND has not changed. No new documentation is required.

e) Result in inadequate emergency access?

e. No change. The proposed project would not alter emergency access to nearby uses. The proposed project would not result in blockage of any roads and thus would not interfere with applicable emergency response plans or emergency evacuation plans. No adverse impact will result and no mitigation measures would be necessary.

Analysis: There is no substantial change to the project, new information or new significant impact regarding emergency access or project design which would require changes to the analysis, conclusions and mitigation measures from the previously adopted MND. The construction anticipated in the previous MND has not changed. No new documentation is required.

3.3 Environmental Checklist and Analysis

Environmental Subjects and Questions	Substantial Changes require Revisions	Substantial Changes in Circumstance	New Potentially Significant Impact from New Information	No Change
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f) Result in inadequate parking capacity?

f. No change. As described in the original project description and in the Initial Study, existing underutilized parking is currently available to serve the anticipated demand from implementation of the proposed project. Maximum occupancy for the proposed building will not exceed 350 persons, with a total square footage of 8,800 square feet; this would require a parking allocation of approximately 110 spaces, or 18% of total available spaces. In addition, most program participants arrive by bus, van, or carpool, thus reducing the demand for on-site parking during peak use periods. Mitigation measure T-2 was incorporated into the project to allow for better circulation in the existing parking lot. Measure T-2 has been revised slightly to more accurately describe revisions to the parking lot to allow cars to line up for drop off and pick up of passengers. Modifications appear in ~~strikeout~~ and underline. Design plans for the parking lot are shown on Figure 5 of the MND.

T-2

The existing parking lot will be ~~redesigned so that cars will be able~~ modified to allow cars to line up within the parking lot when dropping off or picking up W.A.T.E.R. Program attendees.

Analysis: There is no substantial change to the project, new information or new significant impact regarding parking which would require changes to the analysis, conclusions and mitigation measures from the previously adopted MND. The construction anticipated in the previous MND has not changed. No new documentation is required.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

g. No change. As discussed in Section 7.2.4 of the MND/GPA, changes to existing alternative transportation systems are planned as a part of the proposed project. Implementation of the proposed project would not result in the elimination of existing bus or bicycle facilities. The project already employs busses to transport the participants of the W.A.T.E.R. Program to the site. Therefore, the proposed project would not result in any conflicts with policies, plans or programs that support alternative transportation.

Analysis: There is no substantial change to the project, new information or new significant impact regarding alternative transportation accommodation which would require changes to the analysis, conclusions and mitigation measures from the previously adopted MND. The construction anticipated in the previous MND has not changed. No new documentation is required.

XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

3.3 Environmental Checklist and Analysis

Environmental Subjects and Questions	Substantial Changes require Revisions	Substantial Changes in Circumstance	New Potentially Significant Impact from New Information	No Change
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>a through e. No change. As discussed in Section 7.2.2 of the MND/GPA, the project will tie into existing sewer lines and will also be incorporating water conservation fixtures into the design of the project which will reduce water consumption as well as the need for capacity on the existing sewer infrastructure.</p>				
<p>Analysis: There is no substantial change to the project, new information or new significant impact regarding waste water generation or infrastructure which would require changes to the analysis, conclusions and mitigation measures from the previously adopted MND. The construction anticipated in the previous MND has not changed. No new documentation is required.</p>				
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, State, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.3 Environmental Checklist and Analysis

Environmental Subjects and Questions	Substantial Changes require Revisions	Substantial Changes in Circumstance	New Potentially Significant Impact from New Information	No Change
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f and g. No change. The project will result in a limited amount of solid waste generation. Using a factor of 5.69 tons per 1,000 square feet of floor area per year, the project is expected to generate approximately 31.2 tons per year.¹ The County is compliant with Assembly Bill 939, as amended, which requires waste stream reduction by 50 percent (from the time of adoption, 1989) by implementing recycling and greenwaste sorting from the waste stream among other techniques. The objective was simply to reduce as much as possible the amount of waste going into landfills. All County facilities, including the proposed Youth Center comply with all applicable federal, State, and local statutes and regulations related to solid waste, including recycling requirements.

The County operations at the State Beach already employ a recycling program as is required at all County recreational facilities.

Analysis: There is no substantial change to the project, new information or new significant impact regarding solid waste generation or infrastructure which would require changes to the analysis, conclusions and mitigation measures from the previously adopted MND. The construction anticipated in the previous MND has not changed. No new documentation is required.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

a. No change. The previous MND concluded that there were no impacts related to habitat, wildlife populations, endangered species or plants or periods of California history or prehistory. This conclusion has not changed with the proposed design and construction of the Youth Center facility.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

b. No change. The previous MND concluded that the project does not contribute to cumulative impacts that would be cumulatively considerable in any environmental area. Mitigation measures were included in the project and adopted in the MMRP. These mitigation measures address impacts of the project none of which are of regional scope.

¹ California Integrated Waste Management Board waste generation estimations.

3.3 Environmental Checklist and Analysis

Environmental Subjects and Questions	Substantial Changes require Revisions	Substantial Changes in Circumstance	New Potentially Significant Impact from New Information	No Change
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

c. No change. The previous MND concluded that there were no environmental effects which would have substantial adverse effects on human beings either directly or indirectly. All potential environmental impacts associated with the project were mitigated through the adopted mitigation measures in the MMRP.

3.4 Preparers of the Initial Study

Lead Agency

County of Los Angeles, Department of Public Works
Project Management Division I, 5th Floor
900 South Fremont Avenue
Alhambra, CA 91803-1331

Project Manager: Salvatore Pecora

Consultant to the Lead Agency

Cotton/Bridges/Associates (CBA)
A Division of P&D Consultants, Inc.
800 East Colorado Boulevard, Suite 270
Pasadena, CA 91101-2103

Anne Pietro, Project Manager

Telephone: (714) 835-4447
Fax: (714) 285-0740
Email: Anne.pietro@tcb.aecom.com

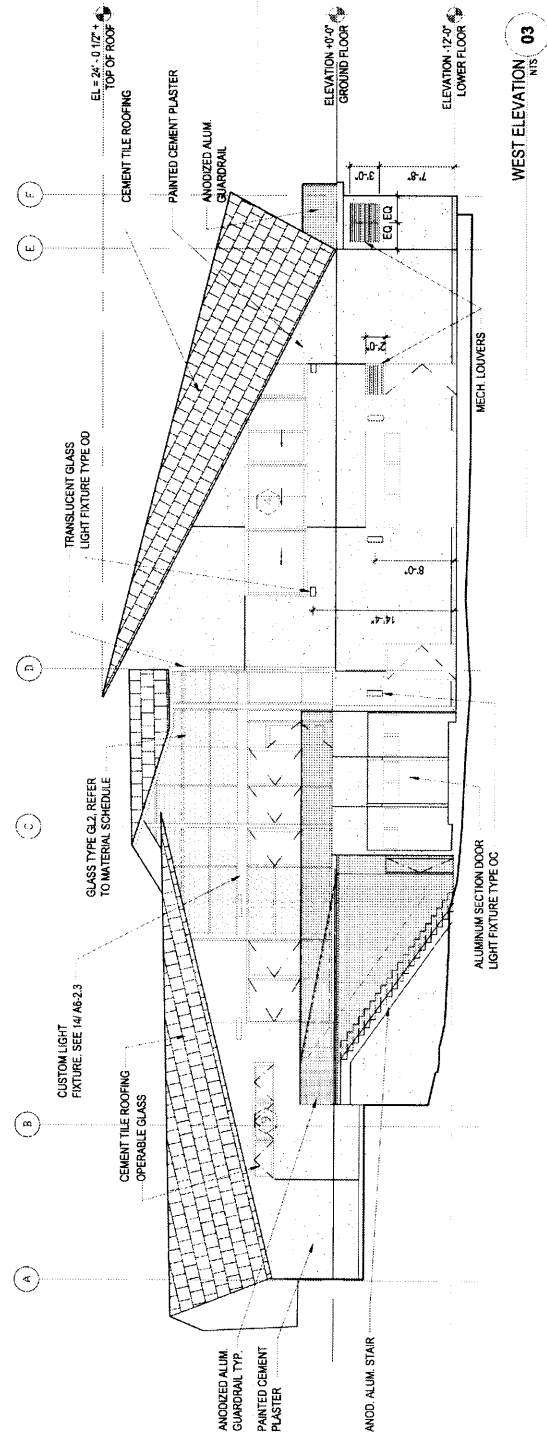
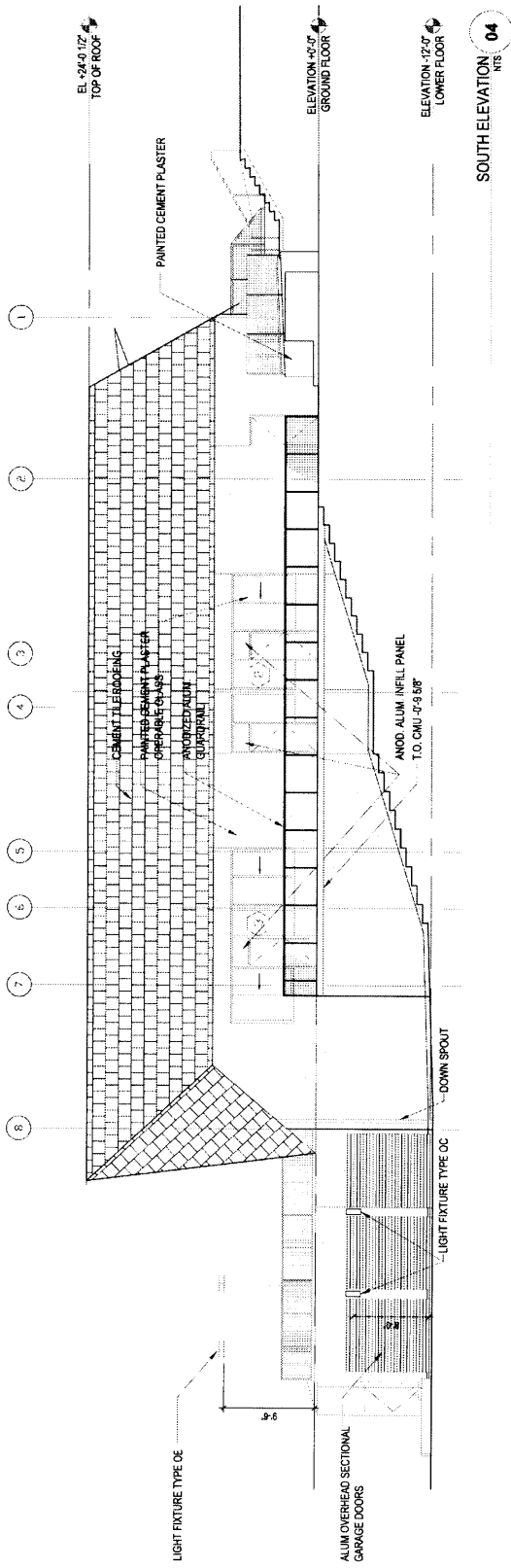
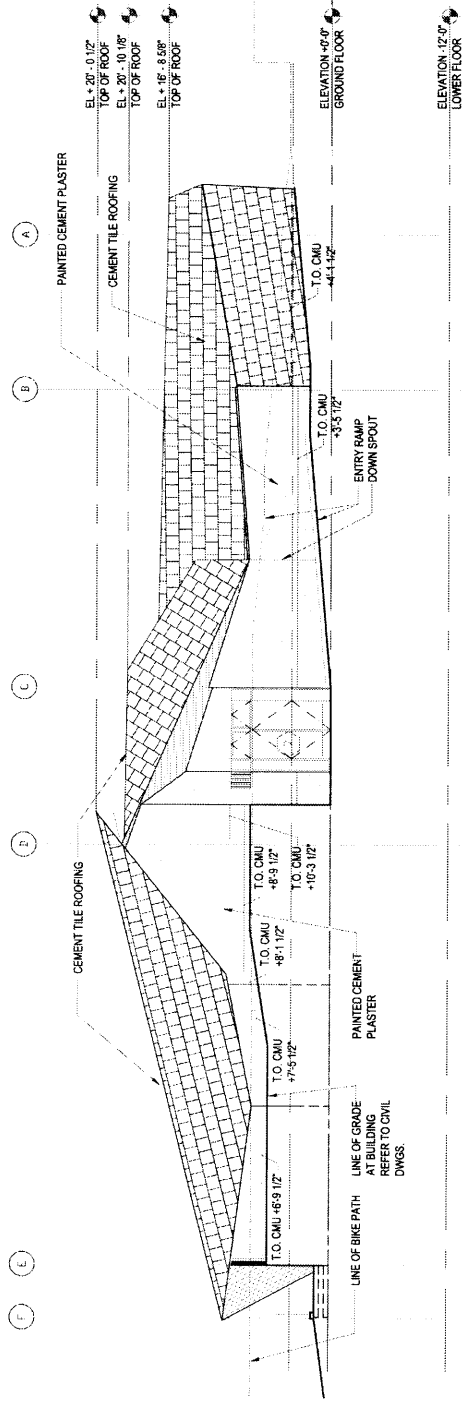
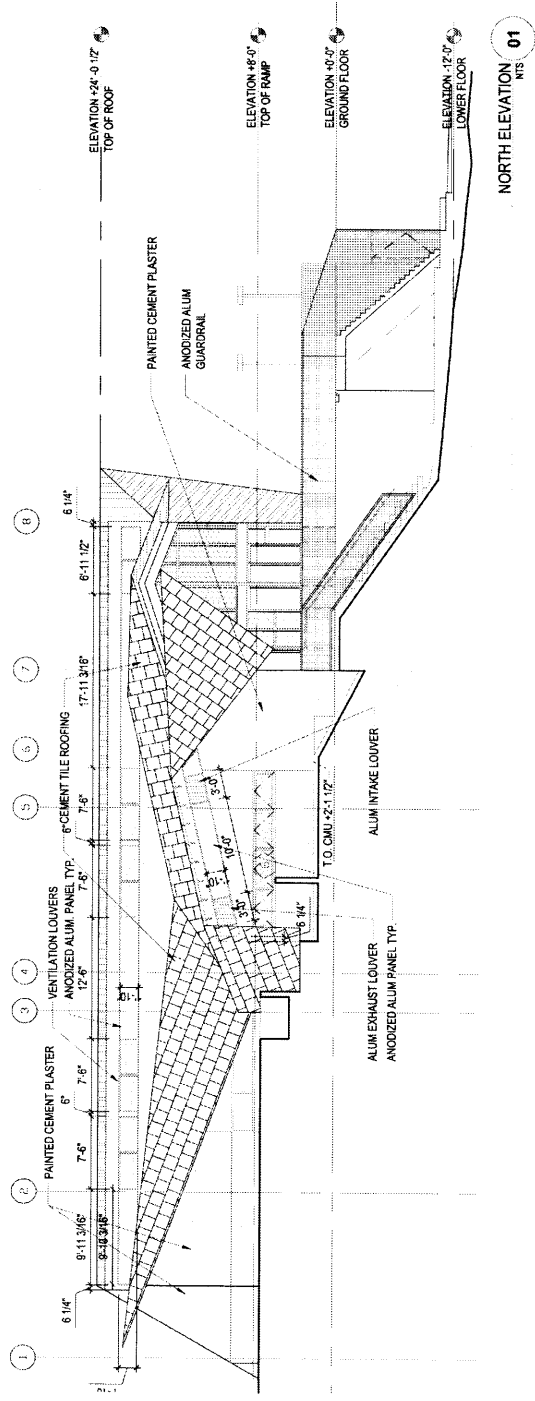


Figure 3-1 South and West Elevations



EAST ELEVATION
M/S 02



NORTH ELEVATION
M/S 01

Figure 3-2 North and East Elevations

Appendix A

Correspondence from Caltrans and LAWA



Los Angeles World Airports

REC'D JUN 10 2004

June 8, 2004

Ms. Audra Lindsey, Environmental Coordinator
 Department of Parks and Recreation
 700 North Alameda Street, Room 5/502
 Los Angeles, California 90012

LAX

Ontario

Van Nuys

Palmdale

City of Los Angeles

James K. Hahn
 Mayor

Board of Airport
 Commissioners

Hector S. Stein, Jr.
 President

Cheryl K. Petersen
 Vice President

Miguel Contreras
 Eileen N. Levine
 Alan J. Llorens
 Armando Vergara, Sr.
 Peter M. Weil

Kim Day
 Interim Executive Director

Subject: Dockweiler State Beach General Plan Amendment
 Notice of Intent to Adopt a Mitigated Negative Declaration

Dear Ms. Lindsey:

Thank you for the opportunity to review the Initial Study/Mitigated Negative Declaration prepared for the proposed Dockweiler State Beach General Plan Amendment. As you are aware, the proposed site is located westerly of the south runway complex at Los Angeles International Airport (LAX) and is located within the 65 dB CNEL noise contour. While the proposed Aquatic Youth Center is not considered an incompatible land use adjacent to an airport, the subject property will be exposed to excessive noise levels. Los Angeles World Airports highly recommends that construction include provisions to reduce the interior noise level to 45 dB. It is advisable that the building incorporate sound insulation STC-rated windows and doors.

If you should have any questions, please feel free to contact Karen Hoo of my staff at (310) 646-3853 X 1003.

Sincerely,

Herb Glasgow
 Senior City Planner

HHG:KH:eh

cc: Joe Chessler, Chief, Planning Division

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS M.S. #40

1120 N STREET - ROOM 3300

P.O. BOX 942874

SACRAMENTO, CA 94274-0001

(916) 654-4959

FAX (916) 653-9531

TTY (916) 651-6827



*Flex your power!
Be energy efficient!*

Department of Beaches and Harbors	
JUL 28 '04	
	Info Act
Director	Copy
Chief Deputy Director	Copy
Deputy Director	Copy
Executive Assistant	
Admin. Services	
Asset Management	
Facilities Property Mgmt	
Community Services	
Planning	Copy

July 22, 2004

Mr. Joseph Chesler, AICP
Chief, Planning Division
Los Angeles County Beaches and Harbors
13837 Fiji Way
Marina Del Rey, CA 90292

Dear Mr. Chesler:

In response to your request of June 11 and Section 21655 of the Public Utilities Code, the California Department of Transportation (Department), Division of Aeronautics, has analyzed the proposed state building site that is located on Dockweiler State Beach approximately one-half mile south from the intersection of Imperial Highway and Vista del Mar and is located approximately 6,000-feet southwest of the approach end of Runway 7R at the Los Angeles International Airport.

Our analysis consisted of a review of the Los Angeles International Airport Draft Master Plan, the Los Angeles County Airport Land Use Plan, instrument approach procedures, our files, and other publications relating to aircraft operations at the Los Angeles International Airport. The Los Angeles County Airport Land Use Commission and the airport's management were given an opportunity to comment and their comments were considered during our study. On June 23, 2004, we visited the proposed site.

Los Angeles International Airport is one of the largest and busiest commercial service airports in the entire country, experiencing over 750,000 annual operations on a 24-hours a day, 365 days a year, almost exclusively by large air carrier aircraft. The majority of landing and takeoffs on all runways are conducted in a westbound direction.

Our investigation found the site to be located within the existing and forecast 65dB CNEL noise contour for Los Angeles International Airport. Though south of the extended runway centerline, the site will be exposed to frequent and perceptually loud aircraft noise events as aircraft departing to the west from the south runway complex fly just north of the proposed site while using maximum power for takeoff. Aircraft noise will be distinctly audible at this site and can be expected to interfere with verbal communications, if not mitigated.

The Department strongly recommends noise mitigation measures to achieve an interior 45dB CNEL be incorporated into the design and construction of the portions of the facility to be used for administration, instruction, or community assemblies/classes to reduce individual aircraft

Mr. Joseph Chesler
July 23, 2004
Page 2

noise event irritation or disruption to the learning process. The facility should include provisions for air circulation, or air conditioning, so that all windows and doors can remain closed. We also recommend that the proprietor of the Los Angeles International Airport be granted an aviation easement that includes aircraft noise.

Although the site is within the adopted airport influence area, our investigation indicates that it lies outside of all safety zones identified in both the Los Angeles County Comprehensive Land Use Plan and the 2002 California Airport Land Use Compatibility Handbook.

Our investigation did not reveal any condition that would create an undue safety hazard. Therefore, we do not object to the acquisition of this site. The Department cannot guarantee the safety of this, or any, site. However, based upon our evaluation of existing conditions and planned development, this site is considered to provide the level of safety suitable for a school site.

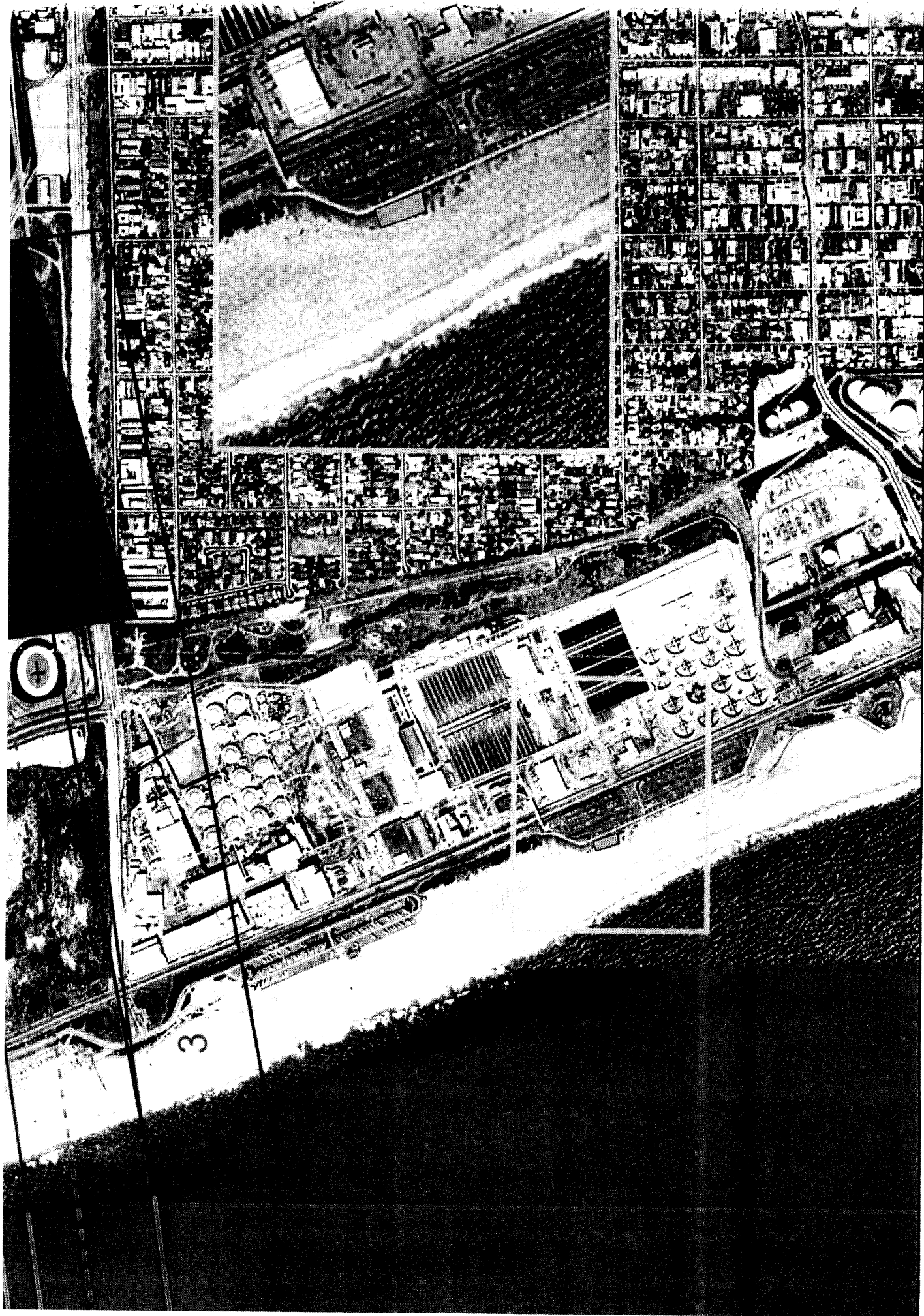
If this site is not acquired by July 22, 2009, another site evaluation by Department is required. If you have any questions or need additional assistance, please do not hesitate to contact us.

Sincerely,



J. GLEN RICKELTON
Aviation Planner

Enclosure



LOS ANGELES INTERNATIONAL AIRPORT

Primary Air Carrier Runways 25R/7L, 25L/7R Category D-IV per LAX Master Plan Alternative D Runway Reconfiguration
Los Angeles County Department of Beaches and Harbors W.A.T.E.R. Youth Program Dockweiler State Beach Facility

Appendix B

Notice of Intent to Issue Permit

CALIFORNIA COASTAL COMMISSION

South Coast District Office
200 Oceangate, 10th Floor
Long Beach, CA 90802-4416
(562) 590-5071

Date: April 14, 2006
Permit Application No.: 5-05-179
Page: 1 of 12



NOTICE OF INTENT TO ISSUE PERMIT
(Upon satisfaction of special conditions)

RECEIVED
DEPT. OF PUBLIC WORKS
2006 APR 25 AM 11:50
MAIL CENTER
900 S. FREMONT AVE.

THIS IS NOT A COASTAL DEVELOPMENT PERMIT

THE SOLE PURPOSE OF THIS NOTICE IS TO INFORM THE APPLICANT OF THE STEPS NECESSARY TO OBTAIN A VALID AND EFFECTIVE COASTAL DEVELOPMENT PERMIT ("CDP"). A Coastal Development Permit for the development described below has been approved but is not yet effective. Development on the site cannot commence until the CDP is effective. In order for the CDP to be effective, Commission staff must issue the CDP to the applicant, and the applicant must sign and return the CDP. **Commission staff cannot issue the CDP until the applicant has fulfilled each of the "prior to issuance" Special Conditions.** A list of all of the Special Conditions for this permit is attached.

The Commission's approval of the CDP is valid for two years from the date of approval. To prevent expiration of the CDP, you must fulfill the "prior to issuance" Special Conditions, obtain and sign the CDP, and commence development within two years of the approval date specified below. You may apply for an extension of the permit pursuant to the Commission's regulations at Cal. Code Regs. title 14, section 13169.

On **February 8, 2006**, the California Coastal Commission approved Coastal Development Permit No. **5-05-179**, requested by **Los Angeles County Department Of Beaches And Harbors, Attn: Joseph Chesler** subject to the attached conditions, for development consisting of: **Construction of a two-story, 9,000 square foot aquatic youth center facility for the County's year round youth recreation programs.** The facility will include a lobby, multipurpose/conference room, warming kitchen, administrative office area, restrooms, locker room, storage, stairs and ADA compliant access ramp to beach, and ground floor viewing terrace. The facility will be constructed into a bluff and will require **616 cubic yards of cut and 761 cubic yards of fill.** More specifically described in the application file in the Commission offices. **Commission staff will not issue the CDP until the "prior to issuance" special conditions have been satisfied.**

NOTICE OF INTENT TO ISSUE PERMIT
(Upon satisfaction of special conditions)

Date: April 14, 2006

Permit Application No.: 5-05-179

Page 2 of 12

The development is within the coastal zone in **12503 Vista Del Mar, Los Angeles (Los Angeles County) 4131-029-900.**

If you have any questions regarding how to fulfill the "prior to issuance" Special Conditions for CDP No. 5-05-179, please contact the Coastal Program Analyst identified below.

Sincerely,
PETER M. DOUGLAS
Executive Director



By: Al Padilla
Coastal Program Analyst
Date: April 14, 2006

ACKNOWLEDGMENT

The undersigned permittee acknowledges receipt of this Notice and fully understands its contents, including all conditions imposed.

5-8-06

Date

David P. Hamel

Permittee

Please sign and return one copy of this form to the Commission office at the above address.

STANDARD CONDITIONS

1. **Notice of Receipt and Acknowledgment.** The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. **Expiration.** If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.

NOTICE OF INTENT TO ISSUE PERMIT
(Upon satisfaction of special conditions)

Date: April 14, 2006
Permit Application No.: 5-05-179

Page 3 of 12

3. **Interpretation.** Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
4. **Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
5. **Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

SPECIAL CONDITIONS:

NOTE: IF THE SPECIAL CONDITIONS REQUIRE THAT DOCUMENT(S) BE RECORDED WITH THE COUNTY RECORDER, YOU WILL RECEIVE THE LEGAL FORMS TO COMPLETE (WITH INSTRUCTIONS). IF YOU HAVE ANY QUESTIONS, PLEASE CALL THE DISTRICT OFFICE.

1. **Revised Plans**

A) PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for the review and written approval of the Executive Director, two full size sets of final project plans (i.e. site plan, elevations, cross-sections, grading, foundation, etc.) showing that all rock and filter fabric, located along the proposed foundation and ramp, is removed from the final plans.

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

2. **Assumption of Risk, Waiver of Liability and Indemnity**

A) By acceptance of this permit, the applicant acknowledges and agrees (i) that the site may be subject to hazards from waves, storm events, flooding, and erosion; (ii) to assume the risks to the applicant and the property that is the subject of this permit of injury and damage from such hazards in connection with this

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permitted development; (iii) to unconditionally waive any claim of damage or liability against the Commission, its officers, agents, and employees for injury or damage from such hazards; and (iv) to indemnify and hold harmless the Commission, its officers, agents, and employees with respect to the Commission's approval of the project against any and all liability, claims, demands, damages, costs (including costs and fees incurred in defense of such claims), expenses, and amounts paid in settlement arising from any injury or damage due to such hazards.

B) PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit a written agreement in a form and content acceptable to the Executive Director, incorporating all of the above terms of this condition.

3. No Future Shoreline Protective Device

A) By acceptance of this permit, the applicant agrees, on behalf of itself and all successors and assigns, that no shoreline protective device(s) shall ever be constructed to protect the development approved pursuant to Coastal Development Permit No. 5-05-179 including, but not limited to restrooms, concession stands, life guard towers, life guard substations, maintenance facilities, parking lots, and any other future improvements in the event that the development is threatened with damage or destruction from waves, erosion, storm conditions, bluff retreat, landslides, or other natural hazards in the future. By acceptance of this permit, the applicant hereby waives, on behalf of itself and all successors and assigns, any rights to construct such devices that may exist under Public Resources Code Section 30235.

By acceptance of this permit, the applicant further agrees, on behalf of itself and all successors and assigns, that the permittee and/or landowner shall remove the development authorized by this permit, including restrooms, concession stands, life guard towers, life guard substations, maintenance facilities, and parking lots, if any government agency has ordered that the structures are not to be occupied due to any of the hazards identified above. In the event that portions of the development fall to the beach before they are removed, the landowner shall remove all recoverable debris associated with the development from the beach and ocean and lawfully dispose of the material in an approved disposal site. Such removal shall require a coastal development permit.

In the event the shoreline recedes to within 10 feet of the development authorized by this permit but no government agency has ordered that the structures not be

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occupied, a geotechnical investigation shall be prepared by a licensed coastal engineer and geologist retained by the permittee, that addresses whether any portion of the structures are threatened by wave, erosion, storm conditions, or other natural hazards. The report shall identify all those immediate or potential future measures that could stabilize the development authorized by this permit without shoreline protection including, but not limited to, removal or relocation of portions of the structures. If the geotechnical report concludes that the development authorized by this permit or any portion of the development are unsafe, the permittee shall, in accordance with a coastal development permit, remove the threatened portion of the structure.

B) PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit a copy of a written agreement by the applicant, in a form and content acceptable to the Executive Director, accepting all of the above terms of subsection A of this condition.

4. Summer Operation and Use of Multi-Purpose Rooms

By acceptance of this permit, the applicant agrees, on behalf of itself and all successors and assigns, the facility's multi-purpose rooms will not be open or used for any private events on weekends and holidays during the peak summer period, from Memorial Day in May through Labor Day in September.

5. Beach and Recreation Area Closures, Maintenance of Public Access, and Project Staging Areas

In order to reduce adverse impacts on public access and recreation, **A) PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit to the Executive Director for review and written approval, a final schedule and detailed plans which identify the specific location of demolition staging and equipment storage areas, areas where any excavated soils are proposed to be temporarily stockpiled, and the access corridors to the project site. Said plans shall include the following criteria and limitations specified via written notes on the plan:

- a. Construction at Dockweiler State Beach shall be limited during peak summer period (between Memorial Day weekend and Labor Day). During the peak summer period the following restrictions shall apply:
 - No construction of any kind shall take place during weekends or holidays

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- During construction the use of the parking lot for staging shall be limited to the minimum necessary. As construction progresses and the area demand for staging is reduced, the applicant shall require the contractor to reduce the staging area in order to free up parking or beach area, depending on the selection of the staging area.
- b. During all times of the construction beach and recreation area closures shall be minimized and limited to areas immediately adjacent to the project area (within 50 feet of the project). All beach areas and recreation facilities outside of the 50-foot radius shall remain open and available for public use during the normal operating hours (unless they are closed pursuant to a Commission-approved coastal development permit or permit amendment).
- c. During all times of the improvement project public access to and along the beach bicycle path shall be maintained or the path temporarily rerouted during the construction period. No sand area may be paved for any detour. The detour plan approved by the Executive Director shall be implemented prior to closing the existing beach bicycle path.
- d. Truck and heavy equipment access corridors to the project site shall be located in a manner that has the least impact on public access and existing public parking areas.

B) The permittee shall undertake development in accordance with the plans and construction schedule approved by the Executive Director pursuant to this condition. Any proposed changes to the approved plans or construction schedule shall be reported to the Executive Director in order to determine if the proposed change shall require a permit amendment pursuant to the requirements of the Coastal Act and the California Code of Regulations.

6. Storage of Construction Materials, Mechanized Equipment, and Removal of Construction Debris

A) PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit for the review and approval of the Executive Director, a Construction Best Management Practices Plan for the construction project site, prepared by a licensed professional, and shall incorporate erosion, sediment, and chemical control Best Management Practices (BMPs) designed to minimize to the maximum extent practicable the adverse impacts associated with construction to receiving

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waters. In addition to the specifications above, the plan shall be in substantial conformance with the following requirements:

- a. No construction materials, debris, or waste shall be placed or stored where it may be subject to wave, wind, rain, or tidal erosion and dispersion.
- b. Any and all debris resulting from construction activities shall be removed from the project site within 24 hours of completion of construction.
- c. Construction debris and sediment shall be removed from construction areas each day that construction occurs to prevent the accumulation of sediment and other debris which may be discharged into coastal waters.
- d. All mechanized machinery shall be removed from the beach at the end of the working day. No storage of mechanized equipment is allowed on the beach.
- e. Erosion control/sedimentation Best Management Practices (BMPs) shall be used to control dust and sedimentation impacts to coastal waters during construction. BMPs shall include, but are not limited to: placement of sand bags around drainage inlets to prevent runoff/sediment transport into the storm drain system and Pacific Ocean
- f. All construction materials, excluding lumber, shall be covered and enclosed on all sides.
- g. If the debris disposal site is located within the coastal zone, a coastal development permit or an amendment to this permit shall be required before disposal can take place.

B) Best Management Practices (BMPs) designed to prevent spillage and/or runoff of construction-related materials, sediment, or contaminants associated with construction activity shall be implemented prior to the on-set of such activity. Selected BMPs shall be maintained in a functional condition throughout the duration of the project. Such measures shall be used during construction:

- a. The applicant shall ensure the proper handling, storage, and application of petroleum products and other construction materials. These shall include a designated fueling and vehicle maintenance area with appropriate berms and protection to prevent any spillage of gasoline or related petroleum products or contact with runoff. It shall be located as far away from the receiving waters and storm drain inlets as possible.
- b. The applicant shall develop and implement spill prevention and control measures.
- c. The applicant shall maintain and wash equipment and machinery in confined areas specifically designed to control runoff. Thinners or solvents

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- shall not be discharged into sanitary or storm sewer systems. Washout from concrete trucks shall be disposed of at a location not subject to runoff and more than 50 feet away from a storm drain, open ditch or surface water.
- d. The applicant shall provide adequate disposal facilities for solid waste, including excess concrete, produced during construction.
 - e. Temporary sediment basins (including debris basins, desilting basins or silt traps), temporary drains and swales, sand bag barriers, wind barriers such as solid board fence, snow fences, or hay bales, and silt fencing.
 - f. Stabilize any stockpiled fill with geofabric covers or other appropriate cover, install geotextiles or mats on all cut or fill slopes, and close and stabilize open trenches as soon as possible.
 - g. Prior to final inspection of the proposed project the applicant shall ensure that no gasoline, lubricant, or other petroleum-based product was deposited on the sandy beach or any beach facility. If such residues are discovered in the beach area the residues and all contaminated sand shall be properly removed and disposed in an appropriate facility.
 - h. These erosion control measures shall be required on the project site prior to or concurrent with the initial construction operations and maintained throughout the development process to minimize erosion and sedimentation from the runoff waters during construction. The above requirements (Special condition No. 6) as well as the below requirements found in Special Condition No. 7 shall be attached to all final construction plans.

C) The permittee shall undertake development in accordance with the plans and construction schedule approved by the Executive Director pursuant to this condition. Any proposed changes to the approved plans or construction schedule shall be reported to the Executive Director in order to determine if the proposed change shall require a permit amendment pursuant to the requirements of the Coastal Act and the California Code of Regulations.

7. Water Quality Management Plan

A) PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit for the review and approval of the Executive Director, a Water Quality Management Plan (WQMP) for the post-construction project site, prepared by a licensed water quality professional, and shall incorporate structural and non-structural Best Management Practices (BMPs) designed to reduce, to the maximum extent practicable, the volume, velocity and pollutant load of storm water and nuisance flow leaving the developed site. In addition to the

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specifications above, the plan shall be in substantial conformance with the following requirements:

Water Quality Goals

- a. Appropriate structural and non-structural BMPs shall be designed to treat, infiltrate, or filter the runoff from all surfaces and activities on the development site.
- b. Post-construction structural BMPs (or suites of BMPs) should be designed to treat, infiltrate or filter the amount of storm water runoff produced by all storms up to and including the 85th percentile, 24-hour storm event for volume-based BMPs, and/or the 85th percentile, 1-hour storm event, with an appropriate safety factor (i.e., 2 or greater), for flow-based BMPs.
- c. Runoff from all roofs, parking areas, maintenance areas, and driveways shall be collected and directed through a system of appropriate structural and/or non-structural BMPs. Filter elements shall be designed to 1) trap sediment, particulates and other solids and 2) remove or mitigate contaminants through filtration and/or biological uptake. The drainage system shall also be designed to convey and discharge runoff in excess of this standard from the building site in a non-erosive manner.

B) Monitoring and Maintenance

All BMPs shall be operated, monitored, and maintained for the life of the project and at a minimum, all structural BMPs shall be inspected, cleaned-out, and where necessary, repaired, at the following minimum frequencies: (1) prior to October 15th each year; (2) during each month between October 15th and April 15th of each year and, (3) at least twice during the dry season (between April 16 and October 14).

- a. Debris and other water pollutants removed from structural BMP(s) during clean-out shall be contained and disposed of in a proper manner.
- b. All inspection, maintenance and clean-out activities shall be documented in an annual report submitted to the Executive Director no later than June 30th of each year. This report shall be submitted for the first three years following the completion of development, biannually thereafter unless the executive director determines that no additional reports are necessary.

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c. It is the applicant's responsibility to maintain the drainage system and the associated structures and BMPs according to manufacturer's specification.

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

8. Landscaping Plan

A) PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant will submit, for the review and written approval of the Executive Director, a landscaping plan prepared by a qualified biologist or licensed landscape architect. The plan shall include the following:

- a. No invasive species will be employed on the site. Invasive plants are those identified in the California Native Plant Society, Los Angeles -- Santa Monica Mountains Chapter handbook entitled Recommended List of Native Plants for Landscaping in the Santa Monica Mountains, 1996 edition, California Exotic Plant Pest Council's Exotic Pest Plants of Greatest Ecological Concern in California, published in 1999, and those otherwise identified by the Department of Fish and Game or the United States Fish and Wildlife Service.
- b. New vegetation planted on the site shall consist of native (Southern California coastal dunes and prairies) and may include ornamental non-invasive plant species. The applicant shall not incorporate invasive plant species anywhere on the project site.
- c. The site shall be stabilized immediately with jute matting or other BMPs after any grading occurs to minimize erosion during the raining season (November 1 to March 31) if plantings have not been fully established.

B) The plan shall include, at a minimum, the following components:

- a. A map showing the types, size, and locations of all plant materials that will be on the site, the temporary irrigation system, topography of the developed site, and all other landscape features;
- b. A schedule for installation of native plants/removal of non-native plants;
- c. An identification of seed sources and plant communities of the plants planned to be employed;

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C) Five years from the date of approval for Coastal Development Permit No. 5-05-179 the applicant or successor in interest shall submit, for the review and approval of the Executive Director, a landscape monitoring report, prepared by a licensed Landscape Architect or qualified Resource Specialist, that certifies the on-site landscaping is in conformance with the landscape plan approved pursuant to this Special Condition. The monitoring report shall include photographic documentation of plant species and plant coverage.

If the landscape monitoring report indicates the landscaping is not in conformance with or has failed to meet the performance standards specified in the landscaping plan approved pursuant to this permit, the applicant, or successors in interest, shall submit a revised or supplemental landscape plan for the review and approval of the Executive Director. The revised landscaping plan must be prepared by a licensed Landscape Architect or a qualified Resource Specialist and shall specify measures to remediate those portions of the original plan that have failed or are not in conformance with the original approved plan.

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

9. Lighting

A. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for the review and written approval of the Executive Director, a lighting plan for the proposed facility. The Plan shall indicate that all lighting from the facility will be directed onto the facility and all light shielded from the surrounding beach area.

B) The permittee shall undertake development in accordance with the approved plans. Any proposed changes to the approved plans shall be reported to the Executive Director in order to determine if the proposed change shall require a permit amendment pursuant to the requirements of the Coastal Act and the California Code of Regulations.

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10. Snowy Plover

By acceptance of this permit, the applicant agrees, on behalf of itself and all successors and assigns, that all center related educational and recreational activities will avoid the Western Snowy Plover winter roosting site, located just south of the hang gliding site, during the plover's roosting season between November 1 and February 29.

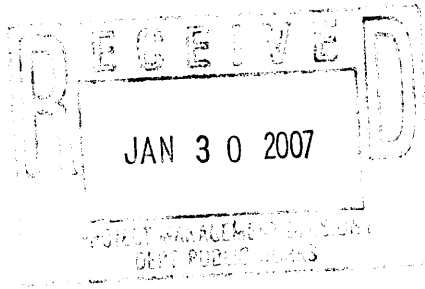
Appendix C

Geotechnical Report and Soils Update Letter



1515 South Sunkist Street, Suite E
Anaheim, California 92806
714/634-3318 fax 714/634-3372
www.arroyogeotechnical.com

January 26, 2007



Mr. Kelvin K. Okino
Bernards Builders
720 E. Carnegie Drive, Suite 200
San Bernardino, California 92408

SUBJECT: Report of Subsurface Investigation at the Proposed Youth Center
Dockweiler State Beach, Los Angeles, California
Arroyo Geotechnical Project No. 16576-3000

Dear Mr. Okino:

Arroyo Geotechnical (Arroyo) completed a subsurface investigation at the proposed Youth Center, to be constructed on Dockweiler State Beach, adjacent to existing concession stand "Bill's Tasty Grill," located at 12501 Vista Del Mar, Playa Del Rey. The purpose of the investigation was to explore the presence of any underground obstacles within the footprint of the proposed building.

Two trenches were excavated using a backhoe within the upper 5 feet of the slope face. The trenches have a length of approximately 50 feet. Figure 1 illustrates the approximate locations of the trenches. Logs of Trenches are presented in Figure 2.

According to the filed observation during the excavations, the subsurface materials consist of fill (silty sand) overlying native soil (clean beach sand). No obstacles were encountered within the reach of the trenches.

On behalf of the principals and staff of Arroyo, thank you for the opportunity to prepare this report. Please contact the undersigned at (714) 634-3318 if you have questions or need additional information.

Respectfully submitted,

ARROYO GEOTECHNICAL

Liping Yan, GE 2554
Project Manager

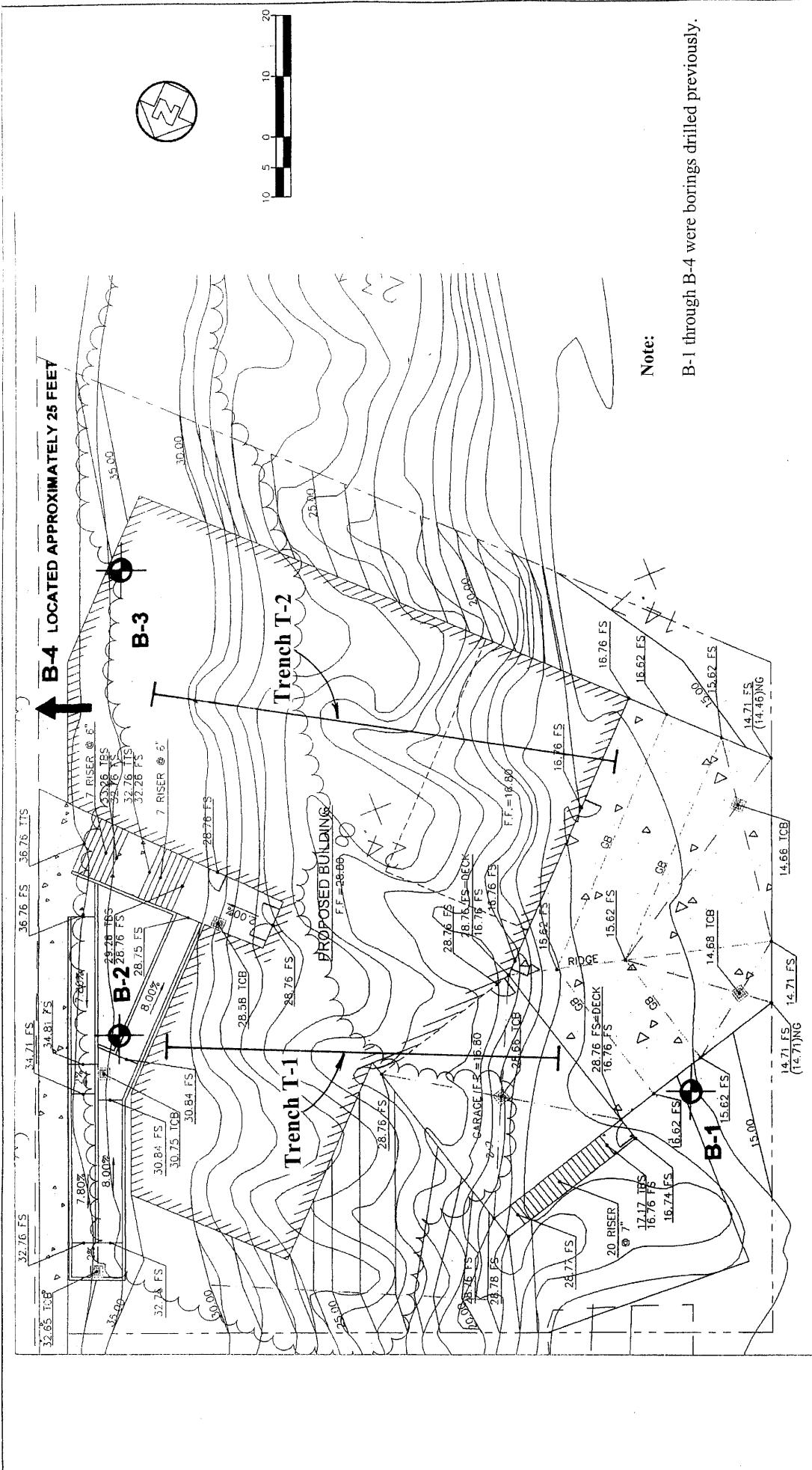


Enclosures:

Figure 1. Trench Location Plan
Figure 2. Trench Logs

Distributions:

(1) Addressee - 1 Copy; (2) Ed Andrews/County of Los Angeles - 4 Copies



Note:
B-1 through B-4 were borings drilled previously.

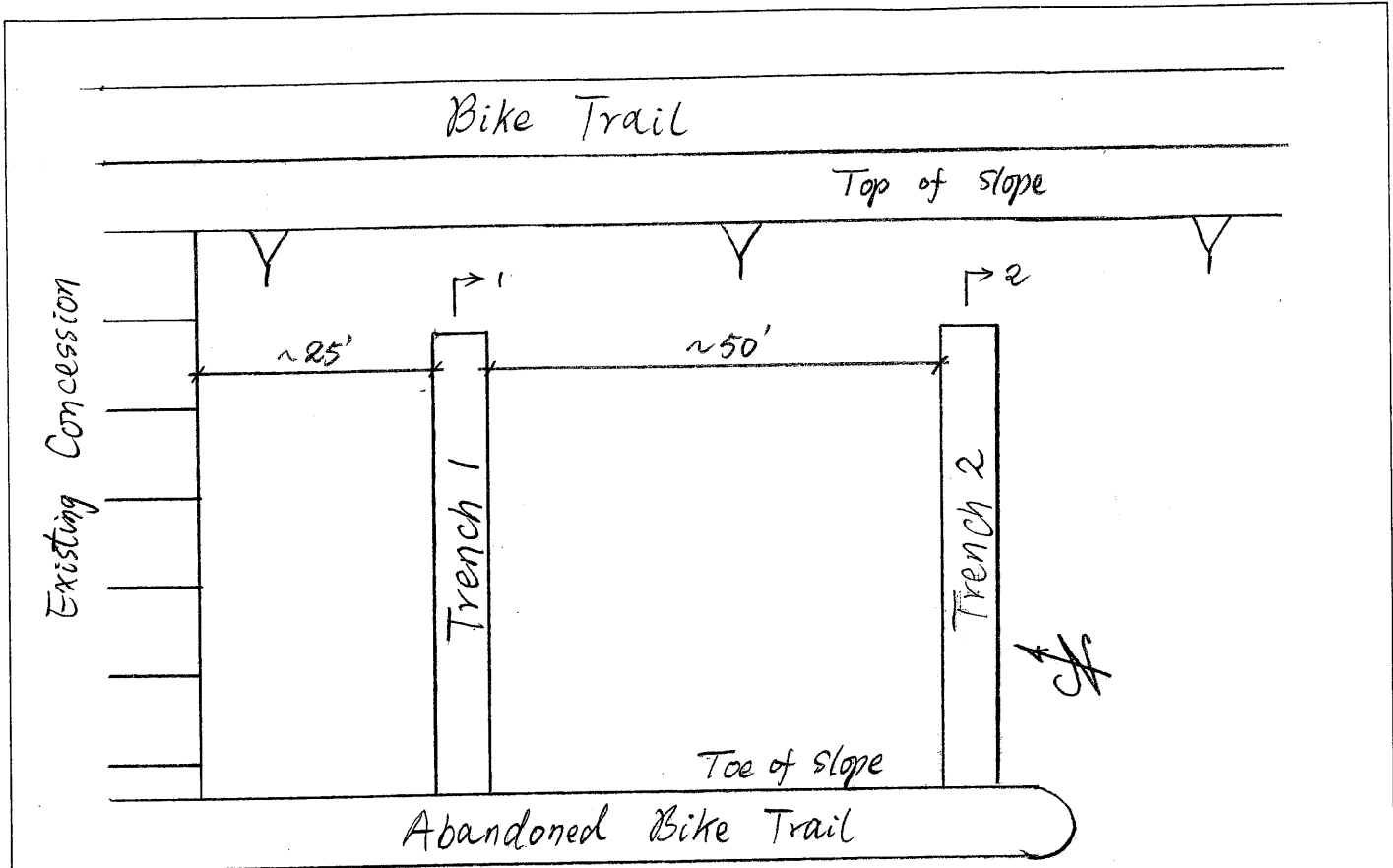


TRENCHING AT THE PROPOSED YOUTH CENTER IN DOCKWEILER STATE BEACH

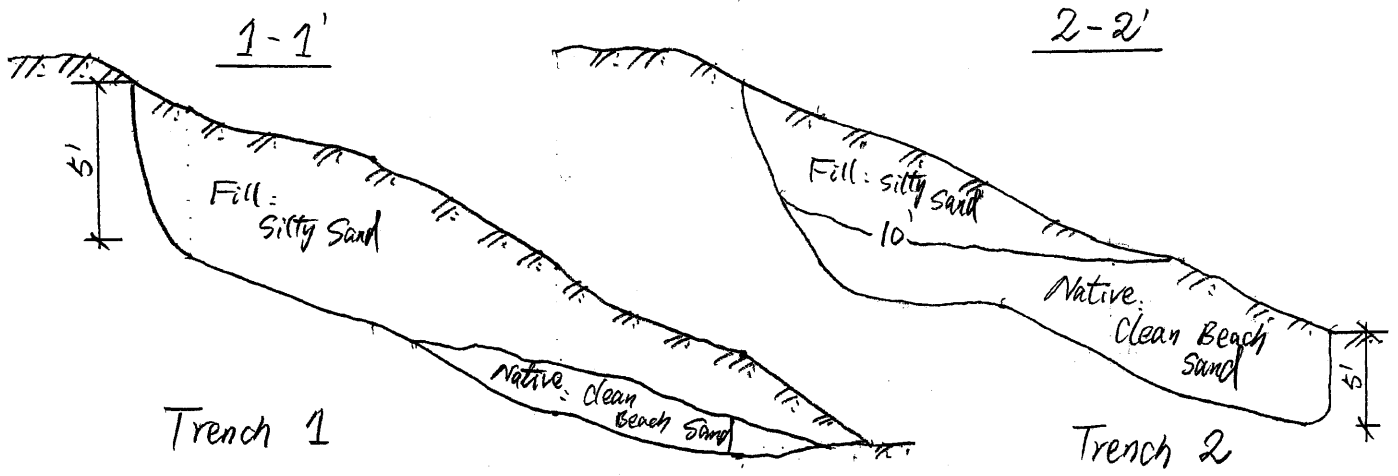
Project No. 16576-2000 Date: 01-25-2007

TRENCH LOCATION PLAN

Figure 1



(a) Plan



(b) Cross Sections

TRENCHING AT THE PROPOSED YOUTH CENTER	
Project No.: 16576-2000	Date: 01-25-2007

TRENCH LOGS

Figure 2



1515 South Sunkist Street, Suite E
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714/634-3318 fax 714/634-3372
www.arroyogeotechnical.com

June 28, 2007⁶

Mr. Kelvin Okino
Bernard Builders
720 East Carnegie Drive, Suite 200
San Bernardino, California 92408

Subject: **UPDATED SOIL LETTER**

Reference: Geotechnical Investigation, Proposed Youth Center, Dockweiler State Beach,
Playa del Rey, California, Prepared by Arroyo Geotechnical Project No. 12598-
3112, Dated March 31, 2004

Dear Mr. Okino:

This letter presents result of Arroyo Geotechnical (Arroyo) review of the current site conditions and the latest grading plans for the subject project for the purpose of providing an update letter in regard to validity of the above reference Geotechnical Investigation.

Upon review of the plans and the above reference report, it is our opinion that the findings, conclusions, and recommendations presented in the above report are considered to be applicable for final design and construction of the proposed project, provided all the recommendations included in the above report and additional recommendations presented in the Response to Soils Engineering Review Sheet are incorporated for design and construction of the project.

Please submit this letter along with other items as requested to the County of Los Angeles, Soils section for their review.. If you have any questions regarding our response or require additional information, please do not hesitate to call us.

Respectfully Submitted,

ARROYO GEOTECHNICAL

Ross Khiabani, GE 2202
Project Manager



Distribution: (4) Addresse



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March 31, 2004

Mr. Richard Erickson
DMJMH+N Inc.
515 S. Flower Street 9th Floor
Los Angeles, California 90071

Subject: **GEOTECHNICAL INVESTIGATION**
Proposed Youth Center
Dockweiler State Beach
Playa del Rey, California
Arroyo Project No. 12143-4000

INTRODUCTION

This report presents the results of our geotechnical engineering investigation for the proposed youth center, to be constructed on Dockweiler State Beach, adjacent to existing concession stand "Bill's Tasty Grill", located 12501 Vista Del Mar, in Playa Del Rey. The purpose of this investigation is to provide geotechnical engineering recommendations for design and construction of proposed improvements. This work was performed in accordance with our proposal dated January 9, 2004 and your written authorization on February 10, 2004.

SCOPE OF WORK

The scope of geotechnical services performed for this project included the following:

- Research and review of previous engineering and geologic reports for nearby projects.
- Permitting with local agencies for permission to dig. Locating the borings in the field and notifying Underground Service Alert. Traffic control for the bike trail.
- Excavation, sampling and logging of 4 borings to evaluate subsurface soil conditions. The borings were excavated with a truck mounted drill rig equipped for sampling. Details of field exploration are found in Appendix A.
- Preparation of a boring location map showing locations of exploratory borings. (Drawing 1).

- Geotechnical laboratory testing was performed on representative samples to determine the strength and compressibility of the soils.
- A description of the field and laboratory procedures used in the investigation.
- A discussion of the materials encountered in the borings and measured engineering properties.
- Logs of exploratory borings summarizing the soil conditions encountered and results of the geotechnical laboratory testing.
- Evaluation of the potential for liquefaction.
- Analysis of seismic design parameters.
- Engineering analysis of bearing capacities of foundation soils to provide recommendations for foundation design.
- A discussion of the corrosivity and sulfate and/or chloride attack potential of onsite soils.
- Pavement design and pavement section recommendations based on Traffic Indices provided by project Civil Engineer or parameters established by the local jurisdiction.
- Recommendations for site grading and sub-grade preparation for foundations and flat works.
- Preparation of this report and accompanying illustrations.

PROPOSED CONSTRUCTION

We understand the proposed youth center will be a two-story structure. The upper level will be about 8 feet below the adjacent parking lot level at about elevation 27 feet. The lower level will be at about elevation 15 feet. We were advised column loads will range from 30 to 50 kips and wall loads will vary from 2 to 4 kips per lineal foot.

SITE CONDITIONS

There is a parking lot to the east of the structure at about elevation 35 feet. West of the parking lot the site slopes downhill gently to the beach area. The soils encountered in all the borings to depths explored, generally consist of clean, poorly

graded sands with very little silt. The majority of the soil samples from the borings had high in-situ densities or relatively high SPT N-values.

Groundwater was observed in the two deep borings. The elevation of the groundwater was at about elevation +2 feet in both borings.

DISCUSSION AND RECOMMENDATIONS

General

The proposed construction at this site is geotechnically feasible, provided our recommendations are followed. The soils encountered in our borings were relatively dense and incompressible. Provided that beach erosion is not a factor, the building may be supported on shallow footings bottoming in the sand soils.

Shallow Foundations

The allowable bearing value depends upon the soil strength, footing depth, footing width and the depth to the water table. For this structure the maximum footing size will be about 5 feet square or roughly 2 footing widths above the water table at the lower level. There is no reduction in bearing for this size footing due to the depth to water for this size footing. We recommend an allowable dead plus live load bearing of 1,500 psf for a one foot wide footing with a minimum embedment of 18 inches below lowest surrounding finish grade, and at least 2 feet below lowest scour depth. This bearing may be increased 800 psf for each additional foot of embedment and 320 psf for each additional foot of width up to a maximum of 3,000 psf. The above bearing may be increased 33 percent when considering temporary wind or seismic forces.

Settlement calculations for a 50 kip column load supported on the site soils indicates the settlement should be less than 0.3 inches with a design bearing of 2,000 psf for dead plus live loads. Settlement of footings supporting loads of 2 kips per lineal foot should be about 0.1 inch. Differential settlements should be ¼ inch or less. Due to the granular nature of the soils, all settlements should occur rapidly after the load is applied the first time.

Building footings for the upper level should bottom below a plane drawn upward at 1 ½ horizontal to 1 vertical from the bottom of the excavation for the lower level. An alternate to this would be to construct the lower level wall, properly compact the backfill adjacent to the wall, use shallow footings at the upper level and design the lower level wall for the lateral surcharge caused by the adjacent shallow footing.

Lateral Resistance

For design, resistance to lateral loads can be assumed to be provided by friction acting on the base of the footings and floor slabs and by passive earth pressure on the sides of the footings. A coefficient of friction of 0.4 may be assumed with the dead load forces. An allowable passive earth pressure of 240 psf per foot of depth up to a maximum of 3,000 psf may be used for the sides of footings or pile caps poured against properly compacted fill. The values of coefficient of friction and allowable passive earth pressure include a factor of safety of 1.5.

Lateral Earth Pressure

The earth pressures acting on basement and retaining walls will depend upon the backfill soil type and the amount of movement of the wall system. Granular backfill is recommended along with a suitable subdrain system to prevent the build-up of hydrostatic forces.

Walls that are free to move at the top should be designed to resist an active earth pressure equivalent to a fluid with a density of 35 pcf. Walls that are restrained or structural walls not free to move should be designed for an at-rest pressure of 50 pcf.

Slabs-on-Grade

Conventional 4-inch minimum thickness slabs-on-grade may be constructed for support of nominal ground floor live loads. A minimum of 6-by-6-inch No. 10 wire mesh should be used in slabs-on-grade. The subgrade below ground slabs should be scarified to a minimum depth of 6 inches, moisture conditioned to approximately optimum moisture content, and compacted to a minimum relative compaction of 95 percent of the maximum dry density as determined by the ASTM D1557 test method.

If a moisture sensitive floor covering such as vinyl tile is used, slabs should be underlain by a 6-mil-thick polyethylene plastic vapor barrier. If the barrier is used, it should be covered with 2 inches of sand to prevent punctures and to aid in concrete curing. Joints should be lapped at least 6 inches and taped.

Temporary and Permanent Slopes

Slopes cut in the sands will have to be set back flatter than usual due to the lack of cohesion in the site soils. Please note that safety during construction is the contractor's responsibility. The use of sloped excavations may be applicable where plan dimensions for excavation are not limited by existing structures or utilities. Based on soil encountered in the exploration borings, temporary slopes 1.9 horizontal to 1 vertical may be used. No construction equipment, vehicles or stockpiled material may be placed within 10 feet of the top edge of the temporary

slope. If there is not enough room to cut the temporary slope back at 1.9:1, then shoring may be considered.

In order to have a global factor of safety of 1.5 for permanent slopes composed of sands, the finished grade should be no steeper than 2.4 horizontal to 1 vertical. With cohesionless soils the factor of safety against a surficial failure will be less than 1.5. The slope should be constructed with a berm at the top edge to prevent water flow down the descending slope. Further, the slope should be landscaped with rooted vegetation to reduce the potential for erosion.

If there isn't enough room to grade a 2.4:1 slope between the building and parking lot, then it may be necessary to build a retaining wall at the bottom of the slope. For a 2.4:1 slope the active earth pressure for drained material will be an equivalent fluid pressure of 40 pcf.

Earthwork

Site development is expected to consist primarily of excavation for footings, slab subgrade preparation, backfill for footings and utility trenches. Recommended specifications for compaction of fill are presented in Appendix C. Suggested guidelines for structural fill and utility trench backfill are presented below.

- **STRUCTURAL FILL:** Where footings require filling, excavated onsite soils are suitable for use as fill beneath the structure. Loose soil, formwork, and debris should be removed prior to backfilling. Onsite soils should be placed and compacted in accordance with the recommendations in Appendix C.
- **UTILITY TRENCHES:** Buried utility lines should be bedded and backfilled around the conduit in accordance with the project specifications. Where conduit underlies concrete slab-on-grade or pavement, the remaining trench backfill above the pipe should be placed and compacted in accordance with recommendation in Appendix C.

Seismic Design

The site is not within a currently designated Alquist-Priolo Earthquake Fault Zone as defined by the State of California Division of Mines and Geology. However, strong ground shaking due to seismic activity can be expected at this site in the future. This site is within a Uniform Building Code (UBC) Seismic Zone 4. A soil profile type S_D should be used. The nearest seismic source type A fault is the Cucamonga fault located about 68 kilometers from the site. The nearest type B fault is the Palos Verdes fault, which comes within 4.7 kilometers of the site. Accordingly, N_a and N_v are 1.0 and 1.2, respectively. The coefficients C_a and C_v are 0.45 and 0.79, respectively. T_s and T_o are 0.700 and 0.140, respectively.

Soil Liquefaction Potential

Our liquefaction evaluation has been based on the SPT N-values. All of the N-values below the water table, when corrected for overburden pressure $(N_1)_{60}$, were greater than 30. Based on the blow-counts, soil liquefaction is considered unlikely at this site.

Soil Corrosivity and Sulfate Attack Resistance

Two bulk soil samples obtained from the borings have been tested for pH, sulfate and chloride content and minimum resistivity. The results are presented in Appendix B.

The soluble sulfate concentrations of the samples were 0.002 percent or less. These test results indicate the concrete in contact with the site soils may be designed in accordance with the negligible category of Table 19-A-4 of the 2001 California Building Code.

The soils on the site are classified as mildly corrosive to ferrous metals. Buried ferrous pipes should be protected. A corrosion engineer should be consulted regarding the degree of protection that is warranted.

Pavement Design

For design of asphaltic pavements we have used the Caltrans method of design, which uses the R-value test to evaluate the soil and base strength along with a traffic index (TI), which is an estimate of the traffic volume during the design life of the pavement. The soils encountered in the borings appeared to be similar. One R-value test was run on a sample from Boring 4 and the reported R-value was 76. That value was then used in our analyses.

We have provided pavement sections for several TI's. Structural pavement sections are as follows:

Traffic Index (TI)	Asphalt Concrete (ft)	Untreated Aggregate Base (ft)
5	0.20	0.35
6	0.25	0.35
7	0.30	0.35

With the high quality of the subgrade soils and using the Caltrans method the minimum base thickness is 0.35 feet (or about 4 inches) regardless of the TI.

The final subgrade in the pavement area should be scarified to a depth of at least 6 inches and moisture conditioned to optimum moisture content and then compacted. We recommend a compaction of 95% of the maximum density as determined by the

ASTM D1557 procedure for the upper subgrade soils and the untreated aggregate base.

Plan Review

This report has been prepared to aid in evaluating the site and to assist the engineer in the design of the structures. It is recommended that this office be provided the opportunity to review the final design drawings and specifications to determine if the recommendations of this report have been properly implemented.

Observation and Testing During Construction

All structural fill and backfill should be placed and compacted under observation and testing by this office. All footing excavations should be observed by this office to ascertain they are free of loose or disturbed materials.

CLOSURE

The findings and recommendations of this report were prepared in accordance with generally accepted professional engineering geology and geotechnical engineering principles and practice for Los Angeles County at this time. The findings and recommendations are based on the results of the field and laboratory investigations, combined with an extrapolation of soil conditions between and beyond boring locations.

Thank you for this opportunity to be of service. If you have any questions, please call the undersigned at (626) 337-5103.

Respectfully Submitted,

ARROYO GEOTECHNICAL

Lorraine Parks *Leonard T. Evans Jr.*

Lorraine Parks
Senior Staff Geologist

Leonard T. Evans, Jr., Ph.D., GE 302
Vice President/Chief Engineer



Enclosures: Drawing 1 *Boring Location*
Appendix A, *Field Exploration*
Appendix B, *Laboratory Tests*
Appendix C, *Recommended Earthwork Specifications*

Distribution: 6/Addressee



APPENDIX A
FIELD EXPLORATION



APPENDIX A

FIELD EXPLORATION

Field exploration included a site reconnaissance and subsurface exploration. During the reconnaissance, surface conditions were noted, and locations of explorations were determined.

Subsurface conditions at the site were investigated by drilling 4 borings with a hollow-stem auger drill rig using an 8-inch diameter auger. Soils were continuously logged and classified in the field by an experienced geologist in accordance with the Unified Soil Classification System. Field descriptions have been modified where appropriate, to reflect laboratory test results.

Relatively undisturbed drive samples of the subsurface soils were obtained at frequent intervals of depth in three of the borings. Standard Penetration Test (SPT) split-barrel samples were obtained in Boring B-1 and B-3 at selected depth intervals. Ring sampling was performed using a drive sampler; (2.5 inch inside diameter, 3 ¼ inch outside diameter) lined with 1 inch long brass rings. The steel sampler was driven into the bottom of the borehole with successive drops of a 140 pound hammer falling a distance of 30 inches. Blows required to drive the sampler 12 inches are shown on the logs in the "blows per foot" column. SPT samples were obtained in a split barrel sampler (2 inch outside diameter), which was driven 18 inches. The number of blows to advance the sampler each 6 inches was recorded. The blowcounts required to drive the sampler for the last 12 inches was recorded as the SPT "N" value.

The central portions of the ring samples were carefully sealed in waterproof plastic containers for shipment to the Arroyo geotechnical laboratory. Bulk samples were collected from selected borings during the field exploration.

The logs of the borings are presented on Drawings A-1 through A-4, which also include descriptions of the soils encountered, pertinent field data and supplemental laboratory results.

Log of Boring No. B-1

Dates Drilled: 02-20-04 Logged By: DMT Checked By: DMT

Equipment: 8" Hollow Stem Auger Driving Weight and Drop: 140lbs, 30"

Ground Surface Elevation: 15.7 feet Depth to Water: 13 feet ± Page 1 of 2

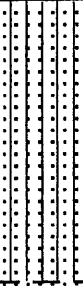


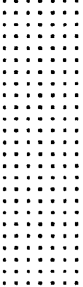


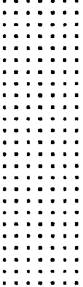




DEPTH (ft)	GRAPHIC SYMBOL	SUMMARY OF SUBSURFACE CONDITIONS <small>This log is a part of the report prepared by Arroyo Geotechnical for this project and should be read together with the report. This summary applies only at the location of the boring and at the time of drilling. Subsurface Conditions may differ at other locations and may change with the passage of time. The data presented is a simplification of actual conditions.</small>	SAMPLES		BLOWS (6" int.)	MOISTURE (%)	UNIT WT. (pcf)	OTHER
			DRIVE	BULK				
5	[Dotted pattern]	POORLY GRADED SAND (SP), orange to grayish brown, fine to medium grained sand, loose.	[]		6/10/14			chem
10	[Dotted pattern]	Groundwater encountered.	[]		4/7/9	10.7		ma
15	[Dotted pattern]		[]		8/19/31			
20	[Dotted pattern]	SPT sampler tip crushed by gravel (?) or hard rock	[]		11/27/36	19.0		ma
25	[Dotted pattern]	(SP) with few lenses of medium to coarse grained sand, and few fine gravel.	[]		13/35/40			
30	[Dotted pattern]		[]		15/ 50 for 3"			
	[Vertical lines pattern]	SILTY SAND (SM), gray brown, fine grained silty sand.						

Log of Boring No. B-1

Dates Drilled: 02-20-04 Logged By: DMT Checked By: DMT

Equipment: 8" Hollow Stem Auger Driving Weight and Drop: 140lbs 30"

Ground Surface Elevation: 15.7 feet Depth to Water: 13 feet ± Page 2 of 2

DEPTH (ft)	GRAPHIC SYMBOL	SUMMARY OF SUBSURFACE CONDITIONS	SAMPLES		BLOWS (6" int.)	MOISTURE (%)	UNIT WT. (pcf)	OTHER
			DRIVE	BULK				
40		<p>SILTY SAND (SM), gray brown, fine grained silty sand.</p>			9/33/38			
45		<p>POORLY GRADED SAND (SP), gray brown, fine grained sand, with some medium to coarse sand lenses, and trace of silt.</p>			8/18/20			
50		<p>POORLY GRADED SAND (SP), gray brown, fine grained sand, with some medium to coarse sand lenses, and trace of silt.</p>			6/36/ 50 for 4"			
55		<p>Total Depth 51 ½ feet. Depth to groundwater 13 feet ±. Backfilled with native soil on 02-20-04.</p>			22/ 50 for 4"			

Log of Boring No. B-2

Dates Drilled: 02-20-04 Logged By: DMT Checked By: DMT

Equipment: 8" Hollow Stem Auger Driving Weight and Drop: 140lbs, 30"

Ground Surface Elevation: 35 ft ± Depth to Water: Not encountered Page 1 of 1

DEPTH (ft)	GRAPHIC SYMBOL	SUMMARY OF SUBSURFACE CONDITIONS <small>This log is a part of the report prepared by Arroyo Geotechnical for this project and should be read together with the report. This summary applies only at the location of the boring and at the time of drilling. Subsurface Conditions may differ at other locations and may change with the passage of time. The data presented is a simplification of actual conditions.</small>	SAMPLES		BLOWS (per 6")	MOISTURE (%)	UNIT WT. (pcf)	OTHER
			DRIVE	BULK				
5		POORLY GRADED SAND (SP), reddish brown to brown, fine to medium grained sand.	■		9/10	2.1	103.5	c
10		(SP) with few coarse sand.	■		21/29	6.1	114.6	max, chem
15			■		11/14	6.4	102.2	ds
20		(SP) with few coarse sand.	■		20/25	7.3	112.2	
25			■		22/39	5.5	108.9	
30		POORLY GRADED SAND (SP), grey, fine grained sand.	■		25/25	5.6	111.7	c
			■		4/5	2.8	98.9	
Total depth 31½ feet. Groundwater not encountered. Backfilled with native soil on 02-20-04.								

Log of Boring No. B-3

Dates Drilled: 02-20-04 Logged By: DMT Checked By: DMT
 Equipment: 8" Hollow Stem Auger Driving Weight and Drop: 140lbs, 30"
 Ground Surface Elevation: 35 ft ± Depth to Water: 33 feet ± Page 1 of 2

DEPTH (ft)	GRAPHIC SYMBOL	SUMMARY OF SUBSURFACE CONDITIONS	SAMPLES		BLOWS (6" int.)	MOISTURE (%)	UNIT WT. (pcf)	OTHER
			DRIVE	BULK				
		This log is a part of the report prepared by Arroyo Geotechnical for this project and should be read together with the report. This summary applies only at the location of the boring and at the time of drilling. Subsurface Conditions may differ at other locations and may change with the passage of time. The data presented is a simplification of actual conditions.						
5		POORLY GRADED SAND (SP), reddish brown, fine to medium grained sand. (SP) with few coarse sand.	■		23/13	2.7	106.4	
			□		4/8/9	5.6		ma
			■		6/11/16	6.4	109.9	
10			□		5/7/10			
		(SP) with few coarse sand.	■		44/ 50 for 4"	5.7	117.5	
15			□		7/9/17			
		(SP) with few coarse sand.	■		16/22	5.5	105.6	
20			□		7/18/24			
		(SP) with few fine grained, rounded gravel.	■		33/ 50 for 5"	8.0	112.5	ds
25			□		9/16/19			
30		Sample lost during recovery (loose sand). Approximate groundwater level.	X		N/R			

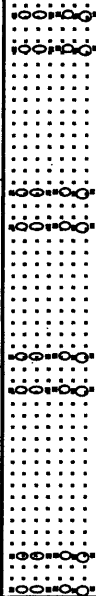






Project No.
12143-4000

Drawing No.
A-3a

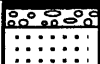

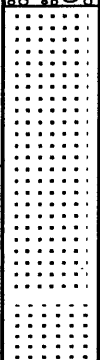



Log of Boring No. B-3

Dates Drilled: 02-20-04 Logged By: DMT Checked By: DMT
 Equipment: 8" Hollow Stem Auger Driving Weight and Drop: 140lbs 30"
 Ground Surface Elevation: 35 ft ± Depth to Water: 33 feet ± Page 2 of 2

DEPTH (ft)	GRAPHIC SYMBOL	SUMMARY OF SUBSURFACE CONDITIONS	SAMPLES		BLOWS (6" int.)	MOISTURE (%)	UNIT WT. (pcf)	OTHER
			DRIVE	BULK				
40		<p>POORLY GRADED SAND (SP), gray brown, fine to coarse grained sand, with beds of fine to medium gravel and coarse sand layers.</p>			50 for 6"	15.0	113.9	c
50					50/5" 43/50 for 2"			
55		<p>Total Depth 51 feet 1 inch. Depth to groundwater 33 feet ±. Backfilled with native soil on 02-20-04.</p>						

Log of Boring No. B-4

Dates Drilled: 02-20-04 Logged By: DMT Checked By: DMT
 Equipment: 8" Hollow Stem Auger Driving Weight and Drop: 140lbs, 30"
 Ground Surface Elevation: 35 ft ± Depth to Water: Not encountered Page 1 of 1

DEPTH (ft)	GRAPHIC SYMBOL	SUMMARY OF SUBSURFACE CONDITIONS	SAMPLES		BLOWS (per ft)	MOISTURE (%)	UNIT WT. (pcf)	OTHER
			DRIVE	BULK				
		This log is a part of the report prepared by Arroyo Geotechnical for this project and should be read together with the report. This summary applies only at the location of the boring and at the time of drilling. Subsurface Conditions may differ at other locations and may change with the passage of time. The data presented is a simplification of actual conditions.						
5		2" Asphalt, 6" Gravel base.						R
		POORLY GRADED SAND (SP), dark reddish brown, fine to medium grained sand, with few coarse sand.			19/21	3.1	107.8	ma
10		(SP), grey, fine grained.			9/12	4.0	108.8	
					15/22	1.4	103.6	
15		Total Depth 10 ½ feet. Groundwater not encountered. Backfilled with native soil on 02-20-04.						
20								
25								
30								

MAJOR DIVISIONS			SYMBOLS		TYPICAL NAMES
COARSE GRAINED SOILS Half is larger than no. 200 sieve	GRAVELS More than half coarse fraction is larger than no. 4 sieve	Clean gravels with little or no fines	GW		Well graded gravels, gravel-sand mixtures
		Gravels with over 12% fines	GP		Poorly graded gravels, gravel-sand mixtures
			GM		Silty gravels, poorly graded gravel-sand-silt mixtures
		GC		Clayey gravels, poorly graded gravel-sand-clay mixtures	
	GRAVELS More than half coarse fraction is smaller than no. 4 sieve	Clean sands with little or no fines	SW		Well graded sands, gravelly sands
		Sands with over 12% fines	SP		Poorly graded sands, gravelly sands with coarse sand/ fine gravel lenses
			SM		Silty sands, poorly graded sand-silt mixtures
			SC		Clayey sands, poorly graded sand-clay mixtures
FINE GRAINED SOILS Half is smaller than no. 200 sieve	SILTS AND CLAYS Liquid limit less than 50	ML		Inorganic silts and very fine sands, rock flour, silty or clayey fine sands, or clayey silts with slight plasticity	
		CL		Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays	
		OL		Organic clays and organic silty clays of low plasticity	
	SILTS AND CLAYS Liquid limit greater than 50	MH		Inorganic silts, micaceous or diatomaceous fine, sandy or silty soils, elastic silts	
		CH		Inorganic clays of high plasticity, fat clays	
		OH		Organic clays of medium to high plasticity, organic silts	
		Pt		Peat and other highly organic soils	
HIGHLY ORGANIC SOILS					



STANDARD PENETRATION TEST
Split Barrel sampler in accordance with ASTM D 1586-84



DRIVE SAMPLE
2.42" inside diameter, 140# weight, 30" drop (unless otherwise specified on boring log)



BULK SAMPLE
Loose cuttings from exploration



WATER TABLE

TEST TYPE

Results shown in Appendix B

Chemical
Grain Size Analysis
Sand Equivalent
Specific Gravity
Expansion Index
Compaction Curve
% Passing #200 Sieve
Pocket Penetrometer
Direct Shear
Unconfined Compression
R-Value
Consolidation
Collapse

OTHER

chem
ma
SE
sg
EI
max
f
p
ds
uc
R
c
col

EXPLORATION LOG KEY



APPENDIX B
LABORATORY TESTS

APPENDIX B

LABORATORY TEST RESULTS

Laboratory tests were run on selected samples of the earth materials to determine their physical properties and engineering characteristics. The amount and selection of particular tests were based on the geotechnical conditions on the project site and the proposed construction. Test results are presented on the boring logs and in this appendix. A summary of the various laboratory test results is described below.

Moisture-Density Tests

The in-situ moisture content in percent of dry weight and dry density in pounds per cubic foot were determined on selected drive samples taken in the field exploration. Test results are given on the boring logs in Appendix A.

Grain Size Analyses

Sieve and hydrometer tests were performed on representative samples of the various soils to assist in the soil classification. Results of these analyses are presented on Drawing B-1a and B-1b.

Compaction Curve

A bulk sample of the typical soils was tested to determine the laboratory maximum density and optimum moisture content relationship. Testing was performed in accordance with the ASTM D-1557-98 test procedure. The test results are presented on Drawing B-2.

Direct Shear

Two direct shear tests were run on selected drive samples using a constant strain-rate shear machine. Samples were placed in the shear machine, a normal load applied and the samples soaked prior to shear. The samples were sheared to the end of the shear box using an appropriate shearing rate. The test was repeated on two other samples using different normal loads. The peak and ultimate shearing resistance for each sample was determined and a plot prepared indicating the strength parameters Φ , the angle of internal friction and the cohesion. The test results are given on Drawings B-3 and B-4.

Consolidation

Consolidation tests were performed on 3 drive samples to determine the moisture sensitivity and compressibility of the typical soils. This test involved loading samples into a consolidometer that contained porous stones both top and bottom. Vertical loads were applied and the resulting deflections were recorded at various times. Normal loads were applied at a constant load-increment ratio, successive loads being generally twice the preceding load. Moisture infiltration was allowed during the tests to determine whether the samples would swell or collapse. Test results are presented on Drawings B-5 through B-7.

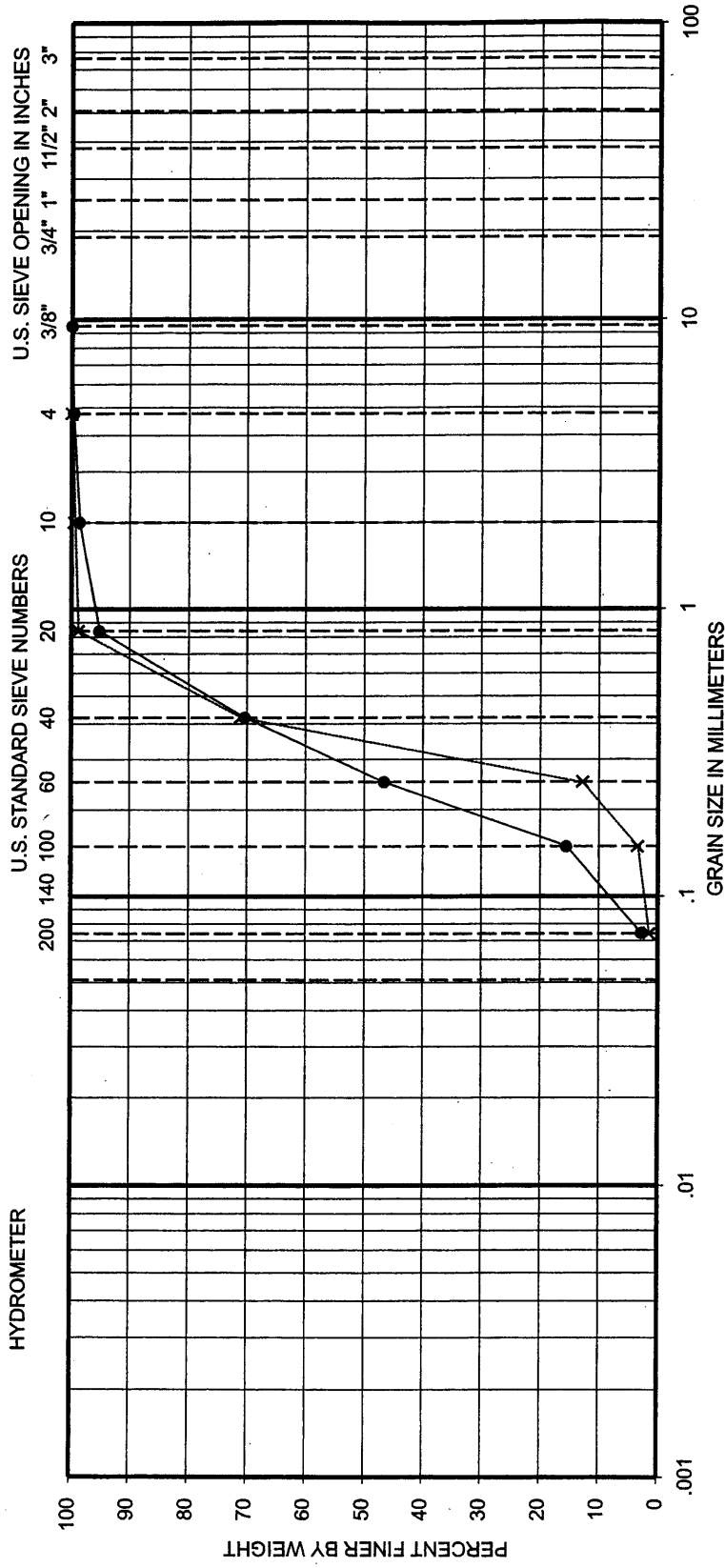
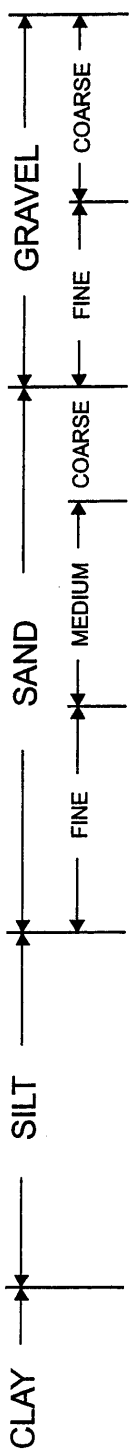


Soil Corrosivity

Resistivity, pH, soluble sulfate and chloride concentrations were determined for 2 bulk soil samples to evaluate the corrosion potential of common construction materials in contact with site soils. The test results are presented on Drawing B-8

R-Value

One bulk sample of the subgrade soils was tested for Resistance (R) value in accordance with State of California Standard Method 301 (ASTM D2844-00). Results of this test are used for pavement evaluation. The test results are presented on Drawing B-9.

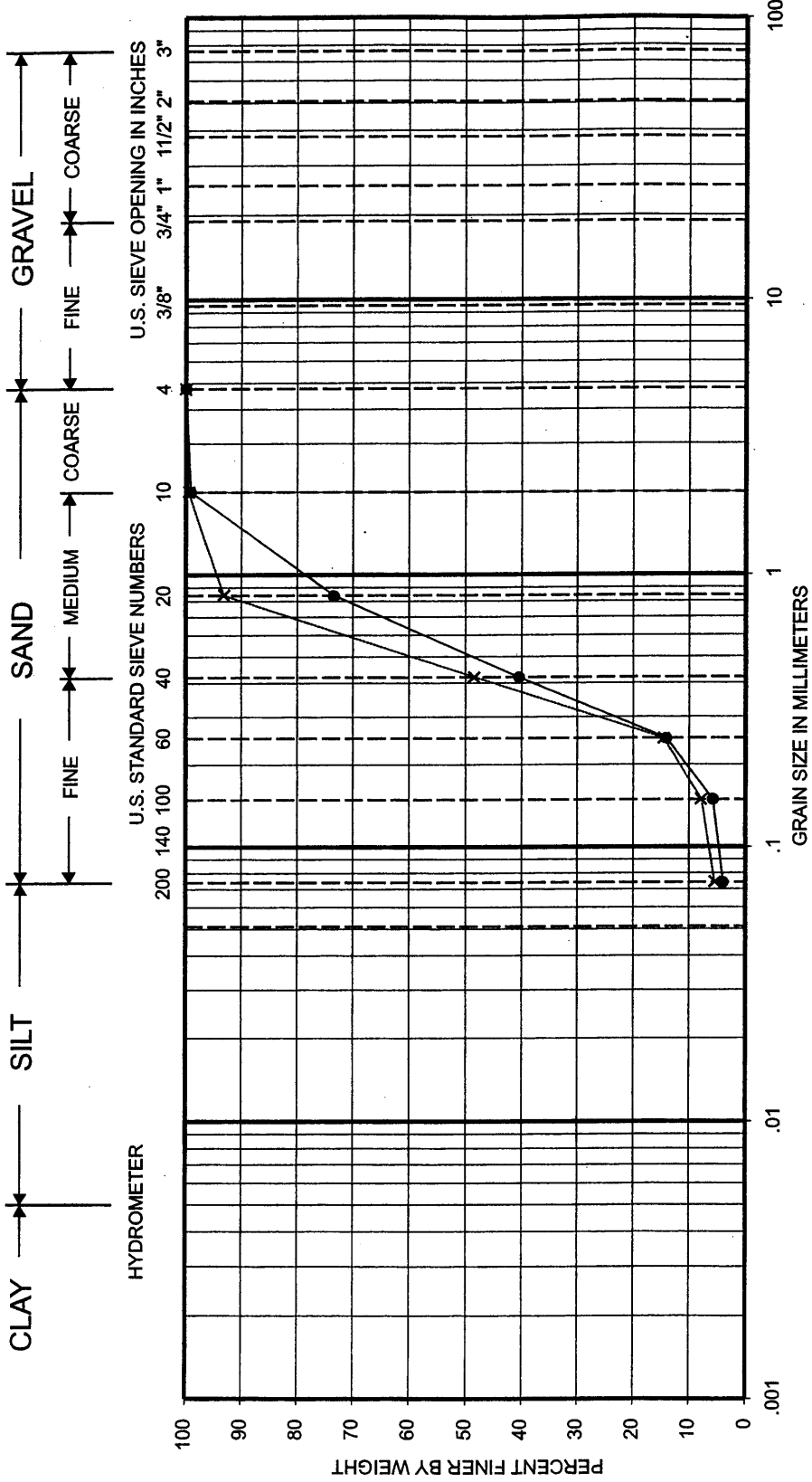


SYMBOL BORING DEPTH CLASSIFICATION

- x----- 1 10' (SP) Sand, poorly graded
- o----- 1 20' (SP) Sand, poorly graded

GRAIN SIZE DISTRIBUTION CHART





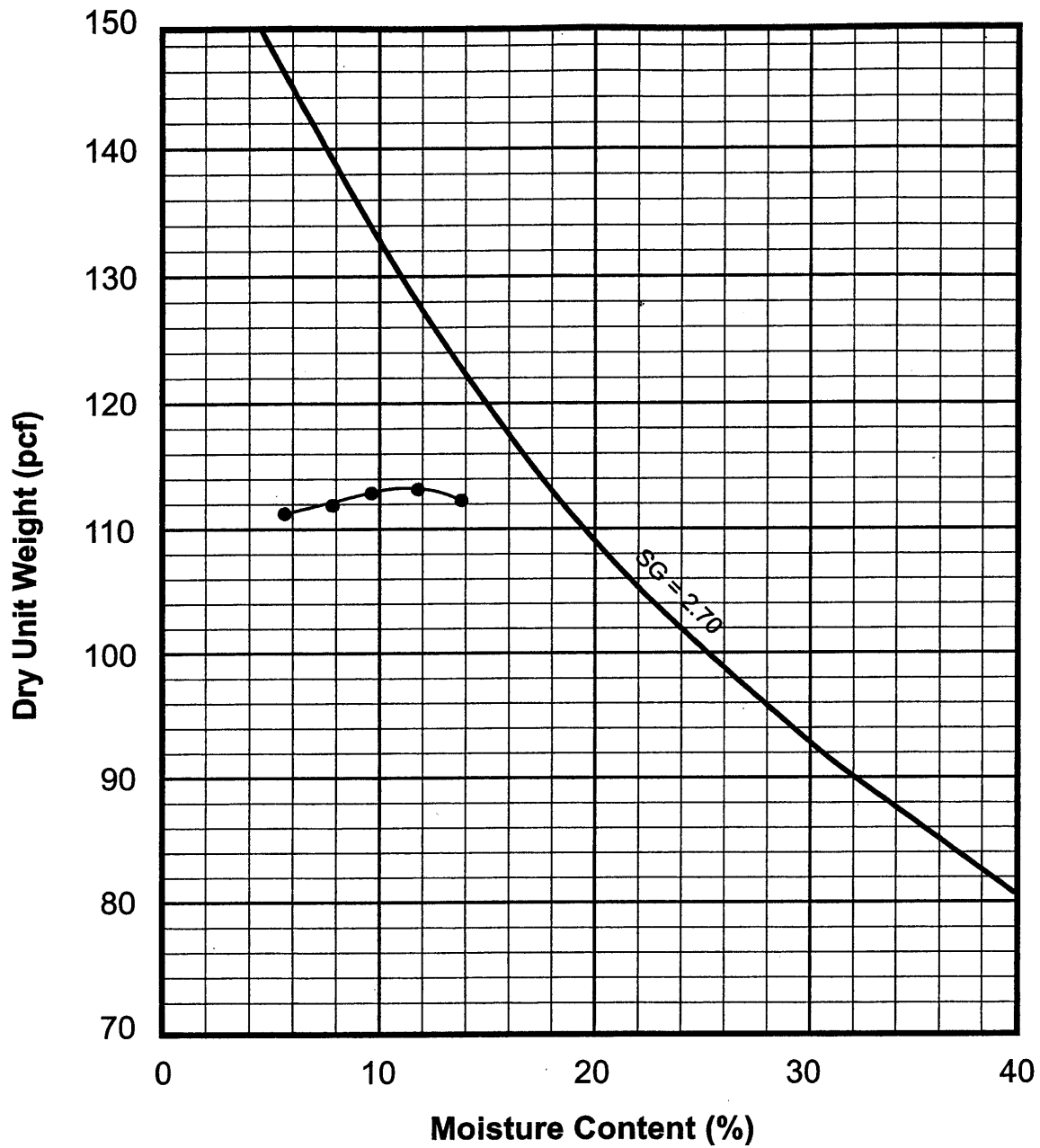
SYMBOL	BORING	DEPTH	CLASSIFICATION
—x—	3	5'	(SP) Sand, poorly graded
—●—	4	3 1/2'	(SP) Sand, poorly graded

GRAIN SIZE DISTRIBUTION CHART



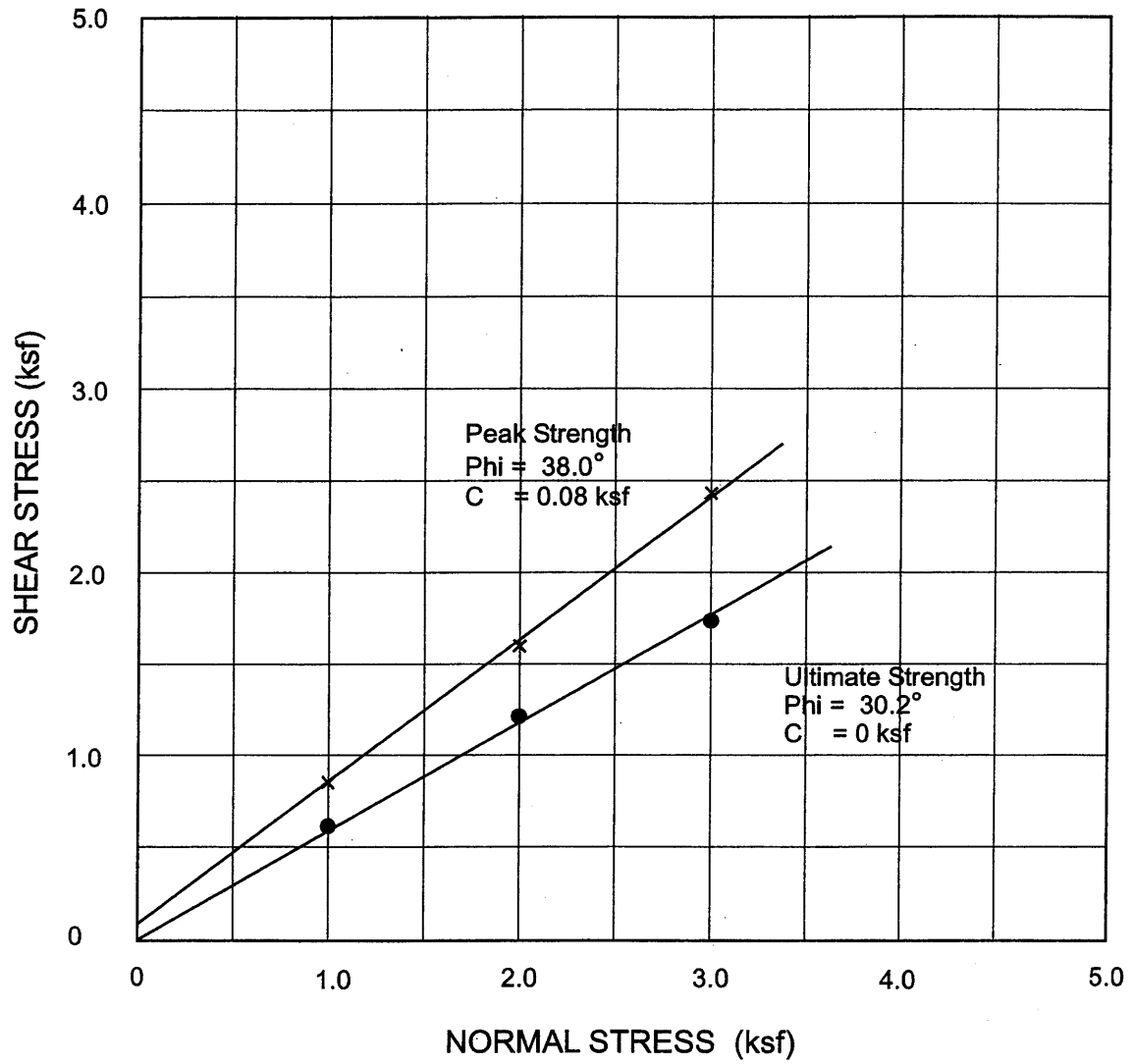
Project No.
12143 - 4000

Drawing Number
B-1b



SYMBOL	BORING	DEPTH (ft)	SAMPLE TYPE	DESCRIPTION	MAXIMUM DRY DENSITY (pcf)	OPTIMUM MOISTURE (%)
•	B-2	5 - 12	BULK	(SP) Sand, Poorly graded	113.2	11.5

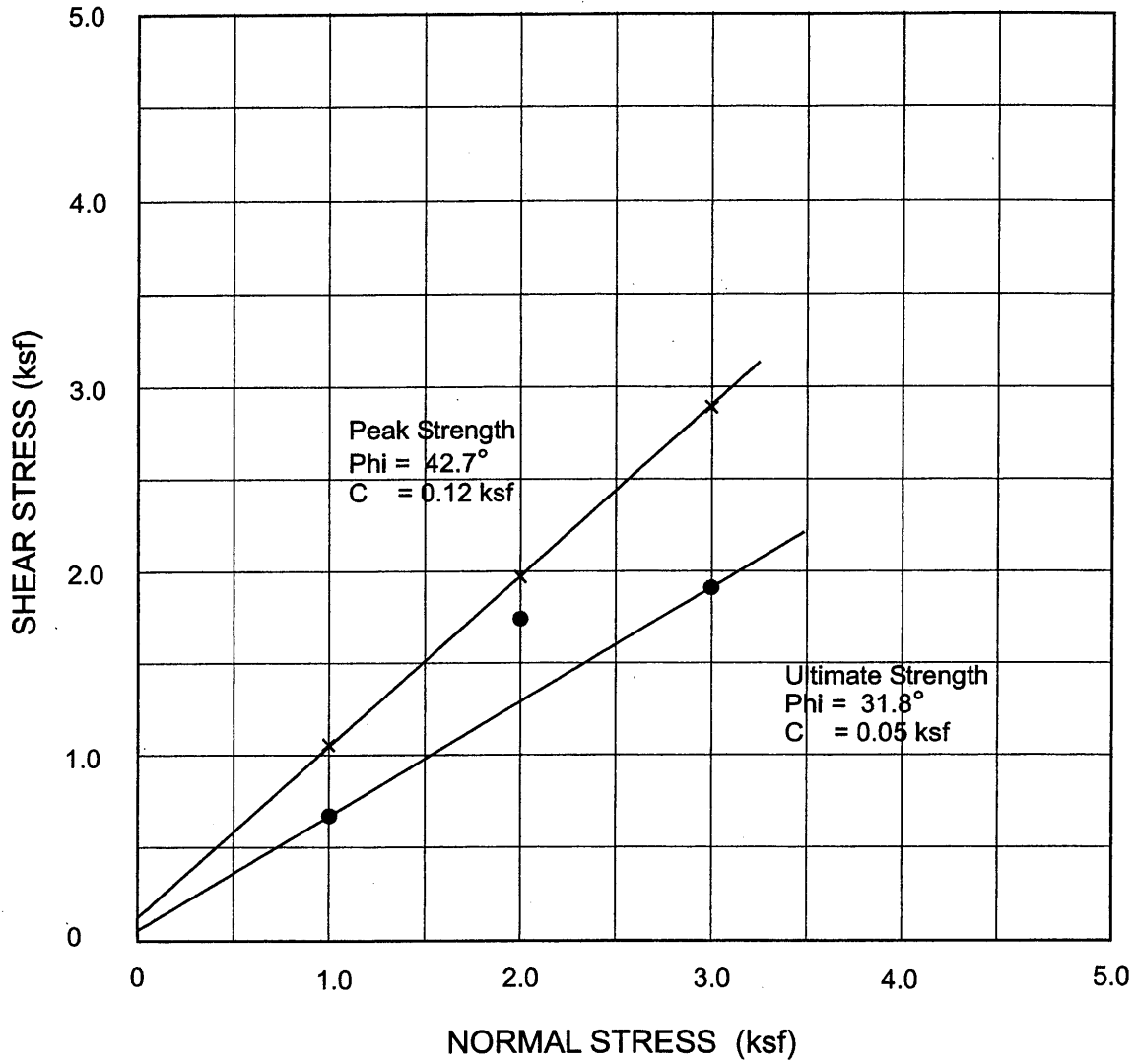
COMPACTION CURVE



BORING	DEPTH (ft)	SAMPLE TYPE
B - 2	10 ½	(SP) Sand, Poorly graded

- Ultimate Stress
- × Peak Stress

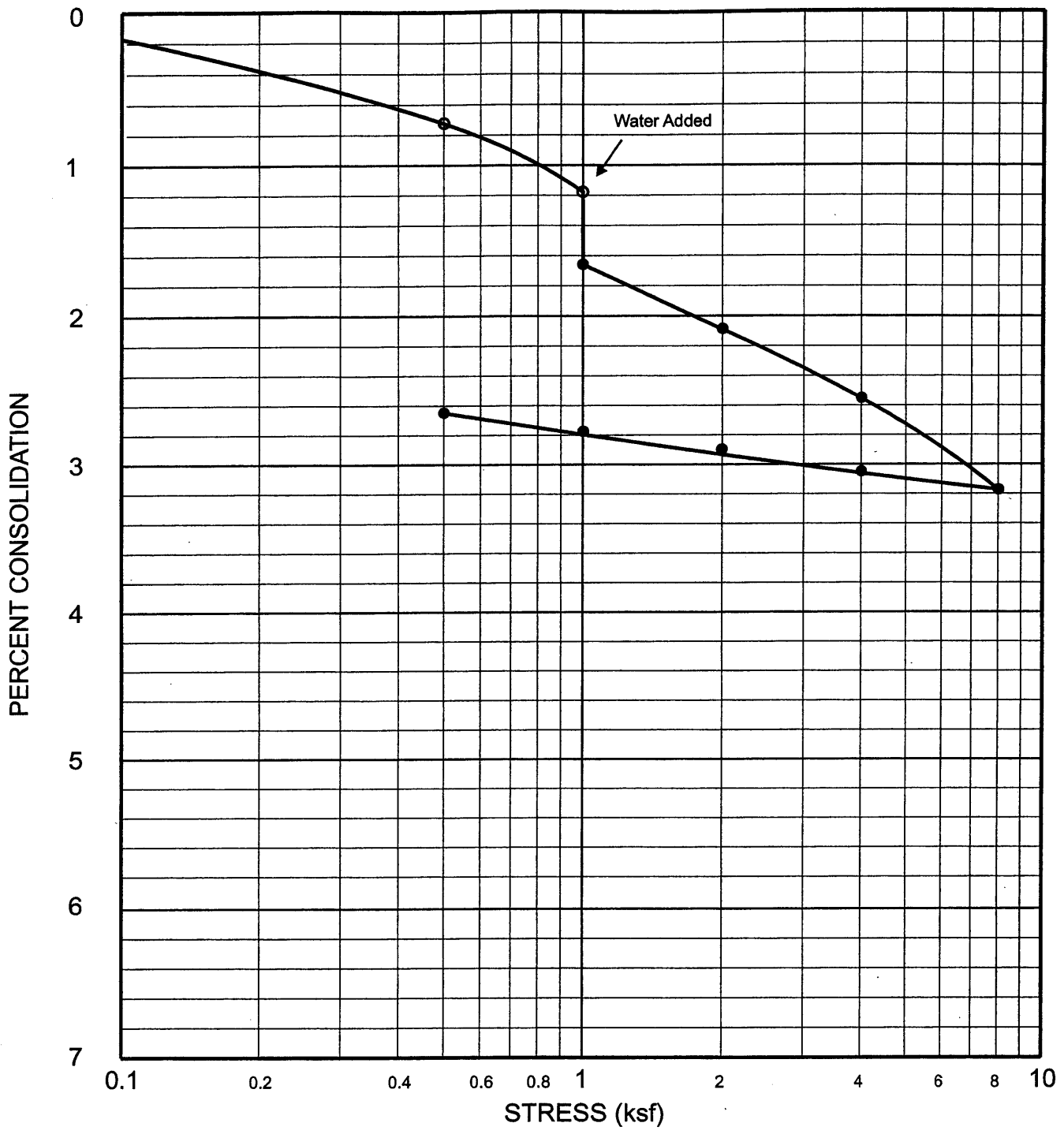
DIRECT SHEAR TEST



BORING	DEPTH (ft)	SAMPLE TYPE
B - 3	22 ½	(SP) Sand, Poorly graded

- Ultimate Stress
- × Peak Stress

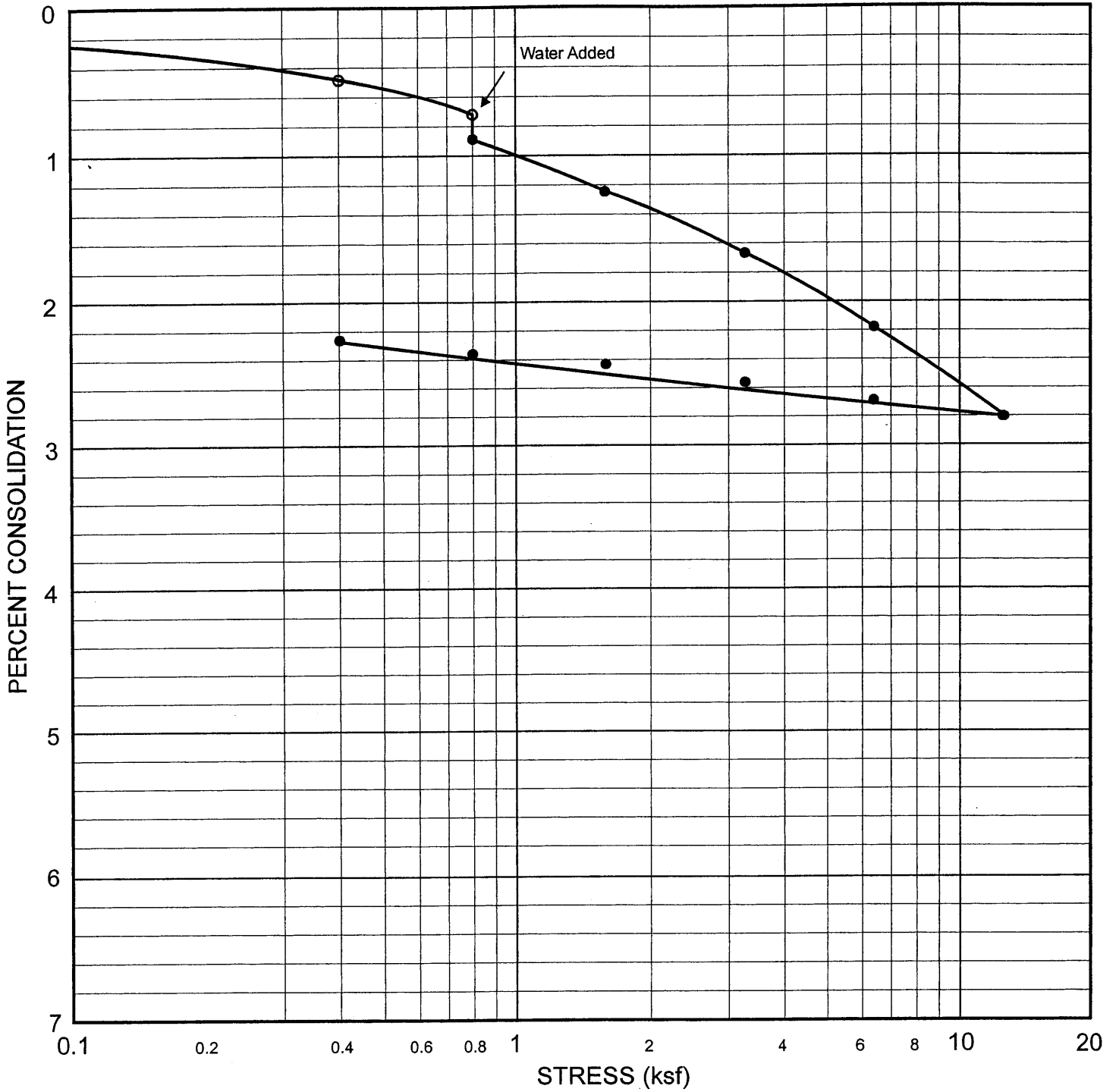
DIRECT SHEAR TEST



SYMBOL	BORING	DEPTH (ft)	SAMPLE TYPE	CLASSIFICATION	INITIAL MOISTURE CONTENT (%)	INITIAL DRY DENSITY (pcf)
O	B-2	2 ½	Ring	(SP) Sand, Poorly graded	2.1	103.5

● Water Added

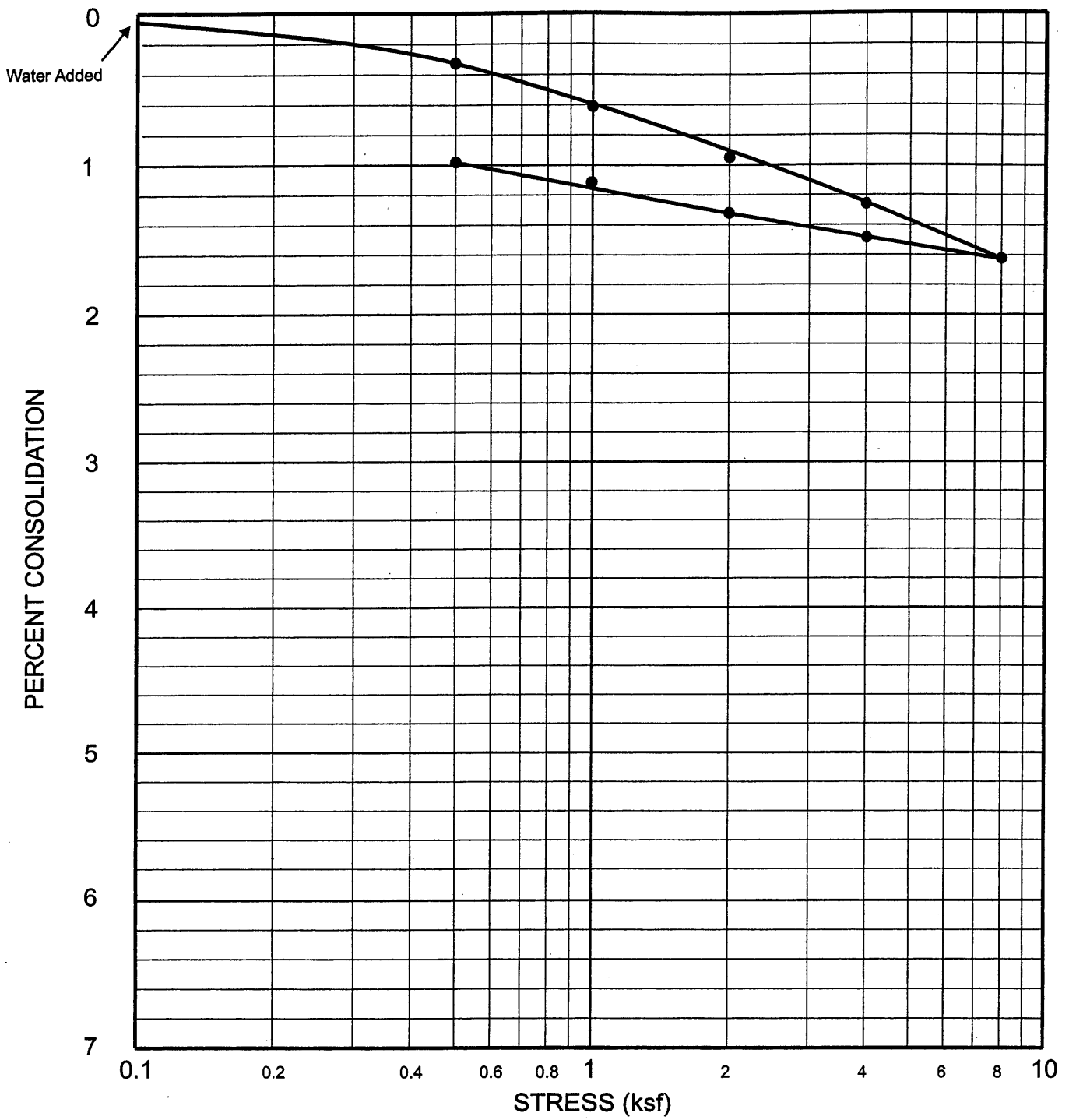
CONSOLIDATION TEST RESULTS



SYMBOL	BORING	DEPTH (ft)	SAMPLE TYPE	CLASSIFICATION	INITIAL MOISTURE CONTENT (%)	INITIAL DRY DENSITY (pcf)
○	B-2	25 ½	Ring	(SP) Sand, Poorly graded	5.6	111.7

● Water Added

CONSOLIDATION TEST RESULTS



SYMBOL	BORING	DEPTH (ft)	SAMPLE TYPE	CLASSIFICATION	INITIAL MOISTURE CONTENT (%)	INITIAL DRY DENSITY (pcf)
○	B-3	40 ½	Ring	(SP) Sand, Poorly graded	15.0	113.9

● Water Added

CONSOLIDATION TEST RESULTS

SUMMARY OF CORROSION TEST RESULTS

PROJECT NAME: Dockweiler

EGL JOB NO.: 04-219-013

PROJECT NO.: 12143-3000

CLIENT: Arroyo Geotechnical

DATE: 03-02-04

SUMMARIZED BY: VW

BORING NO	SAMPLE NO	DEPTH (ft)	pH CALTRANS	CHLORIDE CONTENT CALTRANS (ppm)	SULFATE CONTENT CALTRANS (% by weight)	MINIMUM RESISTIVITY CALTRANS (ohm-cm)
B1	N/A	5	7.52	75	0.001	10250
B2	N/A	5-12	7.61	75	0.002	13000

Test by EGL

CORROSION TEST RESULTS



Project No.
12143

Drawing No.
B-8



Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

R-VALUE TEST RESULTS

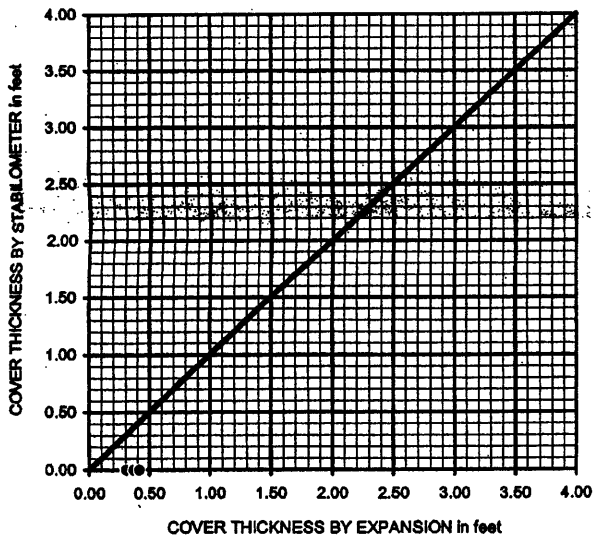
PROJECT NAME: Arroyo / Dockweler
 SAMPLE NUMBER: B-4
 SAMPLE DESCRIPTION: SA

PROJECT NUMBER: 12143-4000
 SAMPLE LOCATION: 1-4'
 TECHNICIAN: SCF
 DATE SAMPLED: 2/26/2004

TEST SPECIMEN	a	b	c
MOISTURE AT COMPACTION %	11.6	12.0	12.2
HEIGHT OF SAMPLE, Inches	2.44	2.47	2.54
DRY DENSITY, pcf	116.3	116.5	116.3
COMPACTOR AIR PRESSURE, psf	300	250	210
EXUDATION PRESSURE, psf	530	319	279
EXPANSION, Inches x 10 ^{exp-4}	0	0	0
STABILITY Ph 2,000 lbs (160 psi)	18	21	23
TURNS DISPLACEMENT	4.75	5.01	5.19
R-VALUE UNCORRECTED	81	77	74
R-VALUE CORRECTED	81	77	74

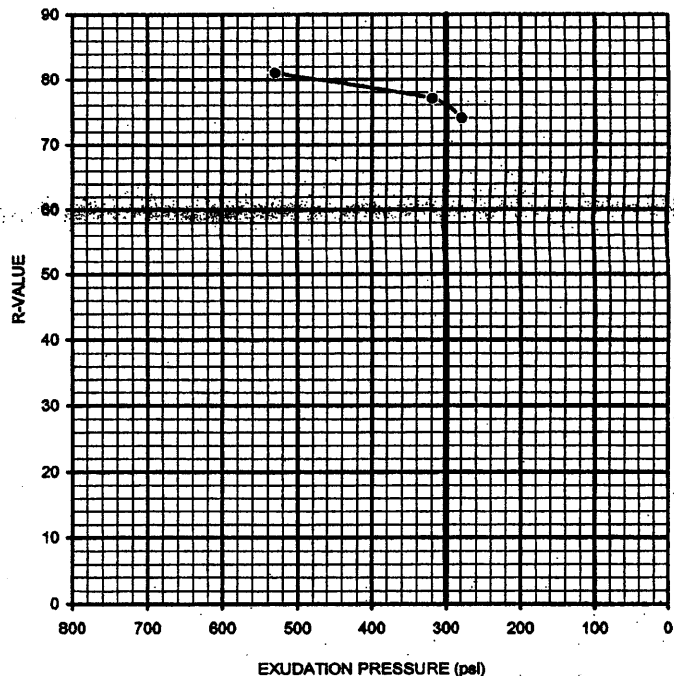
DESIGN CALCULATION DATA	a	b	c
GRAVEL EQUIVALENT FACTOR	1.0	1.0	1.0
TRAFFIC INDEX	5.0	5.0	5.0
STABILOMETER THICKNESS, ft.	0.30	0.37	0.42
EXPANSION PRESSURE THICKNESS, ft.	0.00	0.00	0.00

EXPANSION PRESSURE CHART



R-VALUE BY EXPANSION: 100
 R-VALUE BY EXUDATION: 76
 EQUILIBRIUM R-VALUE: 76

EXUDATION PRESSURE CHART



R-VALUE TEST RESULTS



APPENDIX C
RECOMMENDED EARTHWORK SPECIFICATIONS

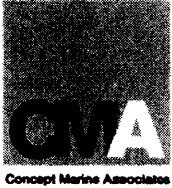
APPENDIX C

RECOMMENDED EARTHWORK SPECIFICATIONS

The following specifications are recommended to provide a basis for quality control during the placement of compacted backfill.

1. Arroyo Geotechnical shall observe areas that are to receive compacted fill prior to the placement of fill.
2. The exposed surface shall be scarified to a depth of six inches, moisture-conditioned to optimum moisture content and mechanically compacted to at least 95 percent of the maximum density of the soil as determined by the ASTM D1557-00 laboratory procedure. Chapter 70, Section 7011.3 of the 2002 Los Angeles Building Code requires 95 percent compaction for all fill material with less than 15 percent finer than 0.005 mm grain size.
3. Fill shall be placed in thin lifts, the thickness of which is compatible with the type of compaction equipment being used. Maximum lift thickness shall not exceed eight inches. Each layer of the general fill shall be compacted to a minimum of 95 percent of the maximum dry density, near optimum moisture content. Density testing shall be performed by this office to verify compaction.
4. Fill soils shall consist of existing site soils, or possibly imported soils essentially cleaned of contaminants, organic matter, cobbles, boulders, and deleterious material, and shall be approved by Arroyo Geotechnical. All imported soil shall be granular in nature and non-expansive, with an Expansion Index less than 30. Arroyo Geotechnical shall evaluate and/or test questionable import material for conformance with the specifications prior to importing the material to the site.
5. Arroyo Geotechnical shall observe the placement of compacted fill, and conduct in-place field density tests on the compacted fill to check for adequate moisture content and the required relative compaction. Where less than the specified relative compaction is indicated, additional compactive effort shall be applied. For improper moisture content the soils should be blended with other soil to achieve the proper moisture content and compacted again.

Appendix D
Wave Run-Up Study



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April 12, 2004
20401/0107/1301

**County of Los Angeles
Department of Beaches and Harbors
DOCKWEILER YOUTH CENTER**

WAVE RUN-UP ANALYSIS

A. INTRODUCTION

The purpose of this evaluation was to determine the design wave run-up for the proposed Dockweiler Youth Center at Dockweiler State Beach in Playa del Rey, California. The site lies in the Santa Monica Littoral Cell, which extends from Point Dume (north of the site) to Palos Verdes Point (Figure 1). This coastline is bounded by Topanga Canyon on the north and Malaga Cove on the south and exhibits an almost continuous sand beach over its entire length.

The proposed facility is to be a two story building located along the bluff south of the concession/restroom building at 12501 Vista del Mar. The lower level of the building is to be constructed on the beach. Due to the proximity of the proposed Youth Center to the shoreline, an evaluation of the possible effects of wave run-up was determined to be necessary.

Wave run-up is defined as the maximum elevation of wave up-rush above the still water level. The upper limit of run-up is an important parameter for the determination of the active portion of the beach profile. In order to determine the elevation of the design run-up, the design water level and design wave height will need to be identified. Once a design run-up level has been established for the site, an evaluation of the effects on the proposed structure will be performed. This evaluation will also consider the effects of beach recession on the proposed facility. Recommendations for the design of the structure resulting from the identified effects will then be provided.

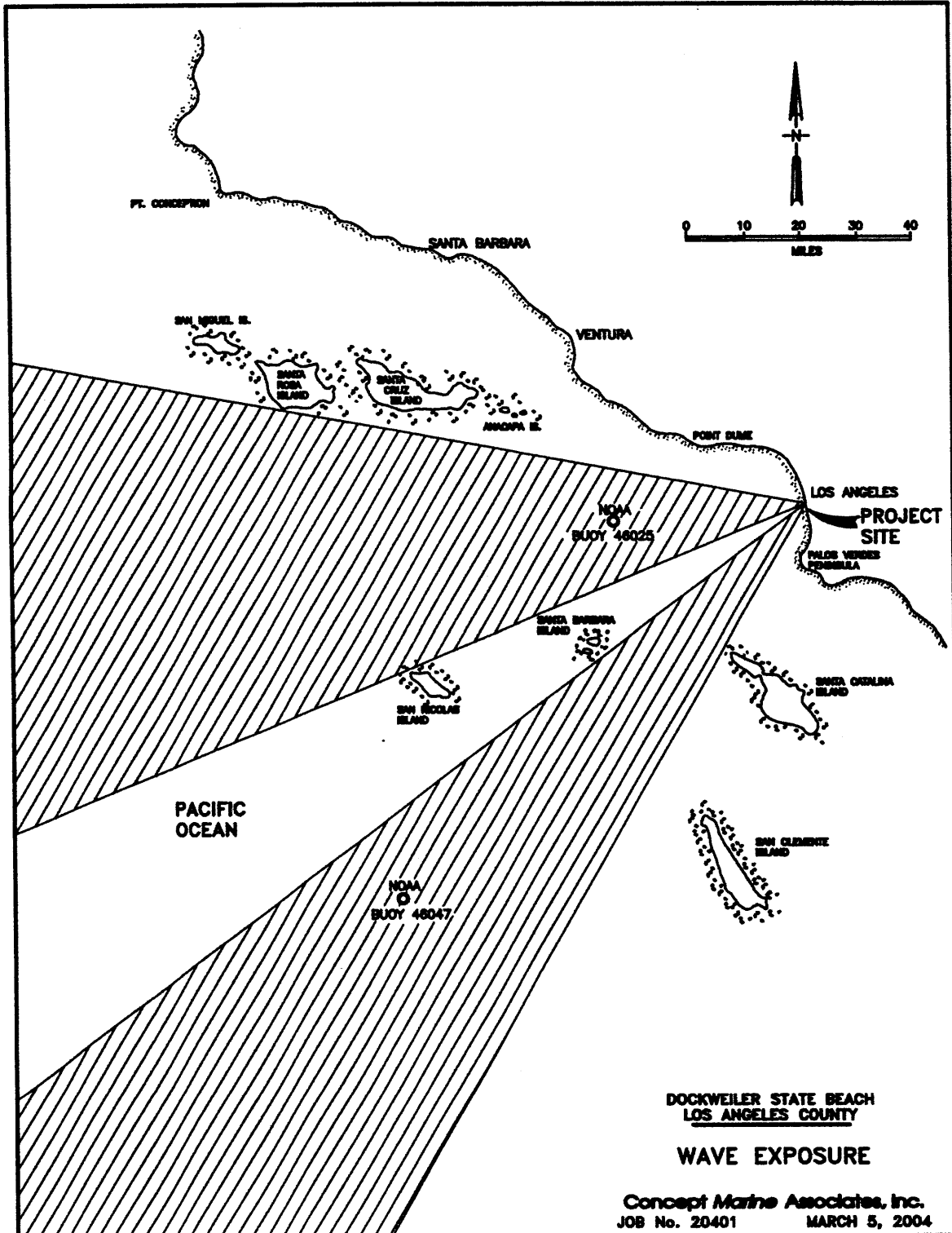
B. DESIGN WATER LEVEL

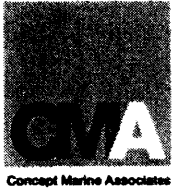
The water levels at Dockweiler State Beach are dependant upon astronomical tides, wave setup, storm surge and climatological variations. In order to conservatively estimate the design run-up elevation, the highest recorded water level will be used. To determine this water level, data collected by NOAA tidal gauge 9410840 was reviewed. This gauge has recently had the tidal epoch updated from a 14 year period from 1976 to 1989 to an 18 year period from 1984 to 2001. According to this station, the highest water level recorded was 8.5 feet based on a Mean Lower Low Water (MLLW) vertical datum. Since the site survey for this project is based on a National Geodetic Vertical Datum (NGVD), the water level will require adjustment, because NGVD is based on the Mean Sea Level (MSL). To make the conversion from MLLW to NGVD 2.8 feet is subtracted from the MLLW value to give a highest observed level of 5.7 feet (NGVD).



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Figure 1: Wave Exposure





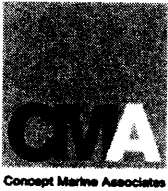
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Due to recent observation of long-term mean tide level increases, a concern regarding continued sea level rise has developed. Additionally, concern regarding accelerated sea level rise has been stated by climatologists and oceanographers due to the warming of the atmosphere associated with the "greenhouse effect," a global warming resulting from increased levels of carbon dioxide and other gases in the atmosphere. Because of the potential implications of sea level rise, the Engineering Implications of Changes in Relative Mean Sea Level committee was formed. Included in the findings presented by the committee are revisions to the observed amount of sea level rise that was previously reported, as well as the determination that the change in sea level varies from place to place. For the Pacific Coast of the United States, a sea level rise of 11 centimeters (0.36 feet) over the past century has been identified. Continued sea level rise would result in a tendency for increased run-up levels and beach erosion, which needs to be considered during the design of facilities on the beach such as the Dockweiler Youth Center. Since accelerated sea level rise is a concern, a conservative estimate of the future sea level rise of 0.5 feet will be adopted for this analysis. Applying this additional increase to the design water level of 8.5 feet MLLW (5.7 feet NGVD) results in an overall design water level of 9 feet MLLW (6.2 feet NGVD).

C. DESIGN WAVE HEIGHT

The coastline at the Dockweiler Youth Center site faces west-southwest with north-south orientation, which limits the exposure at the site to waves from the northwest to south. Waves at the site are generated by local winds and deep water swells. The design wave will be dictated by deep-water swells, since the magnitude (height and period) of these waves is much greater than those locally generated. The presence of Point Dume to the north, the orientation of the northern portion of the Santa Monica Cell, and island shadowing by Santa Cruz and Santa Rosa islands, result in the site being sheltered from large, deep-water storm waves that often reach the Southern California Bight from the northwest. Additional island shadowing is provided by the presence of Santa Catalina, Santa Barbara, and San Nicolas Islands to the southwest of the site. The presence of the Palos Verdes peninsula to the south further shelters the site. As a result, deep-water wave exposure at the site is limited to a large corridor from the west and a small corridor to the southwest, as shown on Figure 1.

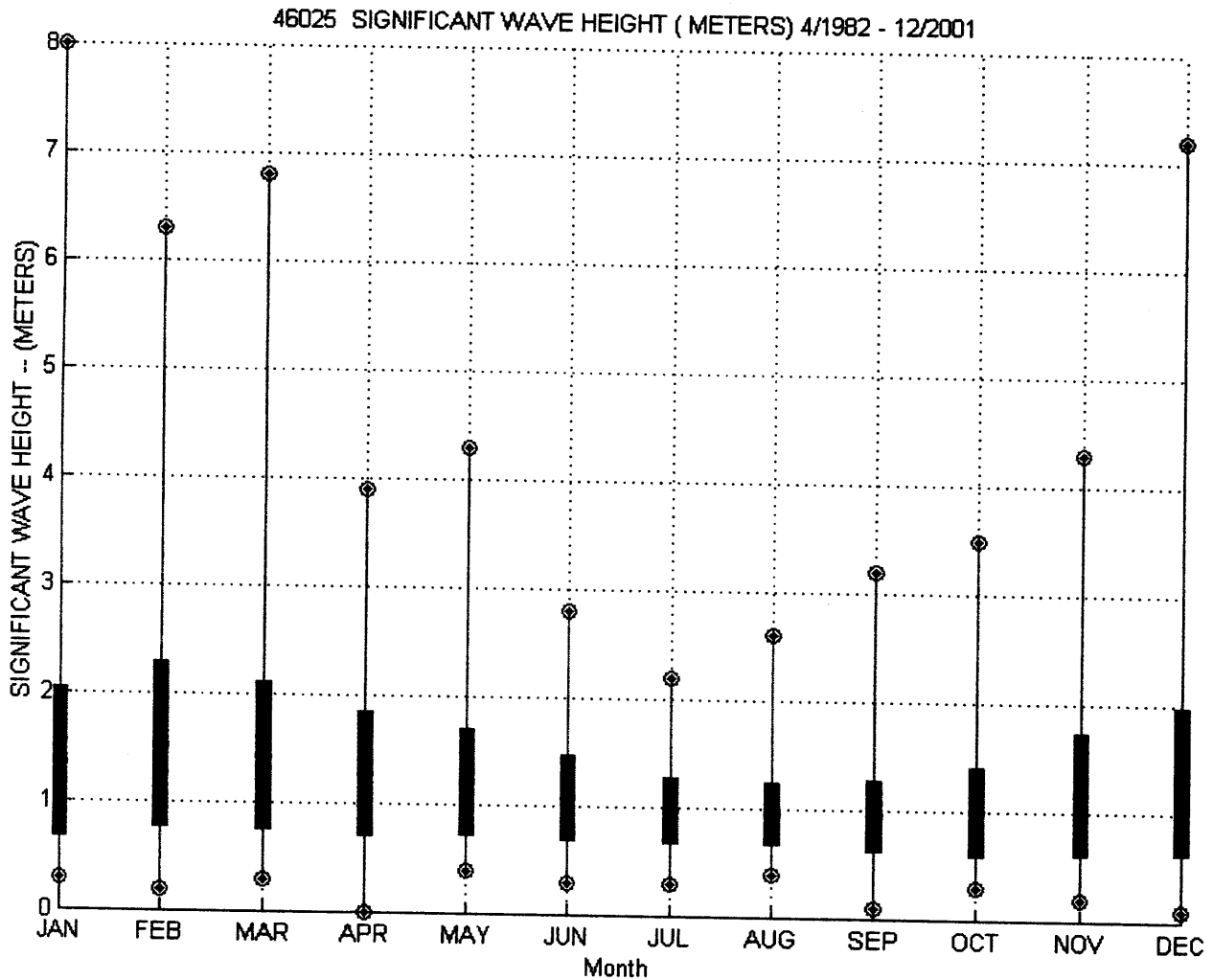
In order to establish a design wave height(s) for the site, the wave climatology must be evaluated. Historical wave data was obtained from the NOAA Buoy 46025, which is located to the west of the site within the primary wave corridor, and Buoy 46047 within the smaller corridor to the southwest. See Figure 1 for the buoy locations. Buoy 46025 has been collecting wave data since 1982, while Buoy 46047 has been operating since 1991. See Figure 2 and 3 for graphs of the historical significant wave heights for these buoys. The graphs shows that extreme high wave heights (circled diamond symbols) for the site reach 8 meters (26.25 feet), which was recorded in January of 1988 and typical waves range (red bars) from 0.6 meters to 1.2 meters (2.0 feet to 3.9 feet). Although the time period of the available data is relatively small with respect to statistical evaluation of the possible return period for design waves, review of the data and references available reveals an estimated 25 year storm wave height of 7 meters (23



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feet) with a period of 18 seconds. The maximum recorded wave of 8 meters could have a period as high as 20 seconds. For the purpose of this report, both the extreme wave height and the 25 year storm event will be used within the wave run-up calculations to represent the possible extreme wave heights at the Dockweiler Youth Center.

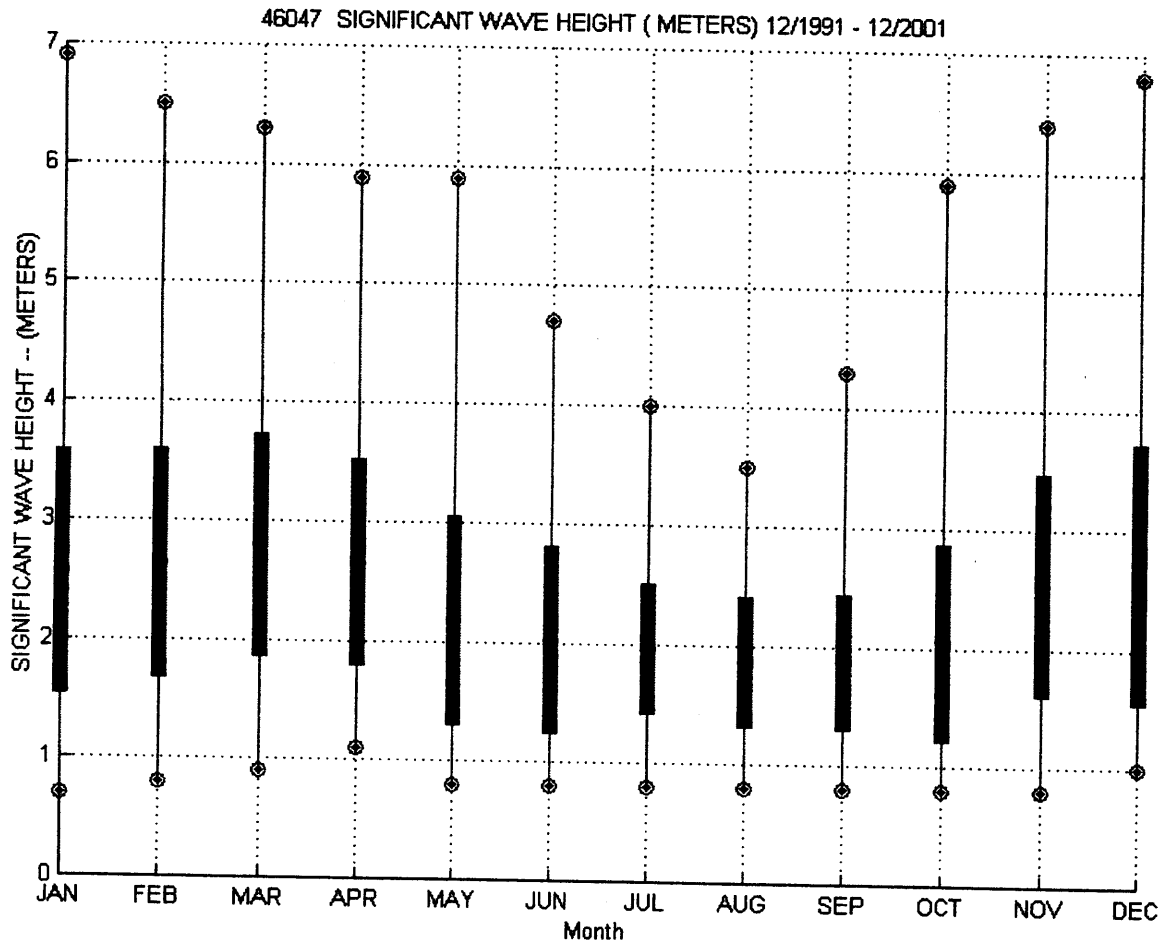
Figure 2: Graph of Significant Wave Heights for Buoy 46025





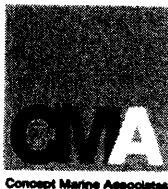
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Figure 3: Graph of Significant Wave Heights for Buoy 46047



D. WAVE RUN-UP CALCULATIONS

Two methods were used to estimate the wave run-up at the site. Both were provided by the U.S. Corps of Engineers (USACE). The first method was developed by Saville (1958) and presented in the USACE's Shore Protection Manual (SPM). This approach is for regular waves on smooth, impermeable composite slopes. No correction is made for the porosity or roughness of the sand slope at the project site, which likely results in a more conservative run-up estimate. This conservative approach is appropriate since actual site conditions will predominantly have irregular waves that are difficult to quantify with respect to wave run-up and can result in higher run-up levels. The second method was obtained from the USACE's Coastal Engineering Manual (CEM) and was presented by Hunt (1959). Hunt empirically determined run-up for regular, breaking waves as a function of beach slope, incident wave height, and wave steepness based on laboratory data. An irregular wave approach was also evaluated but was found to give



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excessively large run-up values which did not correlate with observations made at the site. Therefore, this approach is not presented in this report.

1. SPM Method

In order to determine the wave run-up using this method, the breaking wave height (H_b) and depth of breaking (d_b) must first be determined. Since the dimensionless ratio d_b/H_b has been found to vary with changes in the near-shore slope (m) and wave and wave steepness ($H_o'/(gT^2)$), the often used approximation $d_b/H_b = 1.3$ should not be used for design purposes. Instead, Figures 7-2 and 7-3 from the SPM can be used to compute more appropriate values. Figures 7-2 and 7-3 are provided in the Appendix to this report. Once these values were obtained, the composite slope method was used to determine the run-up (R) for the 25 year and extreme significant wave heights (H_o') and periods (T). See Table 1 for the design values and resulting run-up using this method.

Table 1: SPM Method Values and Results

Parameter	Situation 1	Situation 2	Figure Used
H_o'	23	26	None
T	18	20	None
$H_o'/(gT^2)$	0.0022	0.002	None
Slope, m	1/25	1/25	None
$H_b/H_o' =$	1.47	1.45	7-3
$H_b/(gT^2)$	0.0032	0.003	None
d_b/H_b	1.0075	1	7-2
$d_b = d_s =$	34.1	37.7	None
$d_s/H_o' =$	1.48	1.45	None
$R/H_o' =$	0.325	0.34	7-11
$R =$	7.5	8.8	None

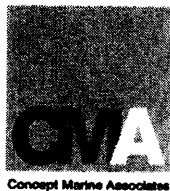
2. CEM Method

Hunt's formula given in non-dimensional form (Battjes 1974) is

$$R/H_o = \xi_0 \text{ for } 0.1 < \xi_0 < 2.3.$$

The formula was developed for uniform, smooth, impermeable slopes, where ξ_0 is the surf similarity parameter.

$$\xi_0 = (\tan\beta)(H_o/L_o)^{-1/2}$$



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The values utilized and findings for this method are presented below in Table 2. Since this method was found to have more conservative results, an additional trial was performed (Situation 3) for an estimate of the largest unbroken wave that could reach the toe of the beach slope. This was done to ensure that the value obtained for this wave would not exceed that of the larger waves that would break further off coast.

Table 2: CEM Method Values and Results

Parameter	Situation 1	Situation 2	Situation 3
$\text{Tan}\beta = \text{Beach Slope (Rise/Run)} =$	0.04	0.04	0.04
$H_0 = \text{Deep Water Wave Height (FT)} =$	23	26.00	17.85
$T_0 = \text{Wave Period (Seconds)} =$	18	20.00	18.00
$L_0 = \text{Deep Water Wave Length (FT)} = gT^2/(2\pi) =$	1,660.43	2,049.91	1,660.43
$\xi_0 = (\text{Tan}\beta)(H_0/L_0)^{-1/2} =$	0.34	0.36	0.39
$R = (H_0)(\xi_0) =$	7.82	9.23	6.89

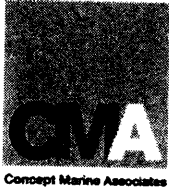
Upon inspection of Tables 1 and 2, it was determined that the wave run-up for the 25 year and extreme events ranged from 7.5 feet to 9.2 feet. Adding the design water level to these values gives run-up elevations of 16.5 feet to 18.2 feet MLLW or 13.7 feet to 15.4 feet NGVD.

Since empirical run-up values alone are not recommended to be used for design without validation, local observations were determined to be needed to validate the results. In order to obtain this information, Wayne Schumaker, Division Chief, Facilities & Property Maintenance Division, Los Angeles County Department of Beaches and Harbors (LADBH), was interviewed. He indicated that the large run-up events at the site, that had been observed, dissipated into the flat upper portion of the beach before reaching the toe of the bluff at which the Dockweiler Youth Center is proposed. Correlating this observation with the existing plan gives an observed runup level between 14 feet and 15 feet NGVD. He also noted that this was unlike other areas and facilities along the beaches his department maintains within the Santa Monica Littoral Cell, possibly be due to the width of beach along this area.

Upon review of the calculated run-up levels with respect to the historical observations reported for the site, it was determined that the values obtained appear to give a good representation of what has been observed. Therefore, a design run-up level utilizing the extreme run-up level of 18.2 feet MLLW or 15.4 feet NGVD is recommended for the Dockweiler Youth Center Site

E. BEACH RECESSION AND LONG-TERM EROSION

During the winter months, increased wave energy along this shoreline causes the profile along Dockweiler Beach to recede (beach recession). Beach recession along this area can range from 50 to 75 feet between winter and summer profiles, according to Wayne Schumaker of the LADBH. See Figure 4 for a typical depiction of beach recession. The variation in the amount of recession is dependent upon the intensity and frequency of winter storms which are believed to



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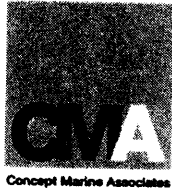
carry sand from the upper beach profile out to offshore bar(s). During periods of lower wave energy, sand is transported back to the beach. As shown on Figure 4, beach recession can have a dramatic effect on the location of wave run-up along the beach profile. The topographic data provided for this project was obtained in May of 1999, which is at the end of the winter storm season. Therefore, the sections depict some level of beach recession. The actual amount of beach recession is unknown.

Long-term beach erosion can also result in the movement of the run-up level towards the bluff and proposed structure. Erosion has the added problem of not recovering during periods of low energy due to the loss of the beach material. Since the beaches within the Santa Monica Cell were made dramatically wider through large beach nourishment projects in the 1940's and 1950's, erosion of this material could be a concern. Likely due to this concern, protective structures were constructed to maintain the sand on the beaches and have been found to be relatively effective. However, the long-term stability of these past fills and the structures that help to maintain them should continue to be monitored. If problems are identified, beach nourishment may be needed to re-establish an adequate beach width to protect the structure.

Therefore, it will be important to consider the possible effects of both beach recession and erosion at the proposed Youth Center site. Monitoring of the annual recession and erosion should be conducted and correlated with observed run-up levels during high wave energy events. This will provide background information so that excessive levels of erosion or recession that could result in exposure of the facility can be identified and remedied.

F. DISCUSSION

In order to evaluate the effect of the design run-up on the proposed Dockweiler Youth Center, a plan view and sections were prepared. See Figures 5 and 6. As shown on these plans, the predicted wave run-up extends to the existing toe of bluff along the proposed location for the facility. This will extend beneath portions of the current location for the lower level of the building and the associated concrete pad. However, the building is planned to have a finished floor elevation of 17 feet NGVD which is 1.6 feet above the design run-up level. The concrete pad is to extend away from the building at an undetermined slope. A slope of 6% is shown on Figure 6 as a result of discussions with the design architect that revealed this to be the slope desired by the users of the facility. Upon review of the building's position, proposed finished floor elevation and the run-up level, it has been determined that the proposed location can be maintained. However, the following design criteria regarding to the possible effects of wave run-up should be incorporated into the design to minimize potential future impacts.



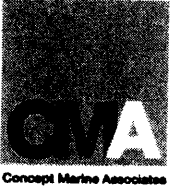
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1. Concrete Pad

As shown on Figure 5, the concrete pad is within the existing design wave run-up zone. However, as depicted on Figure 6, depending on the slope of the pad, the seaward edge is just above the design run-up level (assuming a slope of 6%). Therefore, the edge of the pad could be exposed to wave uprush during extreme events. Although these events are infrequent, scour at the edge of the pad could be significant. To minimize the impacts of the scour on the concrete pad, it is recommended that the edge be extended to a depth of four feet below the design run-up level of 15.4 feet NGVD. The extension should have a slope no steeper than 1 to 1, which will reduce scour during run-up exposure. This extension will allow some scour to occur during extreme events without undermining the concrete. In addition, it is recommended that a two-foot thick and five-foot wide layer of rock toe protection be placed at the bottom of the extension, and filter fabric placed beneath it. This rock will only provide minimal protection to the toe of the concrete. Its primary purpose is to provide a warning sign to maintenance personnel that erosion has reached a critical level and needs be arrested. See Figure 6 for a depiction of the proposed extension and rock toe protection. The areas in need of the extension are designated by the A symbols around the edge of the concrete pad on Figure 5.

2. Dockweiler Youth Center Lower Level Foundations

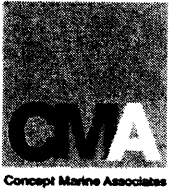
Since portions of the proposed lower level of the Youth Center are near to or below the existing run-up level, protection of these areas will be needed. In areas where the finished floor elevation is above the existing grade (southwest corner of building), fill sand should be placed over the existing grade to bring it up to the finished floor level. However, this will not be adequate to protect the foundations during an extreme event. To provide additional protection to the edges of the structure, the foundations should be extended below the design run-up elevation. Since some of the areas in need of protection extend into the bluff, away from the run-up zone, two foundation extension lengths are being proposed. At the areas where the existing run-up level extends to or near the building, the foundation should be extended four feet below the the design run-up elevation (not the new fill surface). These areas are designated by the A symbols on Figure 5. Areas further inland will only require a three foot extension below the design run-up elevation and are designated by B symbols. The extension of the footings is to be added to the depth of foundation embedment required by the geotechnical engineer. This will allow continued structural stability of the building during periods of temporary erosion. Rock toe protection should also be placed to act as a warning that erosion has reached a critical level. This rock should be two-feet thick and five-feet wide, with filter fabric beneath, and located at the lower two-feet of the required extension and above the embedment depth required by the geotechnical engineer.



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3. Dockweiler Youth Center Lower Level Doors and Drainage

Due to the proximity of the lower level of the Youth Center to the design run-up level, the potential exists for it to be exposed to flood waters during extreme run-up events. Depending on the type of building construction and furnishings or equipment to be kept in the lower level, it will be necessary to design the doors to prevent water intrusion or to design the interior to withstand potential flood events. Any drainage systems that are installed on the concrete pad or within the lower level of the building should be oversized to help prevent clogging and allow easier clean-out, since run-up waters will transport sand to flooded areas.



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Figure 4: Typical Beach Recession Profile

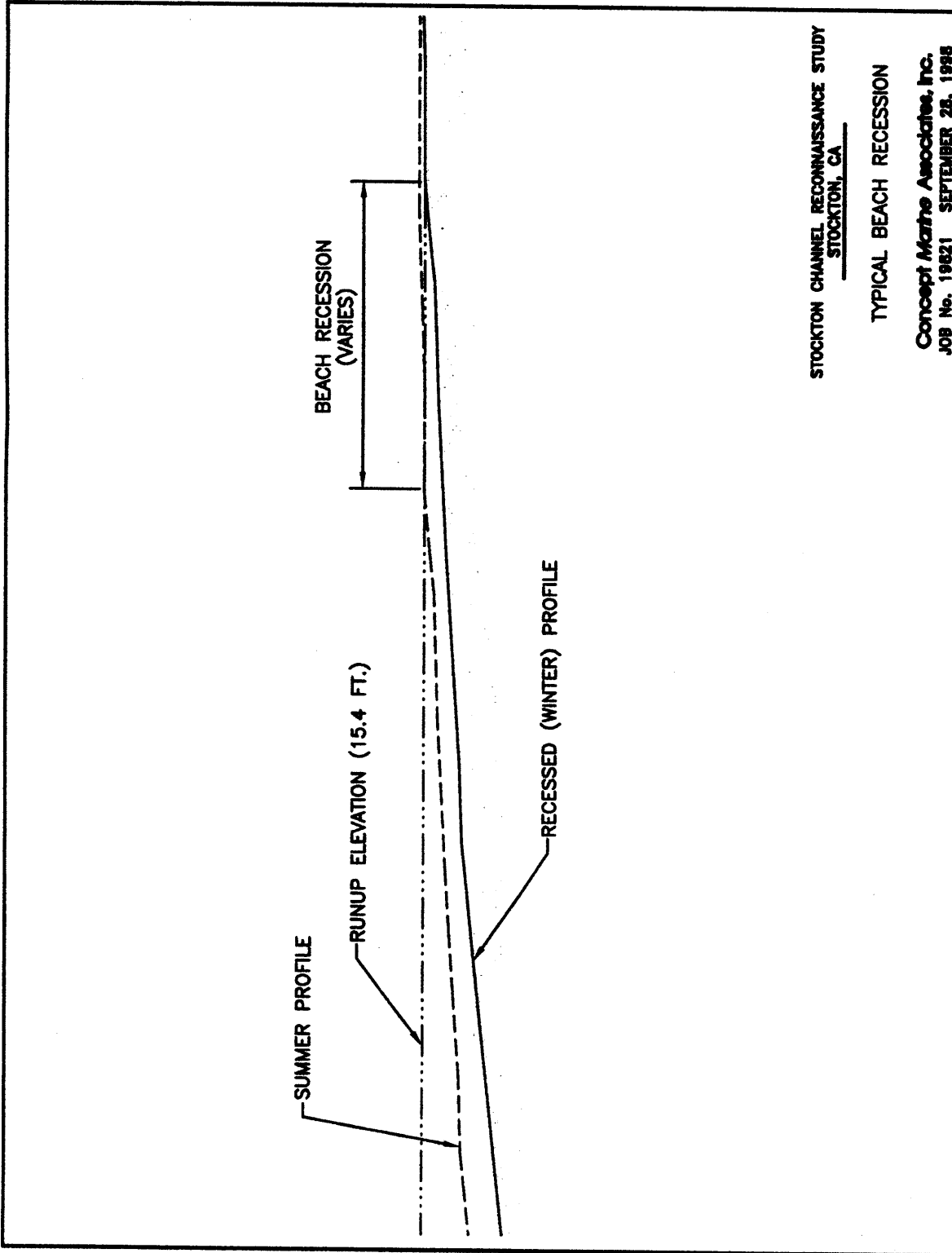


Figure 5: Proposed Plan

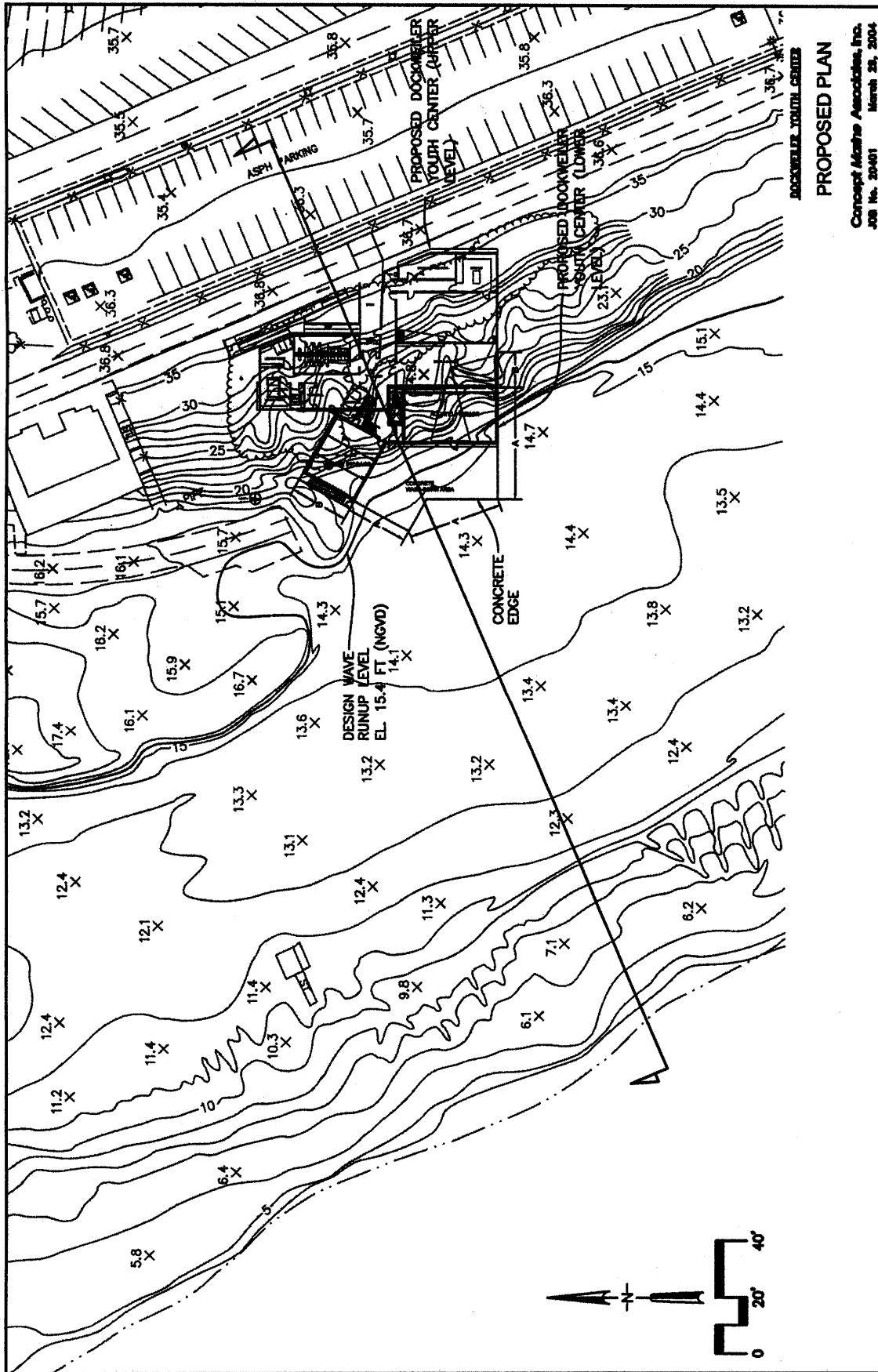
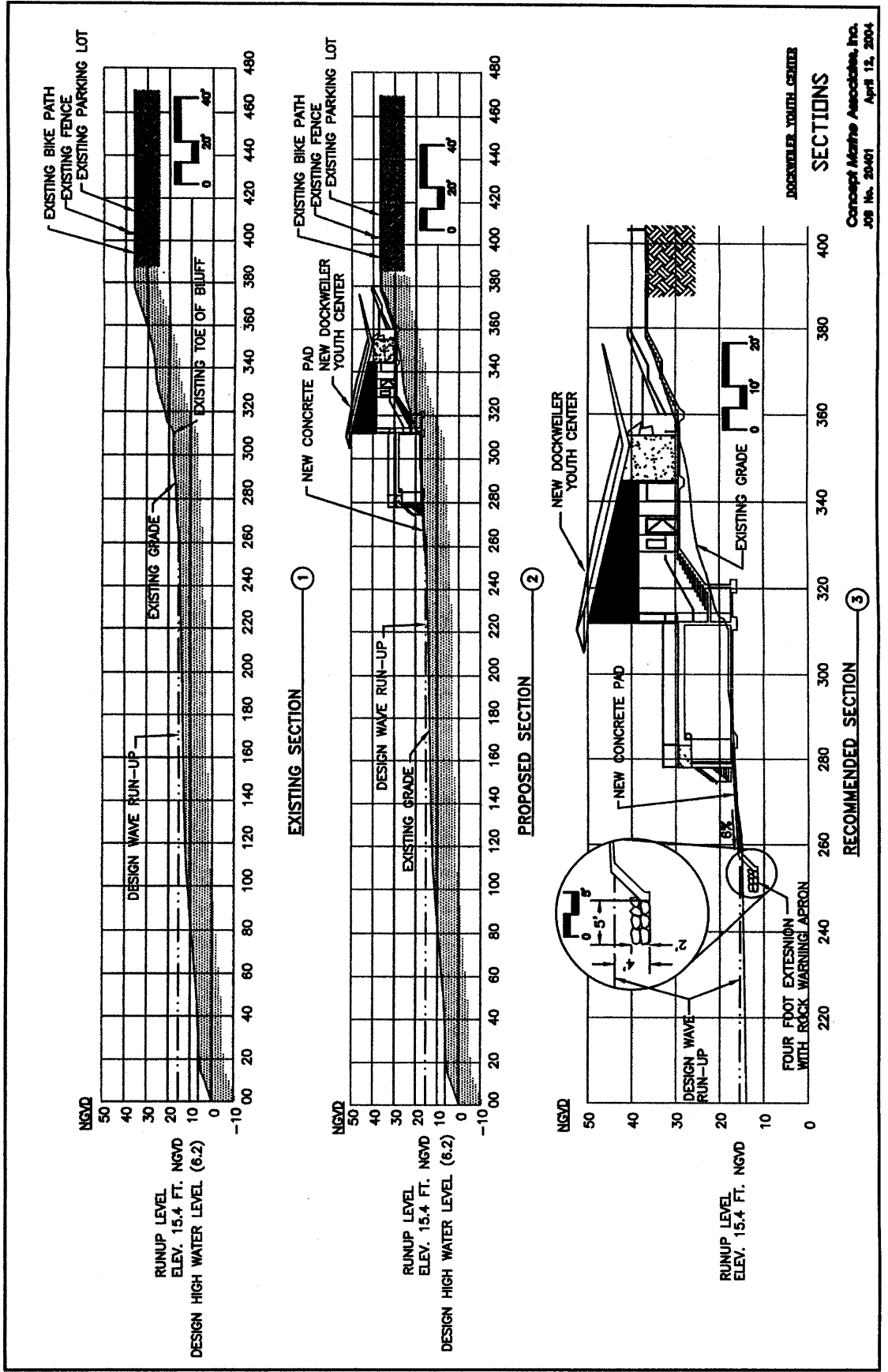


Figure 6: Sections



APPENDIX

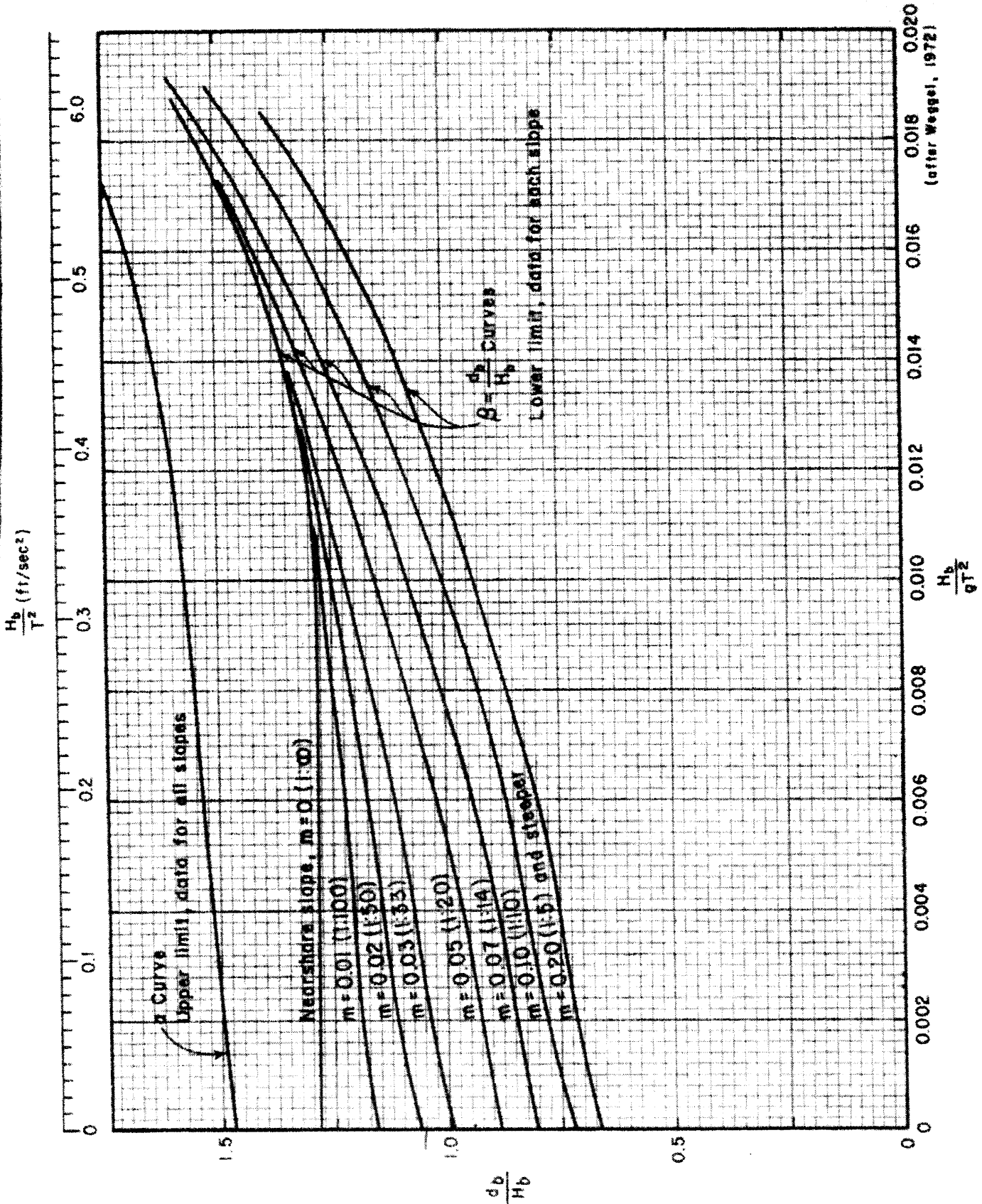


Figure 7-2. α and β versus H/gT^2 .

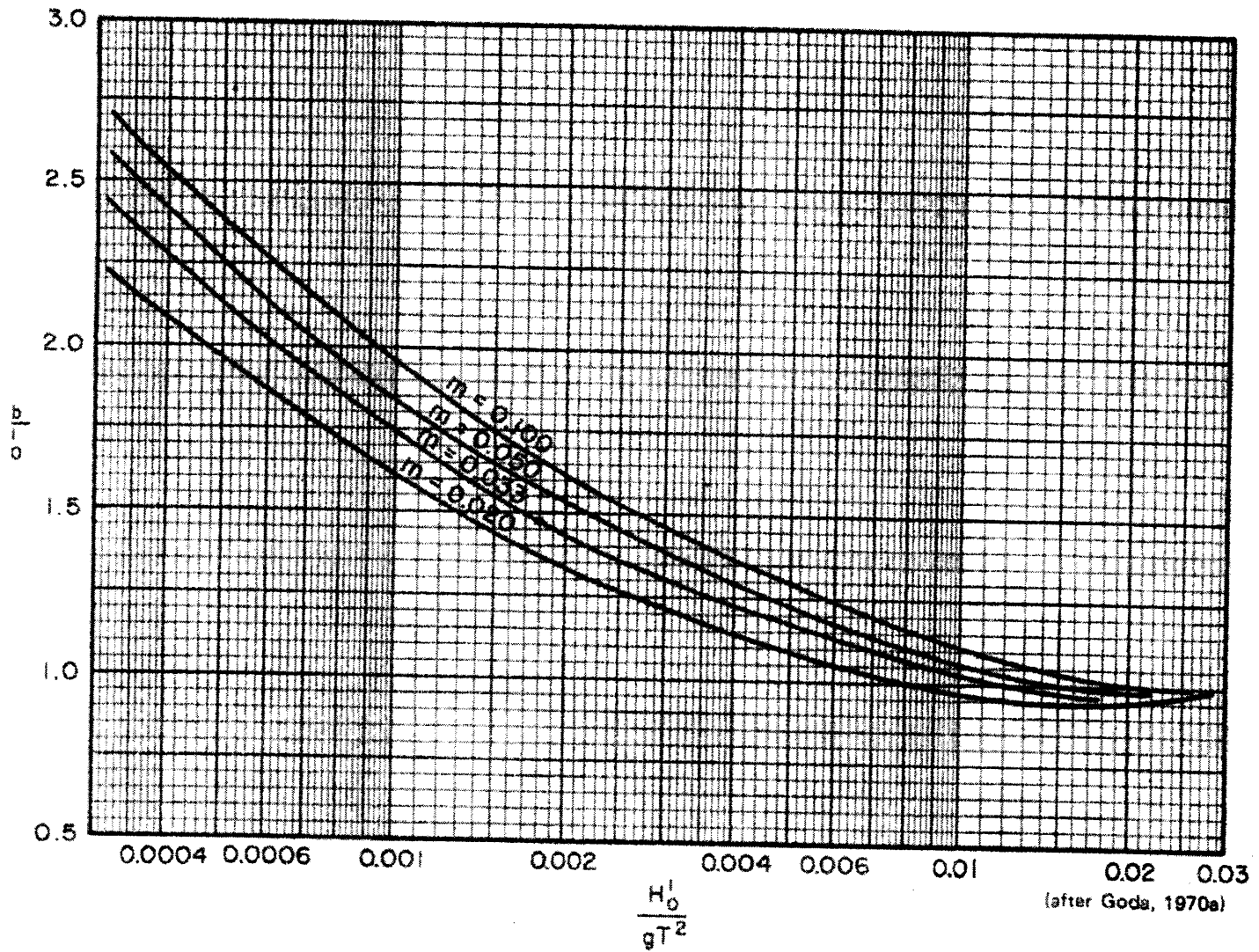


Figure 7-3. Breaker height index H_b/H_0 versus deepwater wave steepness H_0'/gT^2 .

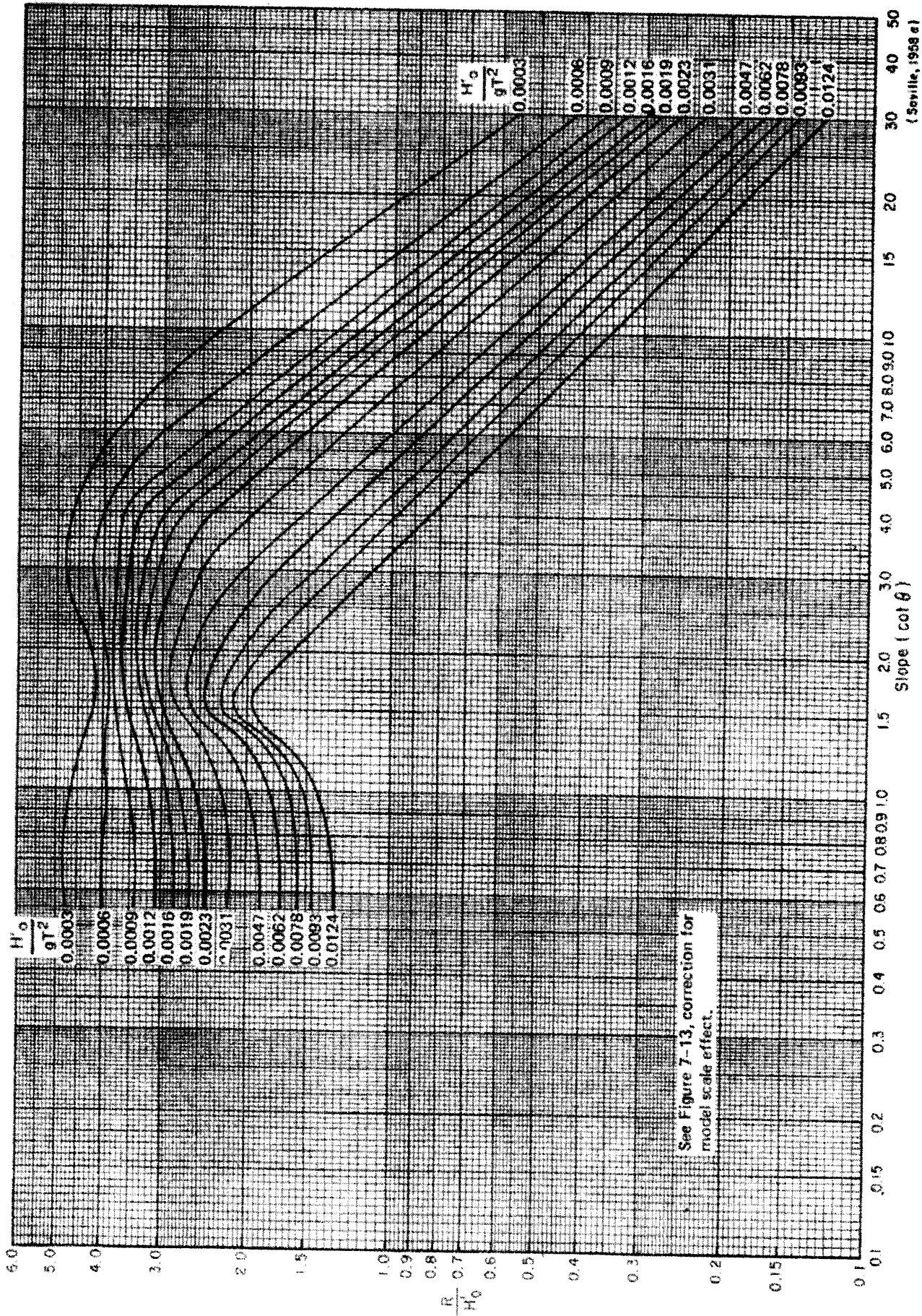
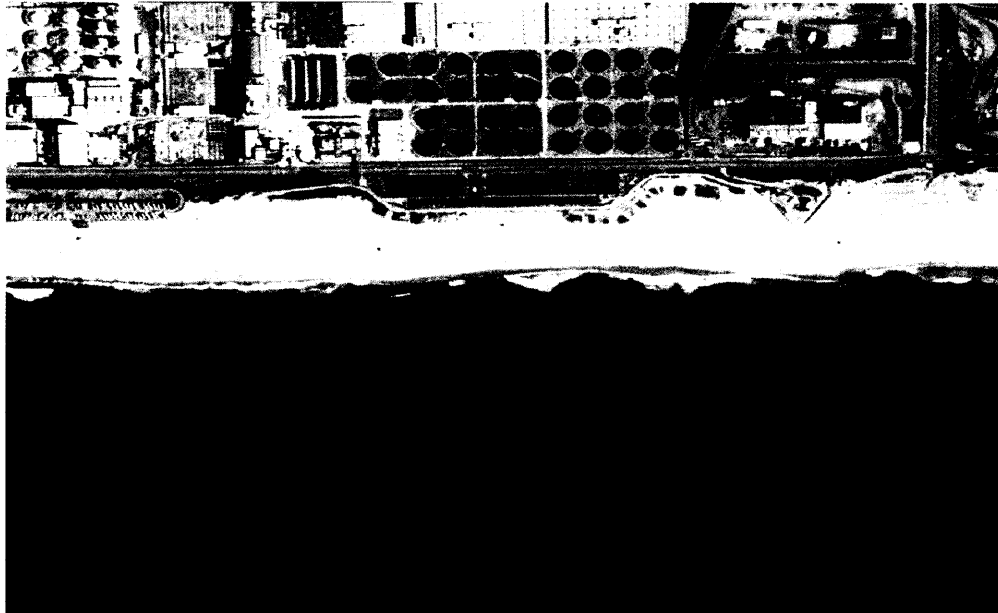


Figure 7-11. Wave runup on smooth, impermeable slopes when $d_s/H_0 \approx 2.0$.

(Seville, 1968 e)

***Storm Erosion and Wave Runup Analyses, and Beach Impact Assessment
For Aquatic Youth Center
At Dockweiler Beach, California***



**Prepared For:
Department of Beaches and Harbors
County of Los Angeles**

**Prepared By:
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March 15, 2006

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1.0 INTRODUCTION

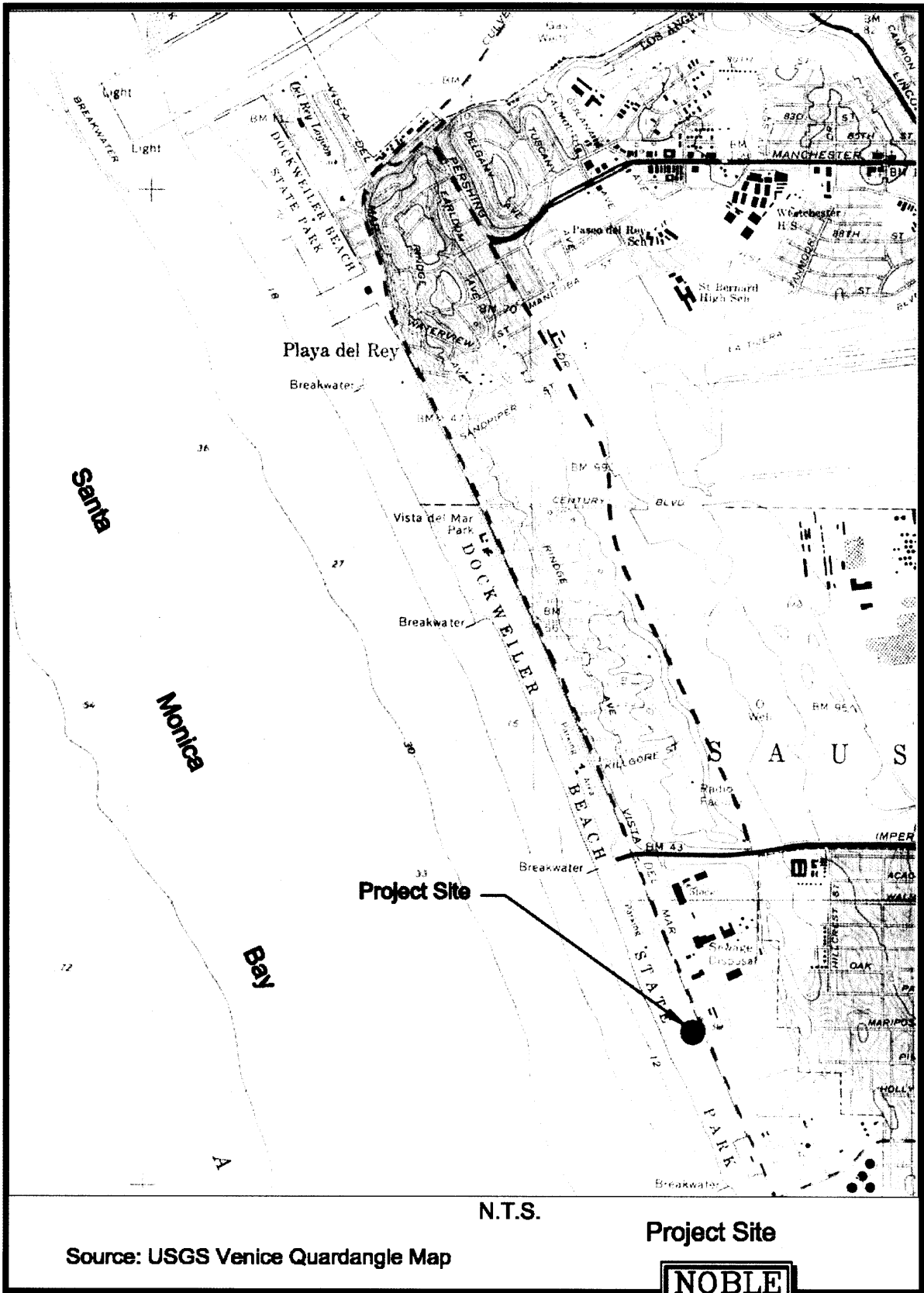
The County of Los Angeles has proposed and designed an Aquatic Youth Center to facilitate a year-around youth recreation program at Dockweiler Beach, as located in **Figure 1-1**. This proposed two-story 9,000 square-foot facility is located approximately 50 feet southeast of the existing concession/restroom building along the terrace deposits that were artificially built with sand material excavated from the construction of the Hyperion Sewage Treatment Facility during the 1940's. **Figures 1-2** and **1-3**, respectively, show an aerial view and a ground view of the proposed site location for the Dockweiler Youth Facility. The proposed building, to be constructed on the beach and backshore terrace grades, has a finished first floor elevation for the occupied space of +16.56 feet, NGVD29, which is equivalent to elevation +19.19 feet, Mean Lower Low Water (MLLW) in accordance with the tidal epoch between 1983 and 2001 (NOAA, 2006). A concrete pad, that is considered a non-essential structure, is located immediately seaward of the main building with a minimum elevation of +16.52 feet, NGVD29 (+19.15 feet, MLLW). **Figure 1-4** shows a plan view of the building's footprint in relation to the terrace deposits and the adjacent existing County restroom/concession facility, while **Figure 1-5** presents an elevation view of the proposed building and the fronting beach profile surveyed in May 2005. The width of the buffer beach from the seaward edge of the beach berm to the proposed concrete pad is approximately 230 feet (see Figure 1-5).

Previous wave runup analyses and reports were prepared by Concept Marine Associates (2001 & 2004) for this proposed Dockweiler Youth Center. Based on the initial review of the previous submitted reports and proposed plans for this Aquatic Youth Center, the California Coastal Commission staff requested further analysis in order to specifically address the adequacy of the winter backbeach berm and the long-term beach conditions. This prompted the current detailed engineering analysis to specifically address the characteristics of beach morphology during the winter seasons as well as on a long-term basis, and the wave runup elevations and impact on the beach during the extreme storm conditions. Therefore, the following work tasks were specifically addressed in this report:

- Define the characteristics of the winter beach profile;
- Characterize the long-term trend of the subject beach;
- Analyze the storm return frequency;
- Estimate the short-term eroded beach profiles under the severe storm conditions;

- Compute wave runup elevations for the eroded beach profiles;
- Assess the susceptibility of the proposed building against storm wave attack; and
- Evaluate any adverse impacts to the adjacent beaches.

This coastal engineering assessment report describes the site's oceanographic conditions, beach morphology particularly during the winter months, the storm-induced beach conditions and the resulting wave runup elevations. It then assesses the vulnerability of the proposed Aquatic Youth Center against wave attack, and the potential adverse impacts on coastal processes as a consequence of the proposed coastal development. It should be noted that a project life span of 75 years, instead of the typical 50-year period commonly used by the Corps of Engineers for a federal participated project, was used for this engineering analysis.





Source: NASA World Wind Program

Site Aerial Photograph



Figure 1-2



Note: Photo Taken on February 17, 2006

Ground Photograph of Project Site



Figure 1-3

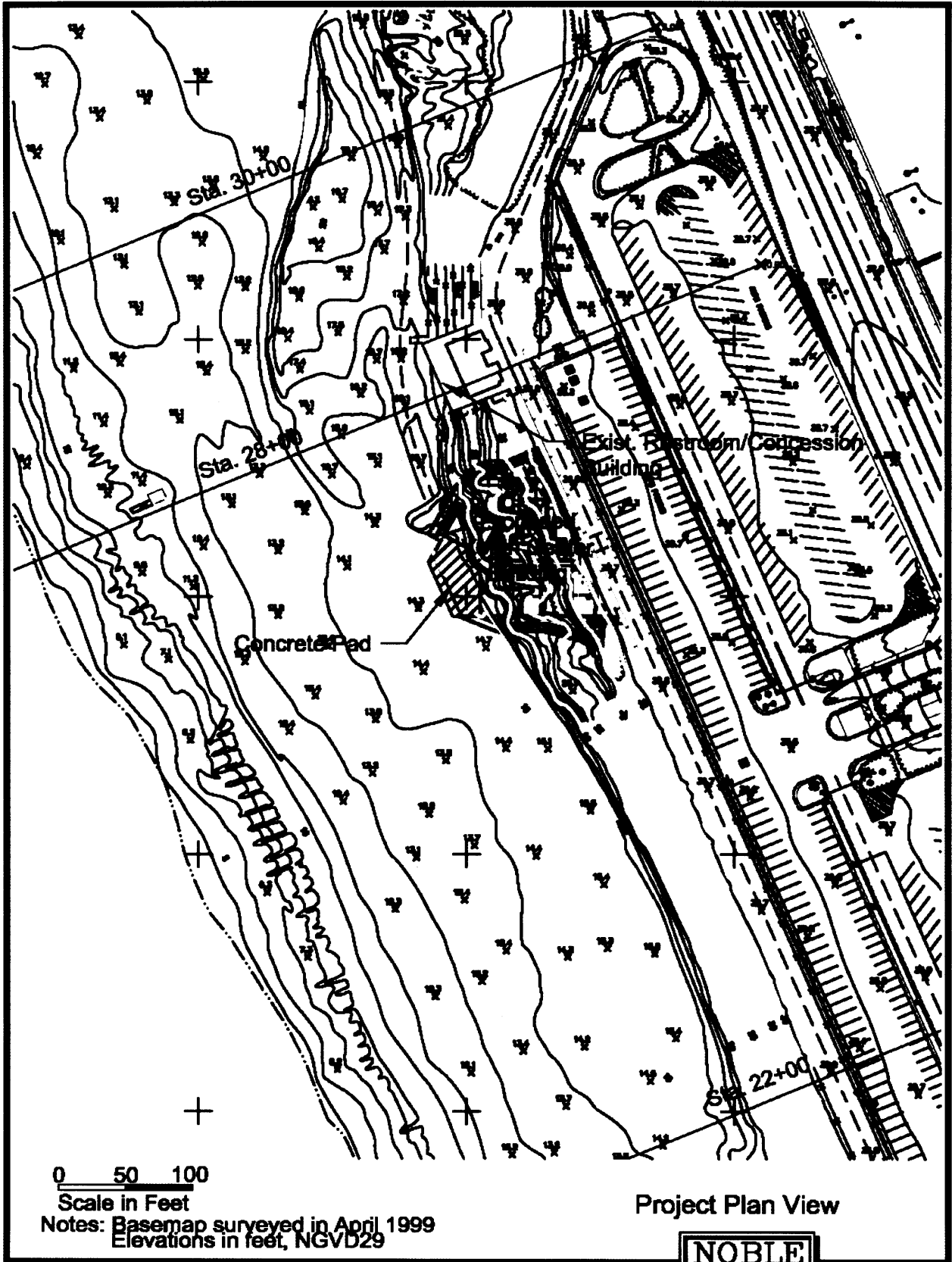
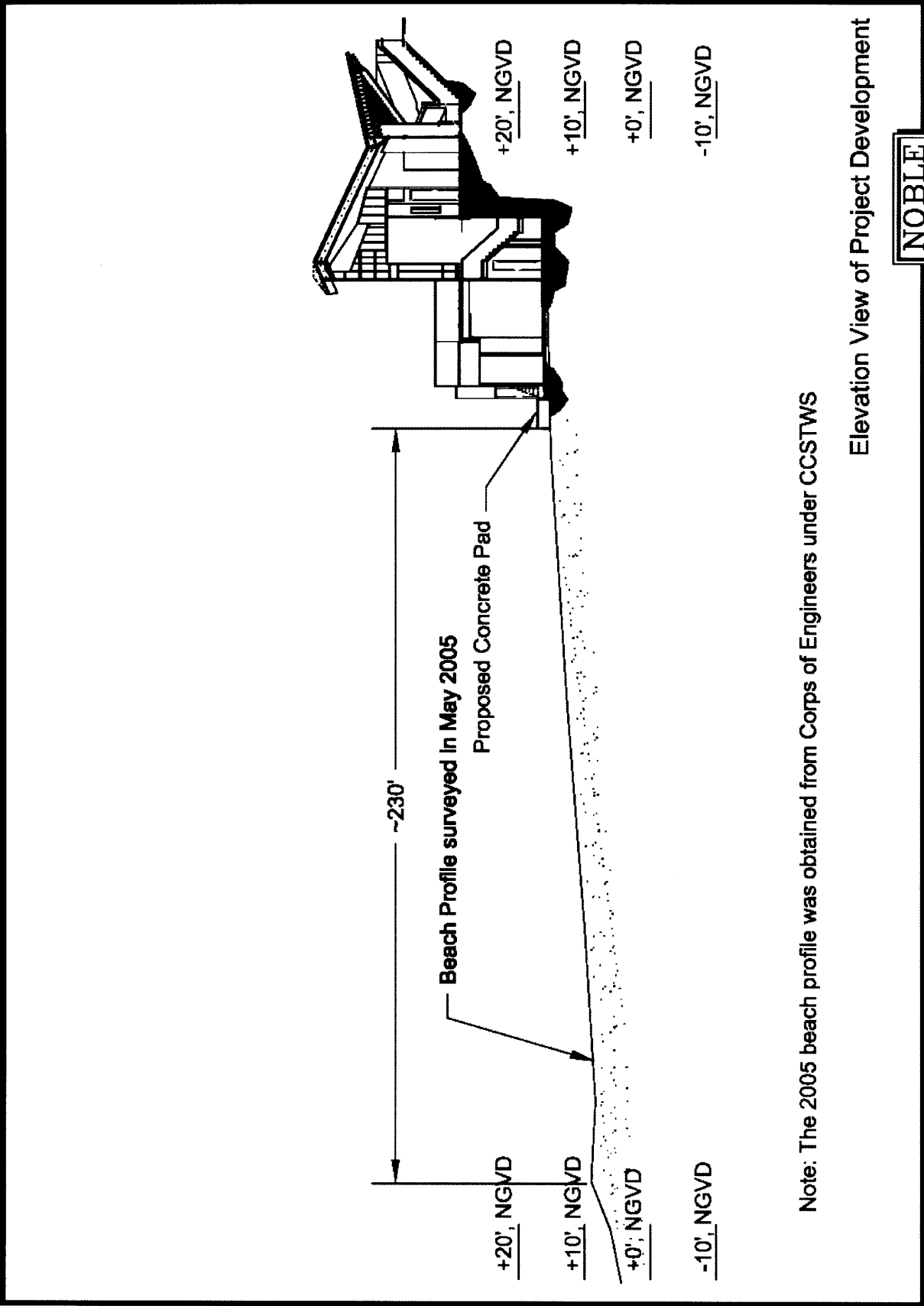


Figure 1-4



Note: The 2005 beach profile was obtained from Corps of Engineers under CCSTWS

Elevation View of Project Development



Figure 1-5

2.0 OCEANOGRAPHIC CONDITIONS

2.1 Tidal Levels

Tides within the Los Angeles County coastal water area are of the mixed semi-diurnal type. Typically, a lunar day (about 24 hours) consists of two high and two low tides, each of different magnitude. The lower-low normally follows the higher-high by seven to eight hours, while the next higher-high (after the lower-high and higher-low waters) follows in about 17 hours. The National Oceanic and Atmospheric Administration (NOAA) tidal gauges closest to the project site are Station 9410840 at Santa Monica and Station 9410660 at Los Angeles Outer Harbor. The data collected at these two stations was reviewed to determine the tidal level at the project site. The most updated tidal epoch spans an 18-year period from 1984 to 2001 for Station 9410840, and a 19-year period from 1983 to 2001 for Station 9410660. The tidal datum based on the updated epoch is presented in **Table 2-1**.

Table 2-1 Tidal Datum at Santa Monica and at Los Angeles Outer Harbor

Tidal datum	Elevation (ft, MLLW)	
	Santa Monica (NOAA 9410840)	LA Outer Harbor (NOAA 9410660)
Highest Measured Water Level	8.50 (11/30/1982)	7.82 (01/27/1983)
Mean Higher High Water (MHHW)	5.42	5.49
Mean High Water (MHW)	4.69	4.75
Mean Tide Level (MTL)	2.81	2.85
Mean Sea Level (MSL)	2.79	2.82
National Geodetic Vertical Datum-1929 (NGVD29)	2.63	2.63
Mean Low Water (MLW)	0.93	0.94
North America Vertical Datum-1988 (NAVD88)	0.20	0.20
Mean Lower Low Water (MLLW)	0.00	0.00
Lowest Measured Water Level	-2.84 (12/17/1933)	-2.73 (12/17/1933)

Source: NOAA Tidal Bench Marks

Compared to Los Angeles Outer Harbor, the Santa Monica gauge is closer to the project site. However, the tidal data published by NOAA covers approximately 26 years of record from 1979 to 2005 at Los Angeles Outer Harbor, while it covers only 11 years of record at Santa Monica 9410840 from 1995 to 2005. The correlation of the high and low tidal levels recorded at the two stations for the overlapped period from 1994 to 2005 is shown in **Figure 2-1**. A negligible difference was observed in the recorded tidal levels between the two stations because of the large spatial and temporal scales of tidal motion. Since NOAA Gauge 9410660 has a much longer record period of tidal levels, data collected from this gauge was used to derive the return frequency of tidal levels at the project site, as shown in **Figure 2-2**. The return frequency curve was derived based on the population of the annually highest tidal level recorded in 26 years from 1979 to 2005. Also shown in Figure 2-2 is the Weibull distribution that best fits the data. **Table 2-2** lists the tidal levels with various return periods that were estimated based on the Weibull distribution. While the 1-year tidal level is +6.9 feet, MLLW, the 100-year tidal level is as high as +8.0 feet, MLLW. It is noticed that the highest tidal level of +7.82 feet, MLLW recorded on January 27, 1983 at Los Angeles Outer Harbor is approximately a 25- to 50-year tide level. If the highest tidal level of +8.50 feet, MLLW recorded on November 30, 1982 at Santa Monica is correct, it is more than a 100-year tidal level.

Table 2-2 Extreme Tidal Stage

Return period	Significant wave height (ft)
1-year	6.9
2-year	7.3
5-year	7.6
10-year	7.7
25-year	7.8
50-year	7.9
75-year	8.0
100-year	8.0

2.2 Sea Level Rise

The ocean level has never remained constant but has risen over geologic time. Although the exact magnitude of future sea level rise is unknown, the main contributions will come from both ocean water thermal expansion and the meltwater from continental glaciers and the Antarctic ice sheet. The proportion of each contribution depends largely upon the actual global distribution of temperature increases, the resulting precipitation amounts, the glacial response and dynamics, the time scale of oceanic mixing, and the stability of the west Antarctic ice sheet. Based on the NOAA (2001) study, the sea level is projected to rise approximately 1.14 millimeters per year (0.37 feet per century) at Los Angeles Outer Harbor (NOAA Gauge 9410660), and 1.27 millimeters per year (0.41 feet per century) for Santa Monica (NOAA Gauge 9410840). To be conservative, a future sea level rise of 0.5 feet for the 75 years design life was adopted in this analysis.

2.3 Wave Climate

2.3.1 Meteorological Patterns

Wind waves and swells within the Dockweiler Beach coast area are produced primarily by six basic meteorological patterns: extratropical storm swells in the northern hemisphere (north or northwest swell); wind swells generated by northwest winds in the outer coastal waters (wind swell); westerly (west sea) and southeasterly (southeast sea) local seas; storm swells of tropical storms or hurricanes off the Mexican coast; and southerly swells originating in the southern hemisphere (southerly swell).

Extratropical Cyclone of the Northern Hemisphere (North or Northwest Swell): Low pressure centers which develop along the polar front are the source of the predominant wave action along the entire coast during the winter half of the year. Storm swell is generated at some distance from the Dockweiler Beach coastline in the North Pacific. Most commonly these storms will traverse the mid-Pacific before turning northeastward toward the Gulf of Alaska with swell decaying on the average of 1,500 miles before reaching the coast of Southern California. However, under some meteorological conditions, storms can move in much closer to the coast; and on rare occasion these storms may move directly across Southern California, following either a northeast, east or southeast trajectory.

Northwest Winds in the Outer Coastal Waters (Wind Swell): Annually, the predominant wave action along the Dockweiler Beach coast is due to the prevailing northwest winds north and west of the Southern California Coastal Waters. This is particularly true during the spring and summer months. Wave heights are usually low, less than 3 feet; but on occasion, with superposition of a strong surface high and an upper level trough, the north westerlies increase, becoming strong from about Point Sal to San Nicolas Island. The inner waters of Southern California often remain unaffected under the influence of the Catalina eddy circulation. Waves traveling at a variance to the mean wind direction reach Dockweiler Beach with periods on the order of 6 to 10 seconds.

West to Northwest Local Sea (West Sea): Westerly winds can be divided into two types: 1) temperature-induced sea breezes, and 2) gradient winds. The former exhibits a pronounced seasonal and diurnal variation. The strongest sea breezes occur during the late spring and summer months, while the lightest winds are during December and January. Gradient winds are confined largely to the months of November through May with the peak in March and early April. They typically occur following a frontal passage or with the development of a cold low pressure area over the southwestern United States. The latter produces the strongest winds with durations of up to three days. Under such conditions, locally generated wind waves combine with components of the northwest swell generated off the California coast.

Pre-Frontal Local Sea (Southeast Sea): The Dockweiler Beach coastline may be vulnerable under storm conditions prior to frontal passage winds blowing strongly from the southeast to southwest along the coast, but turning toward the south-southeast to south a short distance offshore. Wind waves, with peak energy averaging between 6 and 8 seconds, reach shore with minimal loss in energy due to island sheltering or refraction. Significant wave heights are generally in the range of 4 to 8 feet. Extreme wave heights are rare, because the fetch and often the duration of these wind waves are short. The fetch is defined as a region in which the wind speed and direction are reasonably constant.

Tropical Storm Swell: Tropical cyclones form regularly along the intertropical convergence zone west of Mexico from early July to early October. On the average, about 15 to 20 hurricanes are to be expected each year, and most take a westerly track. Swells generated by these storms will have little or no effect on Southern California, however; those that take a northwest track

thereby lengthen the effective fetch over which swells traveling toward Southern California can be generated resulting in larger waves in the region.

Extratropical Cyclone of the Southern Hemisphere (Southerly Swell): From the months of April through October, and to a lesser extent the remainder of the year, large South Pacific storm systems traversing the ocean between south latitude 40° and 60° from Australia to South America send swells northward to the west coast of Central and North America. Great circle approach directions to Southern California range from about 215° for storms near New Zealand to 170° for South American storm systems. The decay distance ranges from about 4,500 to 7,000 miles. Wave heights in deep water are usually low, on the order of one to three feet.

2.3.2 Storm Wave Events

Numerous storms have impacted the Southern California Coast during past years. The storms adversely impacting the project site area are mainly a result of extratropical winter events that, when combined with spring high tides, can cause severe beach erosion. Based on the potential to generate damaging waves at the project site, 42 extreme storm events were selected and analyzed.

Deepwater wave characteristics of the extreme storm events have been hindcasted or measured in deep water, as presented in **Table 2-3**. The deepwater wave heights and periods for the selected storms between 1982 and 2005, as well as the wave directions for the storms between 1992 to 1995, were recorded by the NOAA Buoy 46025, which is located offshore of the project site within the primary wave corridor. Since the wave data record is not available for the other storm events, the hindcasted deepwater wave conditions offshore of the site were utilized in this analysis. The deepwater wave conditions, including the significant wave height, peak wave period and wave direction, are presented in **Figure 2-3**. The significant wave heights of the storm events range from 10.2 feet to 26.2 feet with a mean of 15.5 feet, and peak wave periods from 7.7 seconds to 25 seconds with a mean of 15.7 seconds. The approaching directions of the storm waves are limited to a small sector range, approximately from 270 degrees (west) to 255 degrees.

Table 2-3 Deep Water Extreme Storm Events

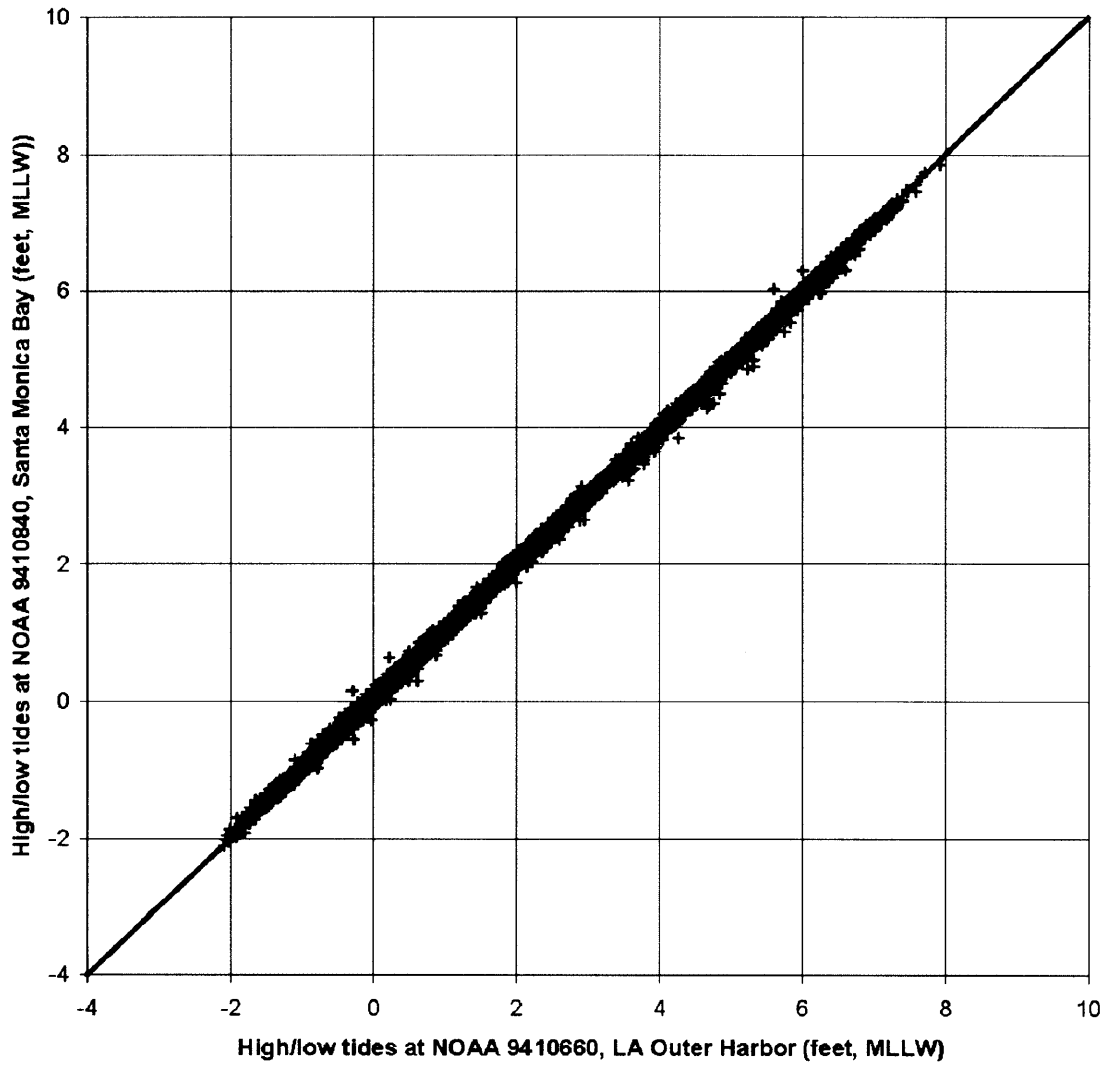
No.	Date	Significant Wave height (ft)	Peak Wave period (sec)	Wave Direction Azimuth (deg)	Observed highest tide during storm (ft, MLLW)
1	12/12/37	15.8	16	261	N/A
2	03/03/38	10.7	16	270	N/A
3	01/06/39	15.5	18	273	N/A
4	01/23/40	11.7	15	262	N/A
5	12/25/40	15	17	265	N/A
6	01/23/43	21	12	205	N/A
7	11/14/53	15	17	264	N/A
8	01/26/58	20.2	14	256	N/A
9	02/04/58	22.8	13	254	N/A
10	02/10/63	17.9	15	265	N/A
11	12/06/69	12.2	22	268	N/A
12	01/15/78	15.7	13	266	N/A
13	02/17/80	18.8	14	255	7.4
14	02/20/80	18.2	14	253	6.5
15	01/22/81	14	17	264	6.8
16	01/29/81	18.8	17	260	7.6
17	12/01/82	14.4	14	269	8.5
18	01/27/83	17.4	17	272	7.8
19	02/13/83	13.5	17	264	6.0
20	03/02/83	22.3	20	252	6.6
21	12/03/85	14.1	17	265	5.4
22	02/01/86	18.7	20	270	5.8
23	02/16/86	20.7	17	253	4.9
24	03/11/86	12.8	14	272	6.3
25	12/17/87	23.6	25	265	7.0
26	01/18/88	26.2	17	265	7.3
27	03/01/91	15.4	13	225	6.8
28	02/11/92	10.8	13	258	6.2
29	01/18/93	11.2	13	255	6.7
30	02/09/93	10.5	14	258	7.1
31	01/08/95	14.4	14	265	5.4
32	01/11/95	10.2	13	245	5.7
33	03/12/95	10.5	14	260	5.4
34	01/30/98	12.5	17	278	6.9
35	02/04/98	13.1	17	270	6.3
36	02/07/98	14.8	7.7	265	6.4
37	02/18/98	14.4	17	271	4.7
38	02/21/00	15.7	14	266	6.4
39	11/9/02	12.5	17	265	6.3
40	02/27/04	12.7	17	268	4.9
41	12/28/04	12.8	14	272	6.7
42	12/21/05	14.1	18	263	5.3

Table 2-3 also lists the highest tidal elevations recorded by the NOAA Gauge 9410840 or 9410660 during the storm events between 1980 and 2005. It is noticed that the historical extreme wave conditions did not necessarily coincide with the extreme tidal events. The recorded highest tidal level was +7.3 feet, MLLW during the January 18, 1998 storm, and only +6.6 feet, MLLW during the March 2, 1983 storm. While the highest water level of +8.5 feet, MLLW was recorded during the December 01, 1982 storm, the significant wave height of this storm event was only 14.4 feet.

Based on the significant wave height of the selected storm events, the return frequency of storm wave heights was derived, as presented in **Figure 2-4**. The Weibull distribution that best fits the data is also shown in the figure. **Table 2-4** tabulates the 1, 2, 5, 10, 25, 50, 75, and 100 -year return storm wave heights, respectively. While the 1-year return wave height is 9.5 feet, the wave height can be as high as 25.4 feet for the 100-year return interval. There is no deterministic method to derive the wave period for a given return interval wave event. As shown in **Figure 2-5**, the relation between the wave height and the wave period shows strong statistical behavior for the selected storm events. However, a regression analysis still indicates a direct correlating trend of longer wave periods with increasing wave heights, as shown by the solid line in the figure. This empirical regression curve was then used in the analysis to determine the wave period for a given return wave height, as presented in Table 2-4. Since the wave direction does not show any significant variations among the storms, the wave direction averaged over the 42 extreme storm events was used as the wave direction for the future return wave events, as listed in Table 2-4.

Table 2-4 Extreme Significant Wave Conditions

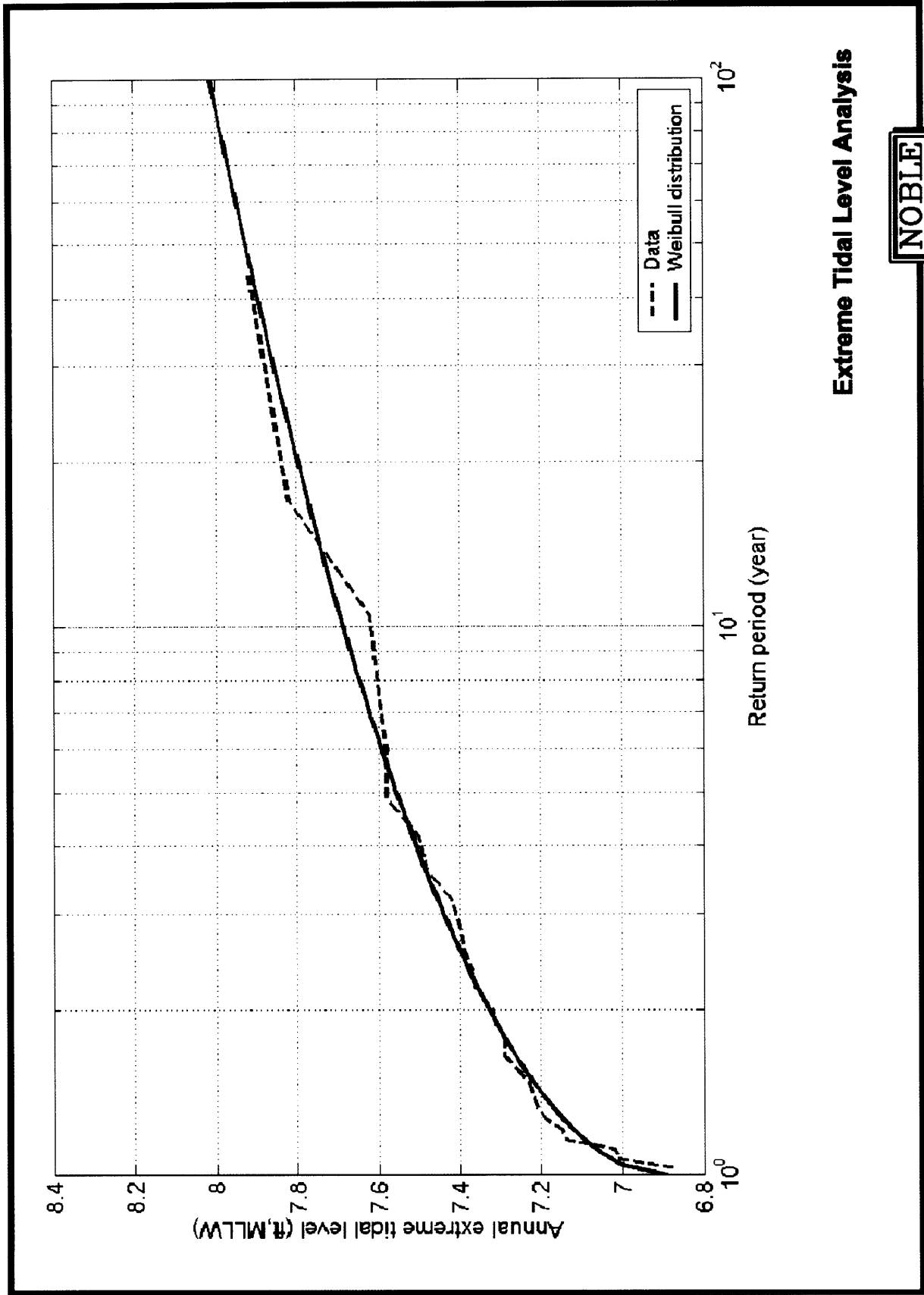
Return period	Wave height (ft)	Wave period (sec)	Azimuth (deg)
1-year	9.5	15.0	261
2-year	13.0	15.2	261
5-year	16.5	15.7	261
10-year	18.8	16.1	261
25-year	21.6	16.8	261
50-year	23.6	17.4	261
75-year	24.7	17.7	261
100-year	25.4	18.0	261



**Correlation of High/Low Tidal Levels
between NOAA 9410840 and NOAA 9410660**



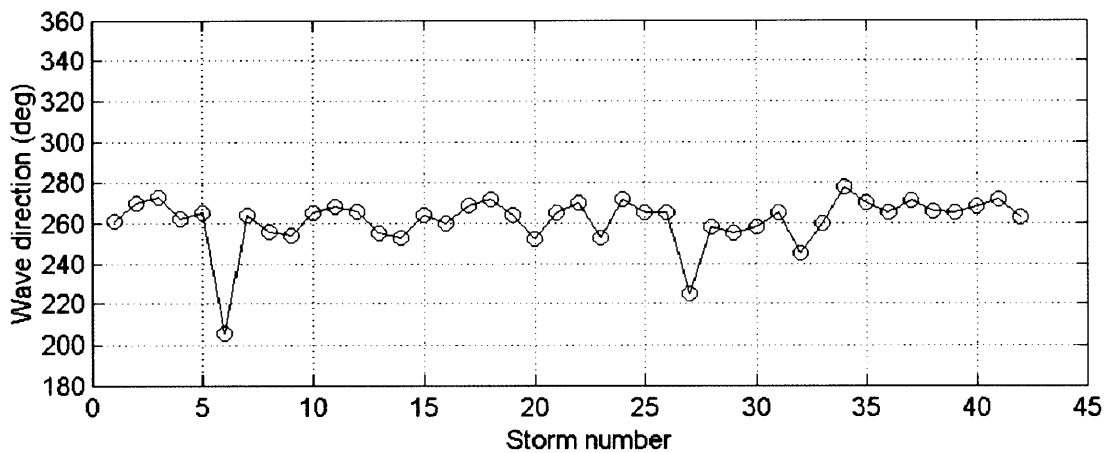
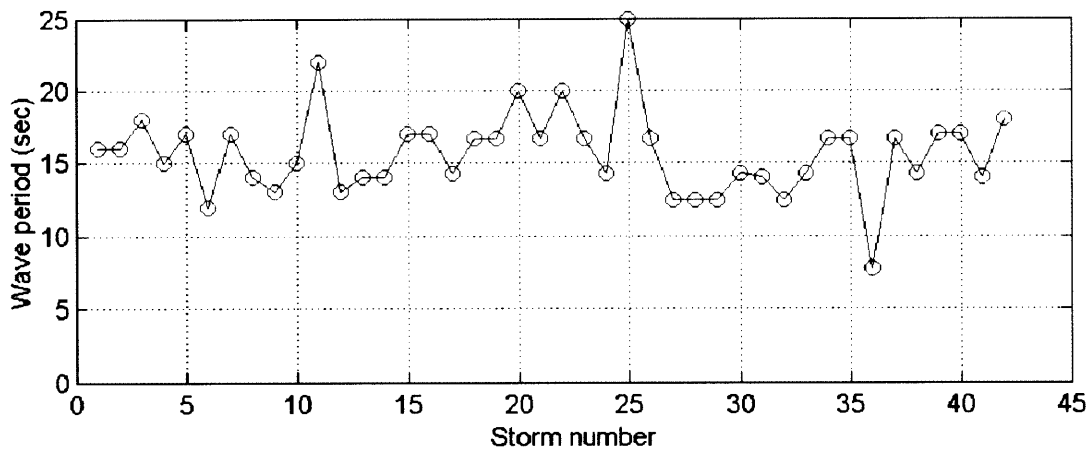
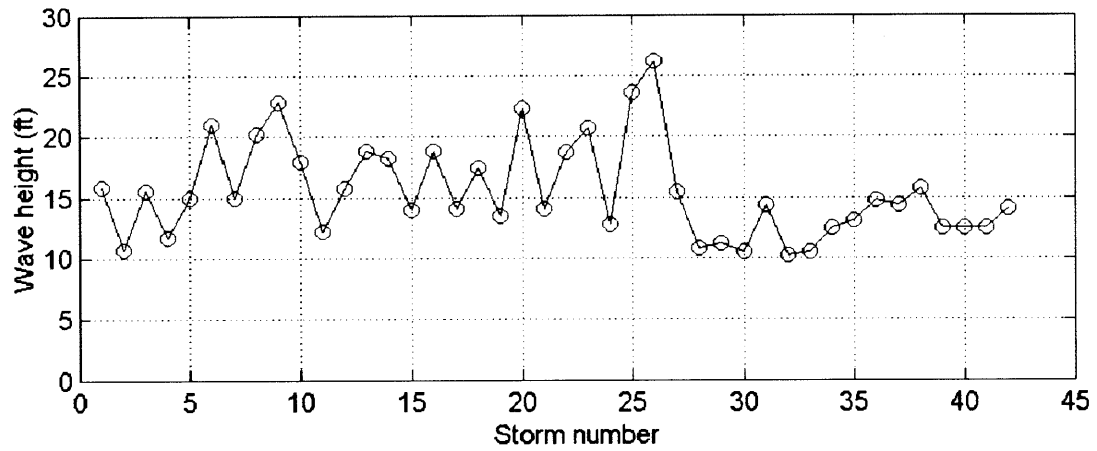
Figure 2-1



Extreme Tidal Level Analysis



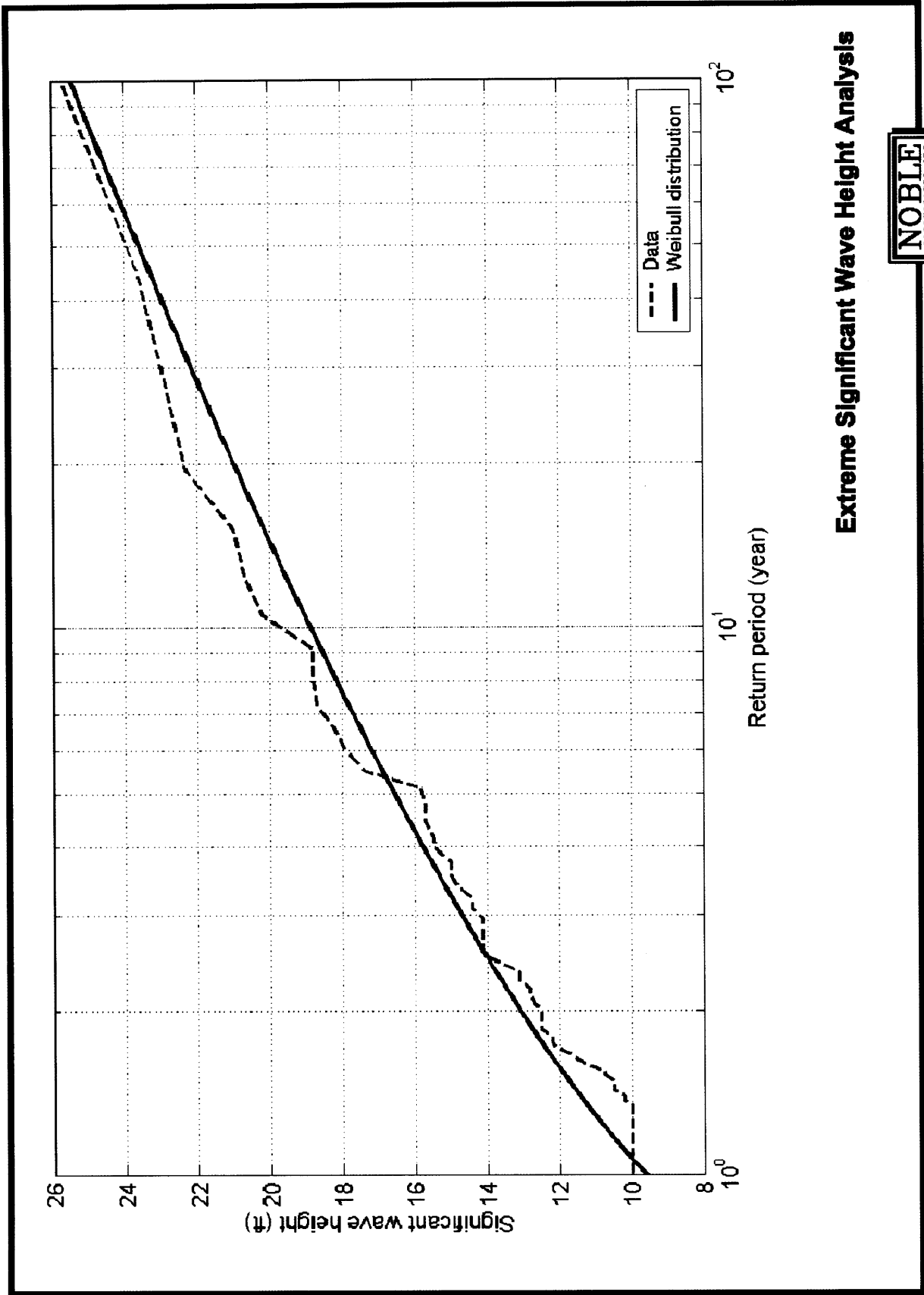
Figure 2-2



Historical Extreme Storm Wave Events

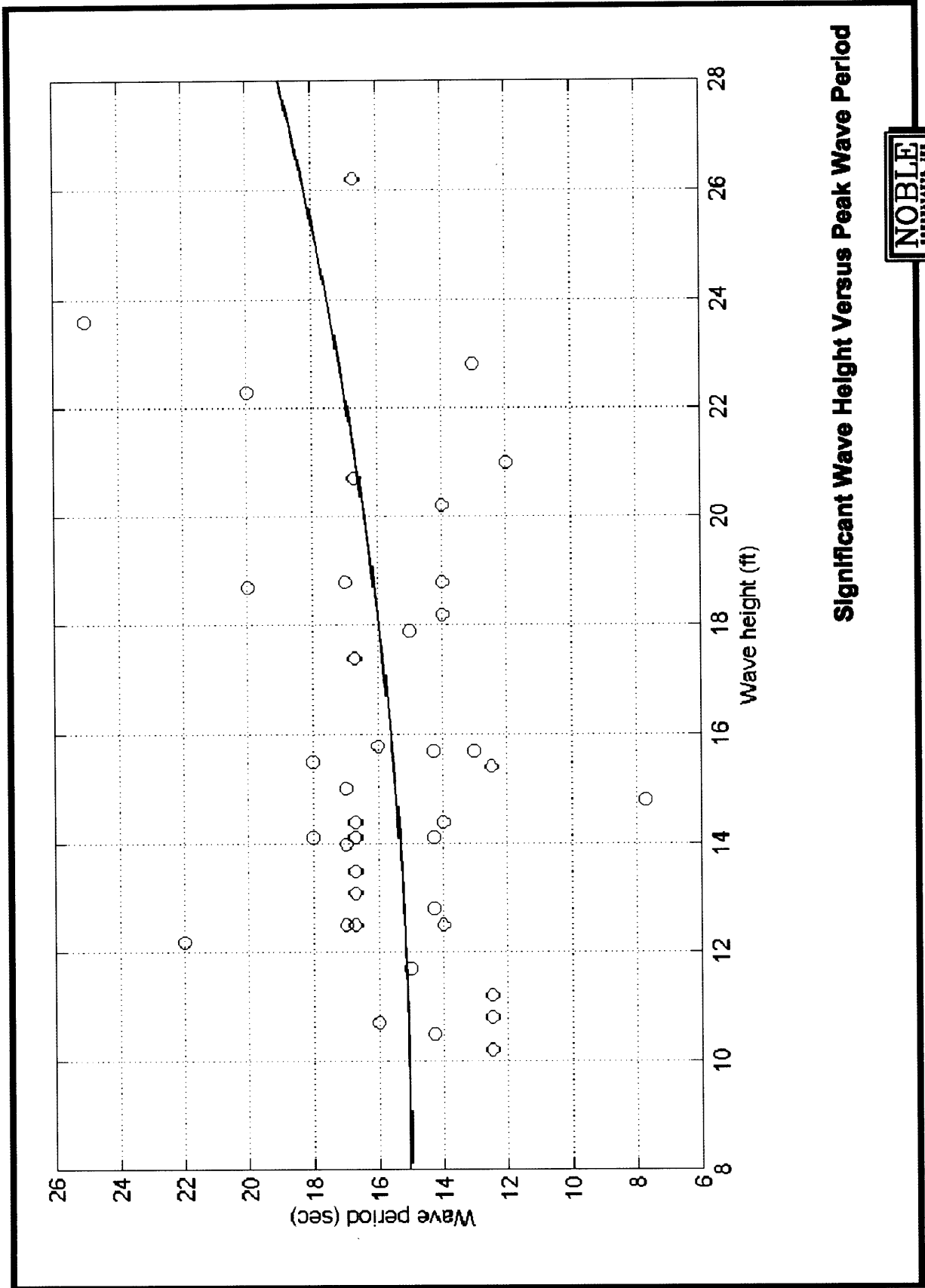


Figure 2-3



Extreme Significant Wave Height Analysis

Figure 2-4



Significant Wave Height Versus Peak Wave Period

Figure 2-5

3.0 BEACH MORPHOLOGY

The proposed project site lies within one of the subdivided reaches (i.e. Dockweiler State Beach) of the Santa Monica Littoral Cell, which extends from Point Dume to the Palos Verdes Peninsula. During the past century, the beaches within this littoral cell have been dramatically altered by human intervention. Much of the shoreline has been compartmentalized by a combination of detached breakwaters and shore-perpendicular groins or jetties after a series of extensive beach nourishments from either the construction of recreational harbors (e.g. Marina del Rey) or from the Hyperion Sewage Treatment Plant project.

The Dockweiler State Beach reach, where the project site is located, extends from the south jetty of Ballona Creek to the Chevron Groin, and is further compartmentalized by several groins which form an equivalent groin field, as shown in **Figure 3-1**. This beach region has received an enormous amount of artificial nourishment since the beginning of the Hyperion Project in the 1930's, as well as the construction of Marina del Rey in the early 1960's. In addition, suitable sand size material has also been bypassed from the Marina del Rey entrance channel during the regular maintenance periods and placed in the Dockweiler Beach area. As a consequence, the site's shoreline has not only advanced significantly, but has also been stabilized by the presence of the compartmentalizing groins within this reach after the initial morphologic adjustment.

3.1 Historical Beach Profiles

Historical beach profiles along the County's shoreline have been collected by Los Angeles County since the 1930's. In addition to several comprehensive beach profile surveys that extend along the entire County shoreline, periodic segmental surveys within different reaches were also conducted. These comprehensive survey periods, as listed in **Table 3-1**, include the initial survey in 1935, a subsequent survey in 1946, a post-Hyperion-nourishment survey in 1953, three surveys prepared by Coastal Frontiers (1992) in 1989 and 1990, and six surveys conducted under the Coast of California Storm and Tidal Waves Study (CCSTWS) between 2002 and 2005 (USACE-LAD, 2006). The profile transects (Stations 4+00 to 56+00) within the sub-reach, where the proposed Aquatic Youth Center is located, is presented in **Figure 3-2**. This sub-reach is bounded by a groin near Grand Avenue to the southeast (downcoast) and by a cross-shore barrier near Imperial Highway (upcoast) to the northwest (see **Figure 3-1**).

Figures 3-3 through 3-15 present the sampled beach profiles that were plotted for various stations within this sub-reach for the below survey period.

Table 3-1 Historical Comprehensive Beach Profile Surveys in Los Angeles County

Survey Period	Survey Region	Number of Transects
October 1935	From Malaga Cove to Topanga Canyon	256
November 1946	From Malaga Cove to Topanga Canyon	243
October 1953	From Malaga Cove to Topanga Canyon	219
May 1989	From Malaga Cove to Topanga Canyon	256
January 1990	From Malaga Cove to Topanga Canyon	256
June 1990	From Malaga Cove to Topanga Canyon	256
March-June 2002	From Malaga Cove to Leo Carrillo State Beach	437
June 2003	From Malaga Cove to Leo Carrillo State Beach	81
November 2003	From Malaga Cove to Leo Carrillo State Beach	81
June 2004	From Malaga Cove to Leo Carrillo State Beach	81
October-November 2004	From Malaga Cove to Leo Carrillo State Beach	81
May - June 2005	From Malaga Cove to Leo Carrillo State Beach	437

The historical and recent beach profile surveys exhibit the temporal changes of the subject beach conditions since the early 1930's. Narrow beaches were observed in 1935 prior to the sequential beach nourishments during the 1940's and early 1950's. The measured beach profiles within this sub-reach shows the shoreline advance from 1935 to 1953, the morphologic adjustment to the beach nourishments and the construction of several groins from 1953 to 1990's, and the present quasi-stable beach conditions that have been observed since the 1990's.

3.2 Seasonal Variation

The beaches within southern California typically experience seasonal changes in beach width as winter sand profiles are typically more depleted than summer profiles. In general, beach sands are carried offshore beyond the surf zone in the winter starting in December and stored in a bar formation. During the summer months beginning in June, the beach widens and reforms as sands from the offshore bar return. This phenomenon is the consequence of seasonal wave climate. However, the project sub-reach as well as the remaining Dockweiler Beach does not exhibit the expected seasonal pattern of shoreline advance in the summer months and retreat in

the winter season. At some stations, the shoreline positions in the summer months are narrower than those in the winter season (Coastal Frontier, 1992). **Figure 3-16** shows the relative shoreline positions for the +2.37 feet, NGVD29 (+5 feet, MLLW) line, which is slightly higher than the Mean High Water (MHW) line at +2.12 feet, NGVD29 (+4.75 feet, MLLW), for various stations (Stations 8+00 to 56+00) within the subject sub-reach in relation to the May 1989 shoreline positions. It is particularly noted that the shoreline surveyed in January 1990 (considered as the winter profile) is more advanced than the two subsequent surveys conducted in May 1989 and June 1990 (considered as the spring to summer conditions). The six recent beach profile surveys conducted between 2002 and 2005 also show no definite seasonal trend. This validates, to an extent, that there is no distinguished pattern of seasonal variation within this sub-reach.

3.3 Long-Term Shoreline Changes

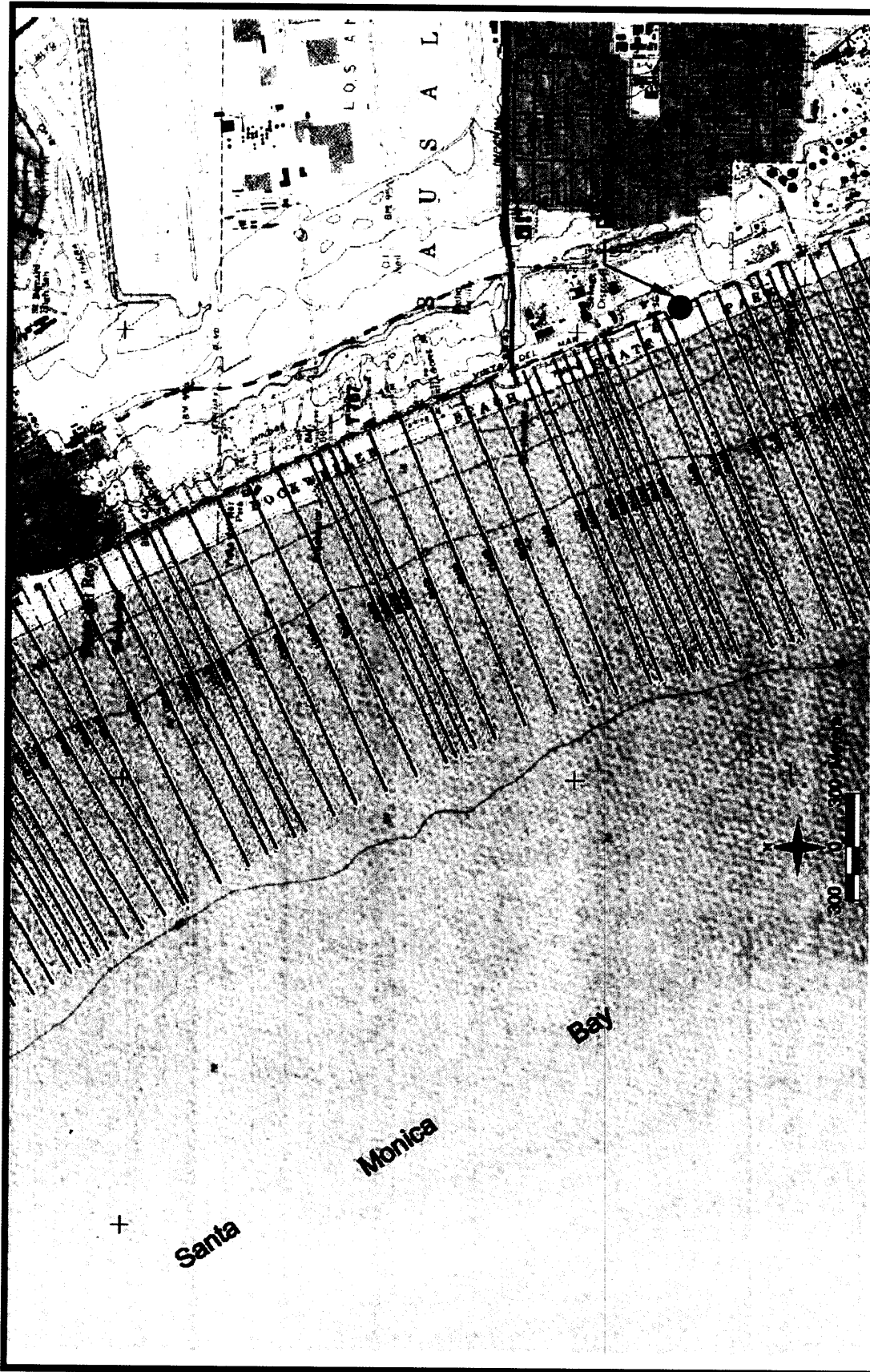
To characterize any potential long-term shoreline changes within this sub-reach, the beach profiles surveyed between May 1989 and May 2005, a period of 16 years, were evaluated. During this time span, no beach nourishment was carried out except for the material dredged from the Marina del Rey entrance channel that was bypassed immediately downcoast of the Ballona Creek south jetty (Chesler, 2006). Figure 3-16 indicates that the +2.37 feet, MLLW (+5 feet, MLLW) line retreated slightly from 1989 to 1990 and gradually advanced to the year of 2005. The shoreline positions in 2005 are generally seaward of the positions measured in the 1989-1990 period. It is plausible that the beaches within the groin compartment have somewhat reached a quasi-equilibrium stage after the transitional morphologic adjustment. Therefore, It is expected that the shoreline within this sub-reach would be quasi-stable without any definite long-term trend of shoreline advance or retreat as the future periodic maintenance dredging at the Marine del Rey entrance channel will be similar to the sand-bypassed operation between 1989 and 2005.



Shoreline Sub-Reaches



Figure 3-1

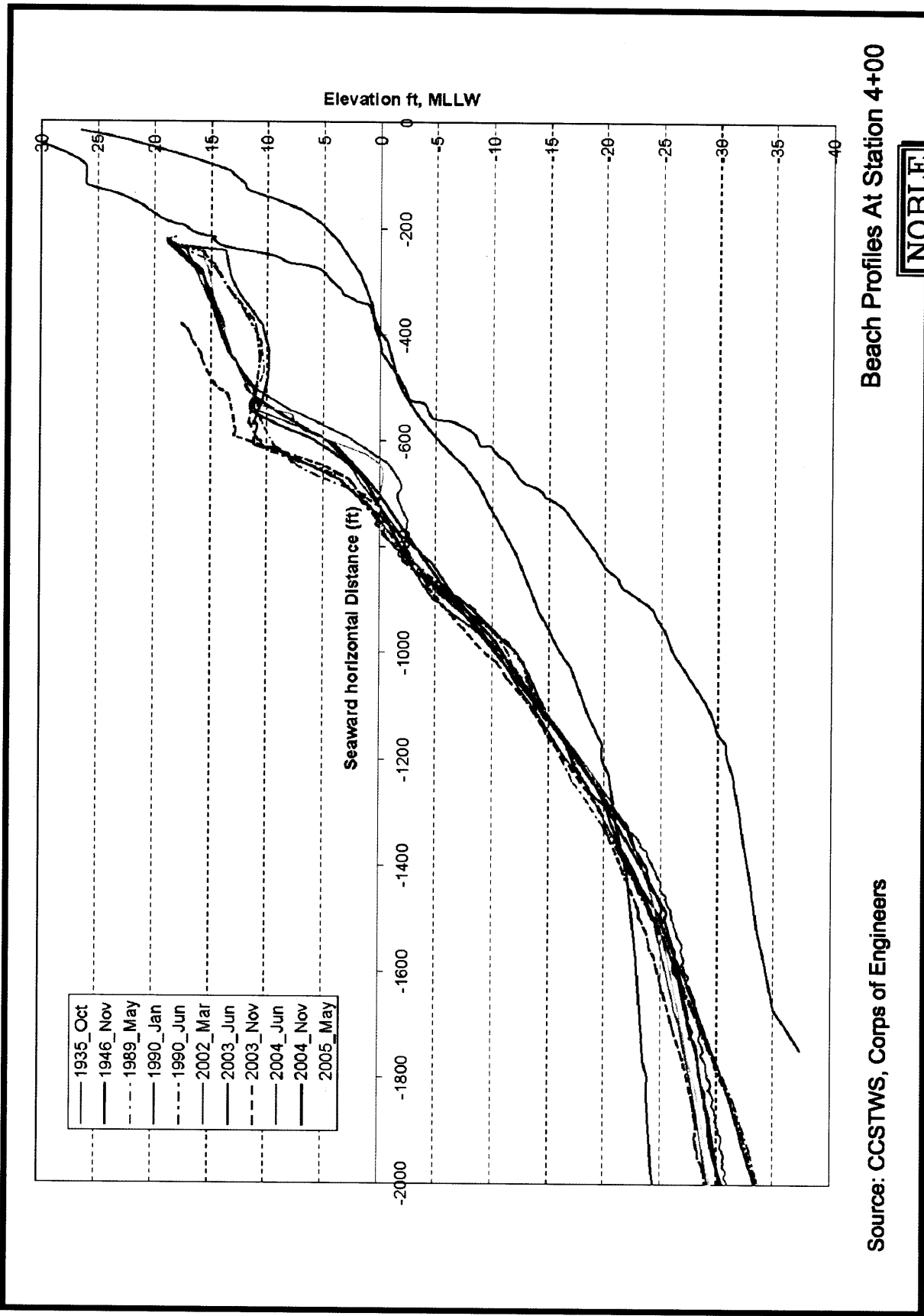


Transect Map

Source: CCSTWS, Corps of Engineers



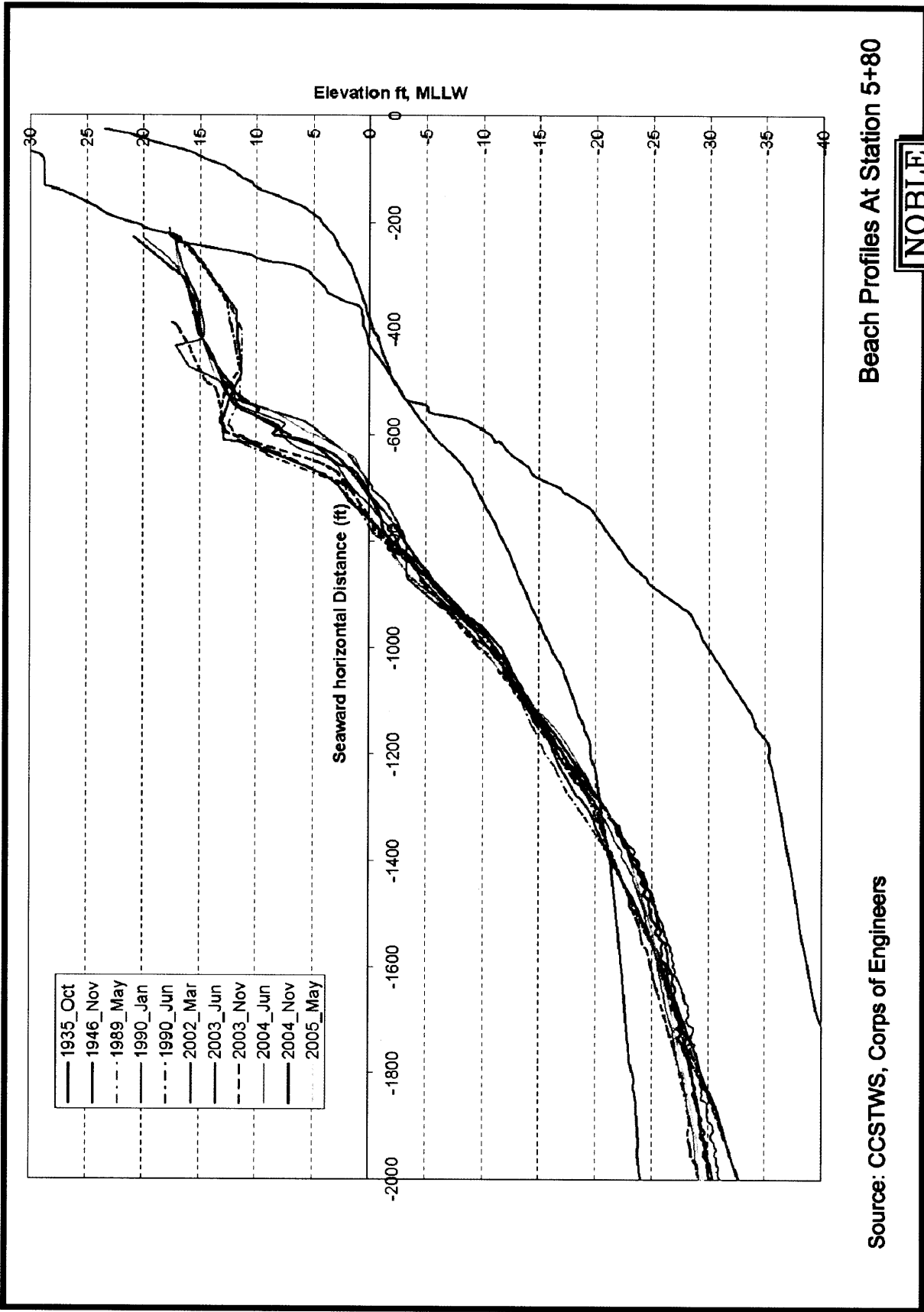
Figure 3-2



Beach Profiles At Station 4+00

Source: CCSTWS, Corps of Engineers

Figure 3-3

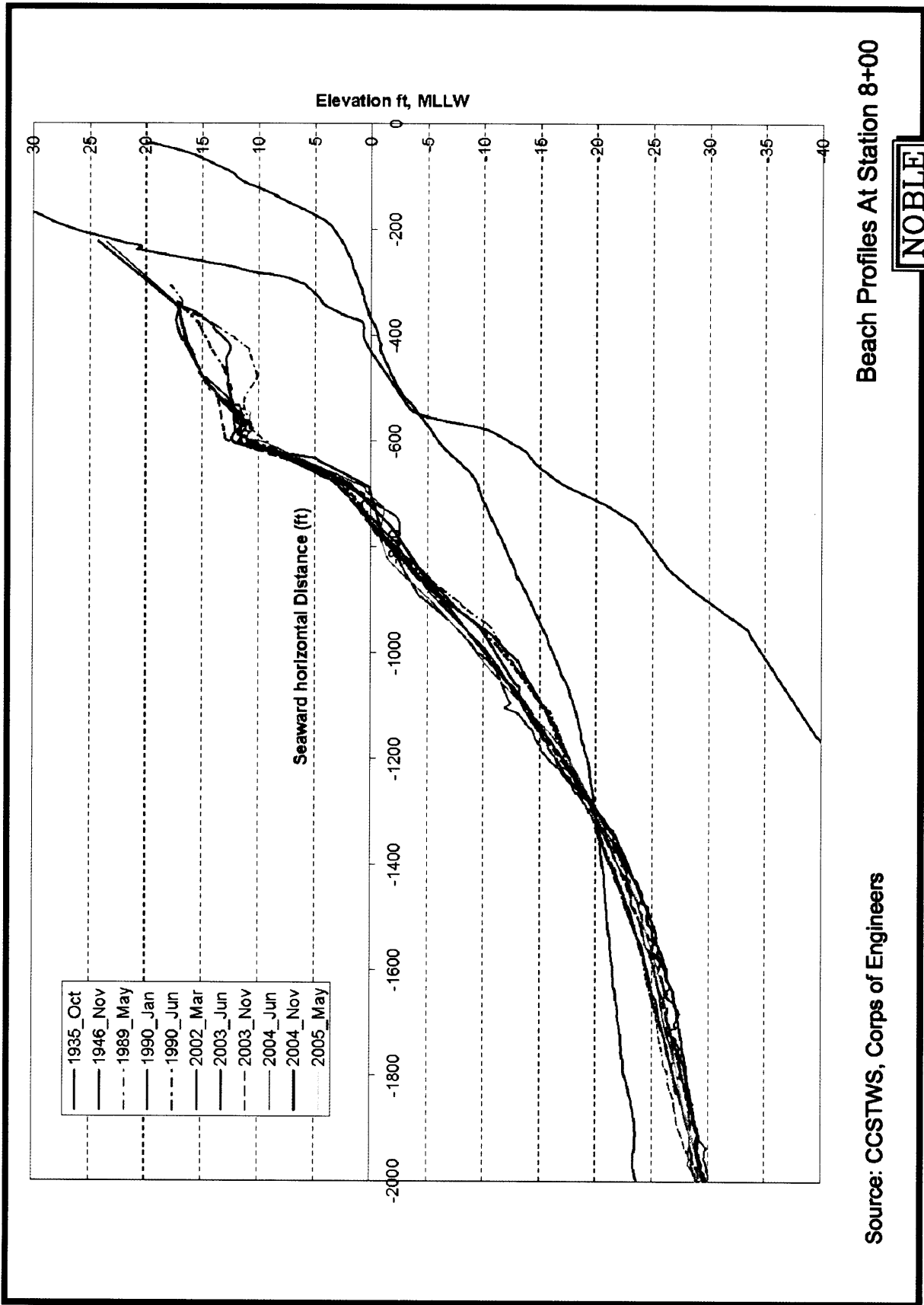


Beach Profiles At Station 5+80

Source: CCSTWS, Corps of Engineers



Figure 3-4

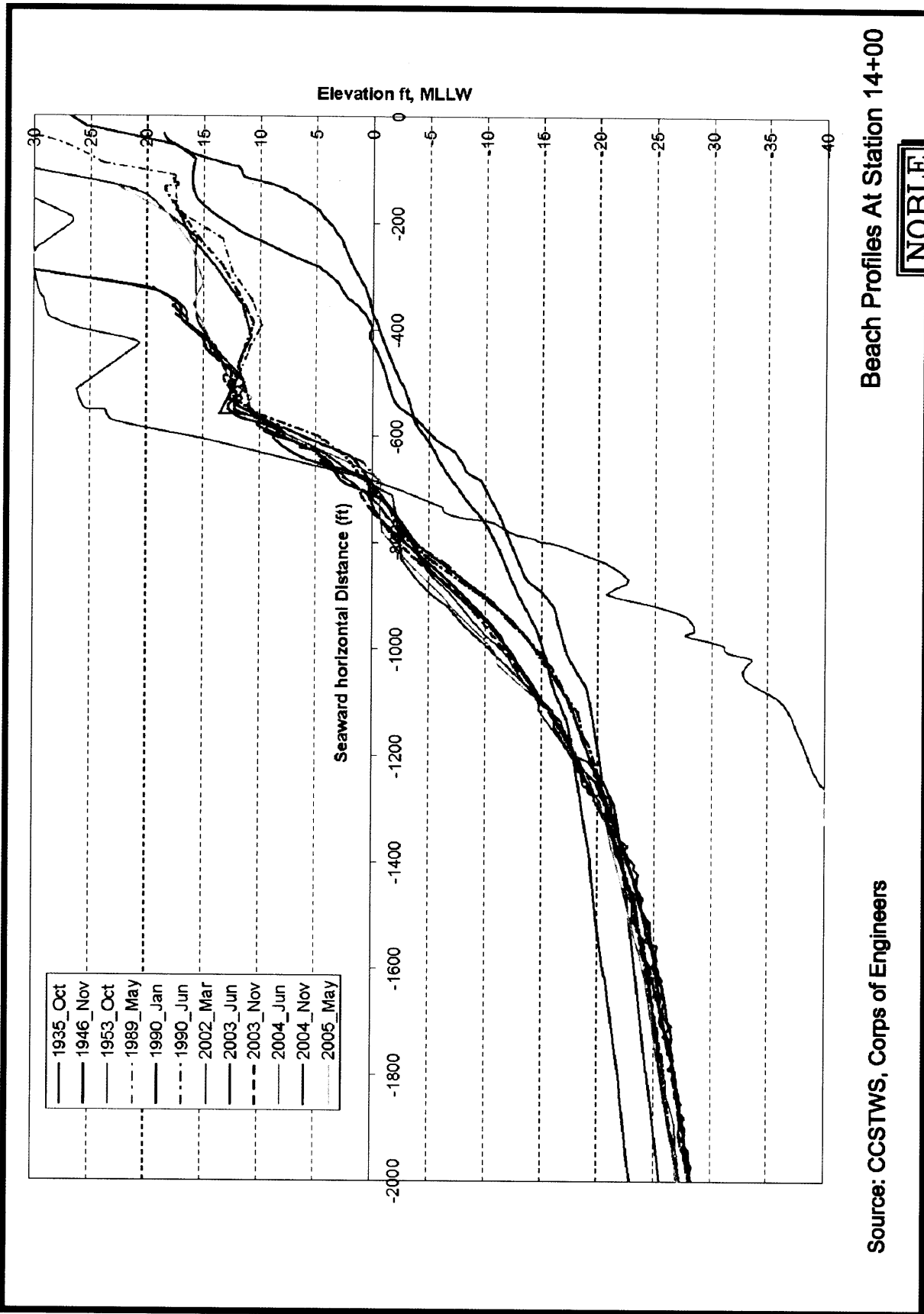


Beach Profiles At Station 8+00

Source: CCSTWS, Corps of Engineers



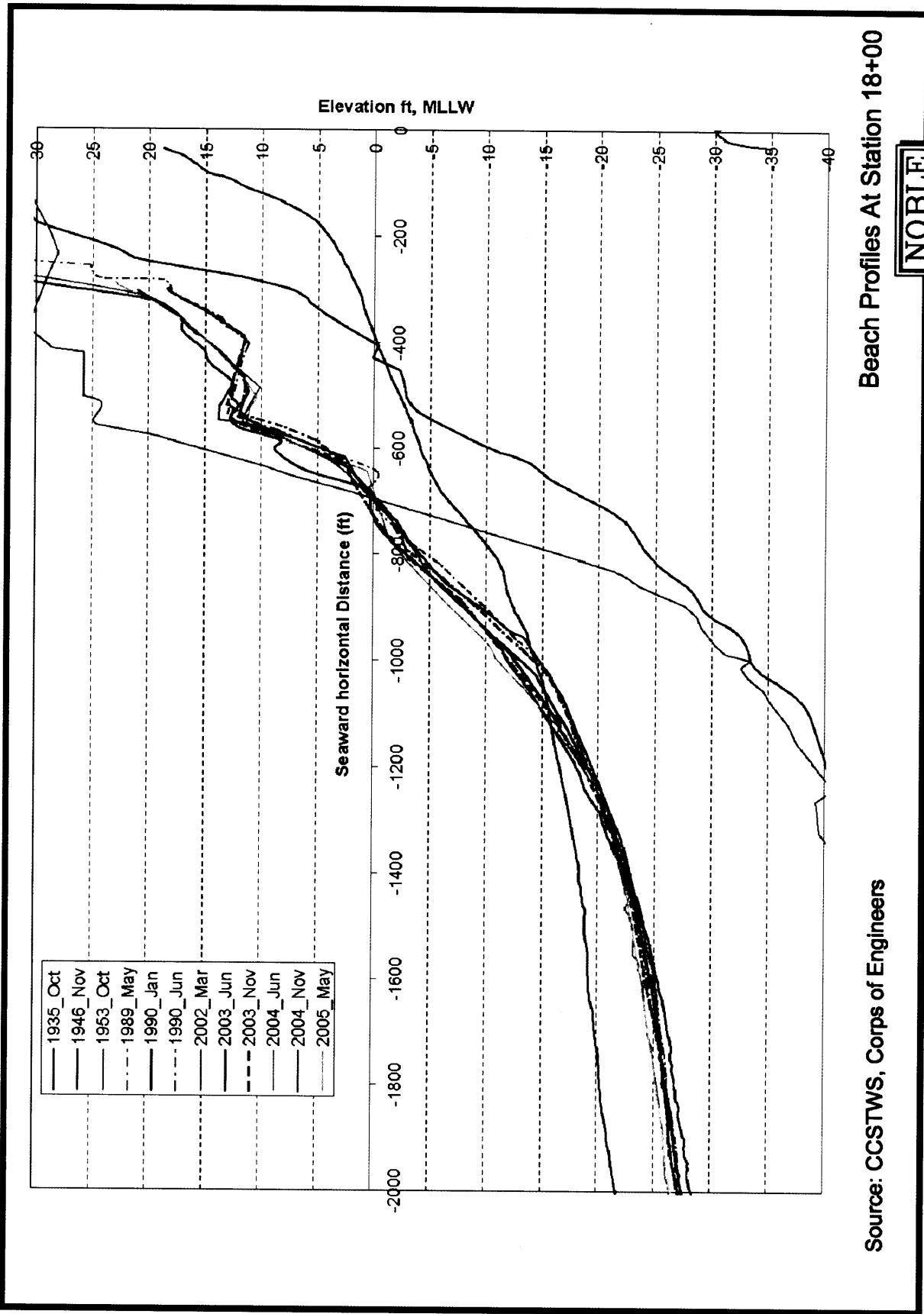
Figure 3-5



Beach Profiles At Station 14+00

Source: CCSTWS, Corps of Engineers

Figure 3-6

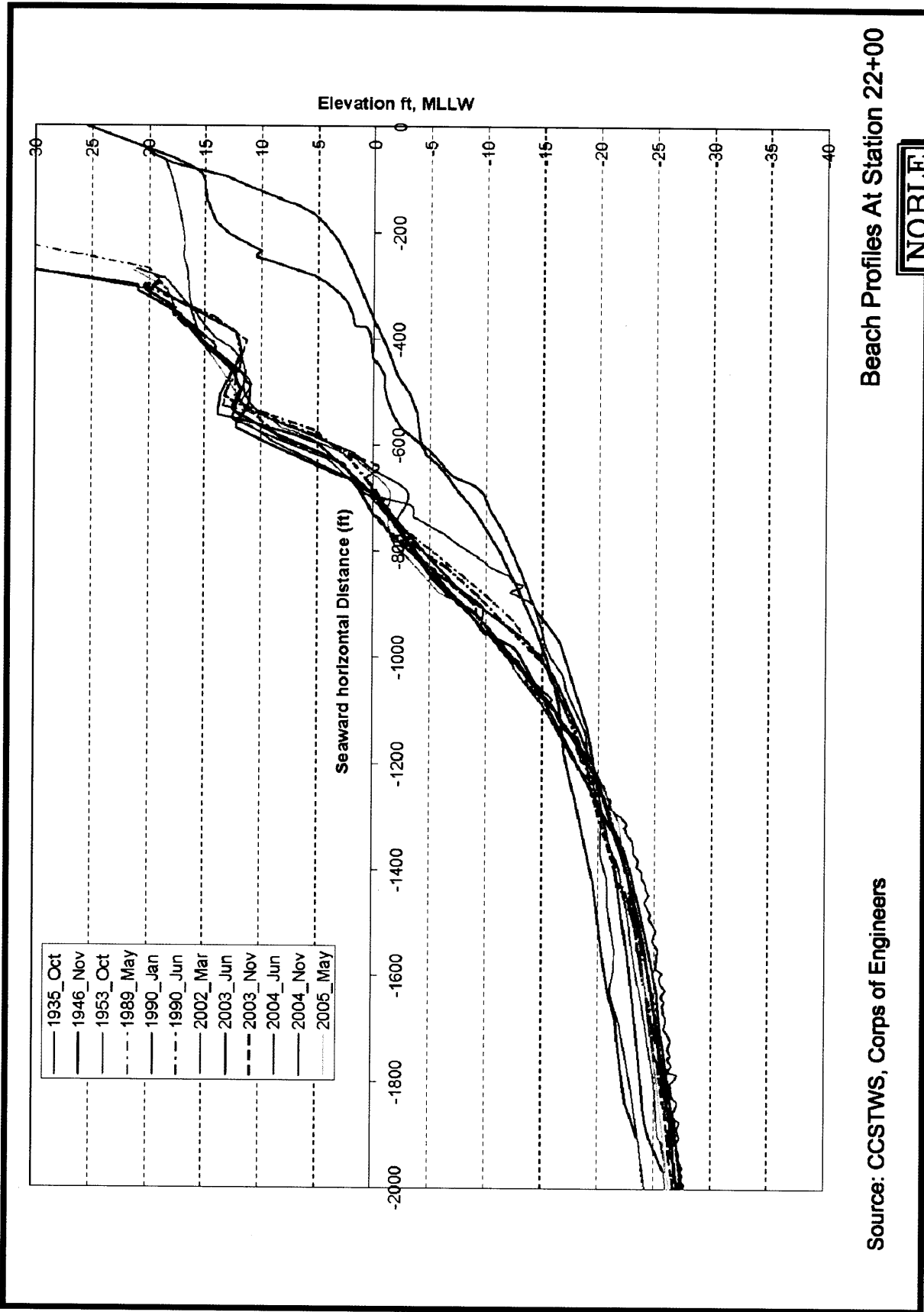


Beach Profiles At Station 18+00

Source: CCSTWS, Corps of Engineers



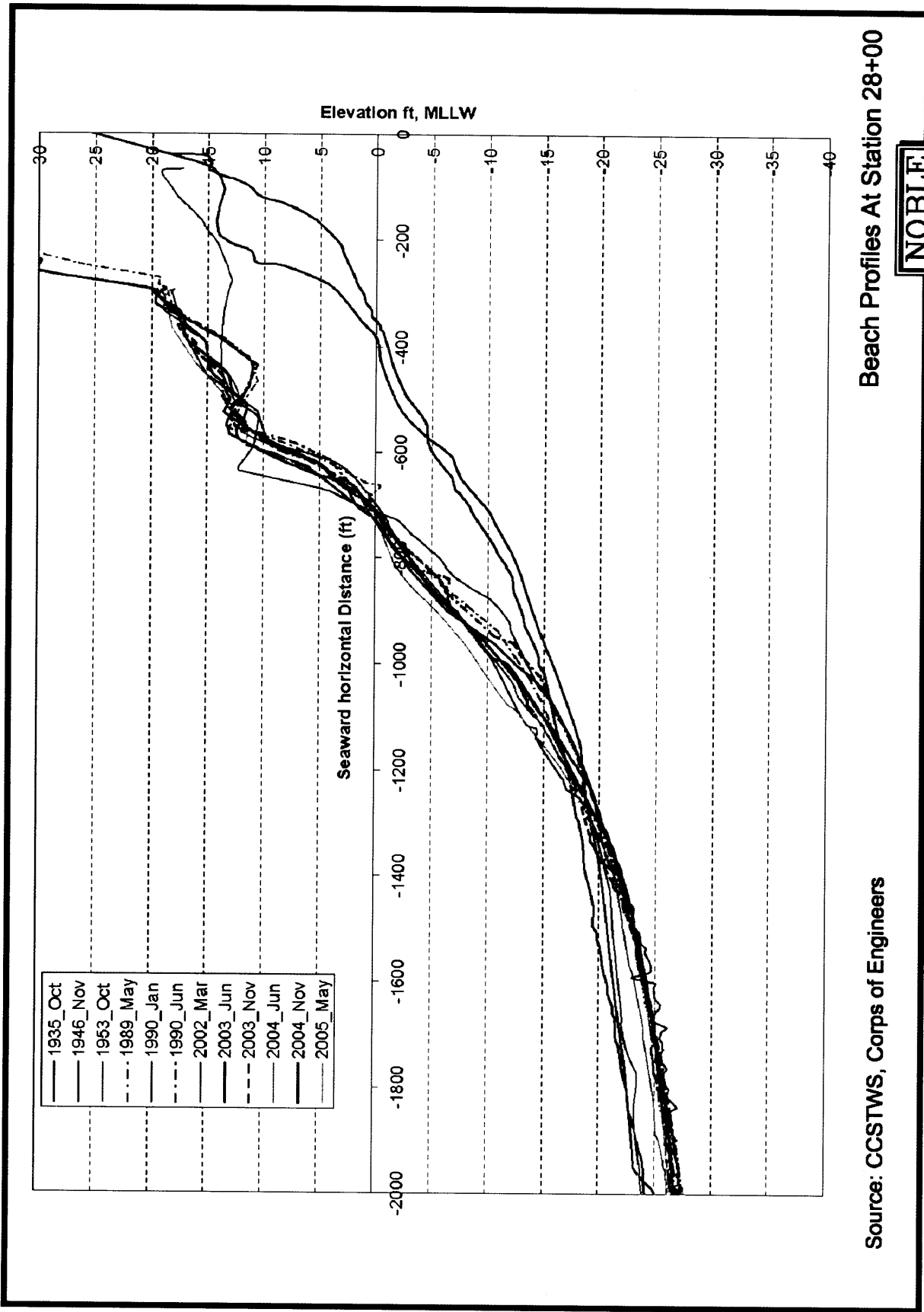
Figure 3-7



Beach Profiles At Station 22+00

Source: CCSTWS, Corps of Engineers

Figure 3-8

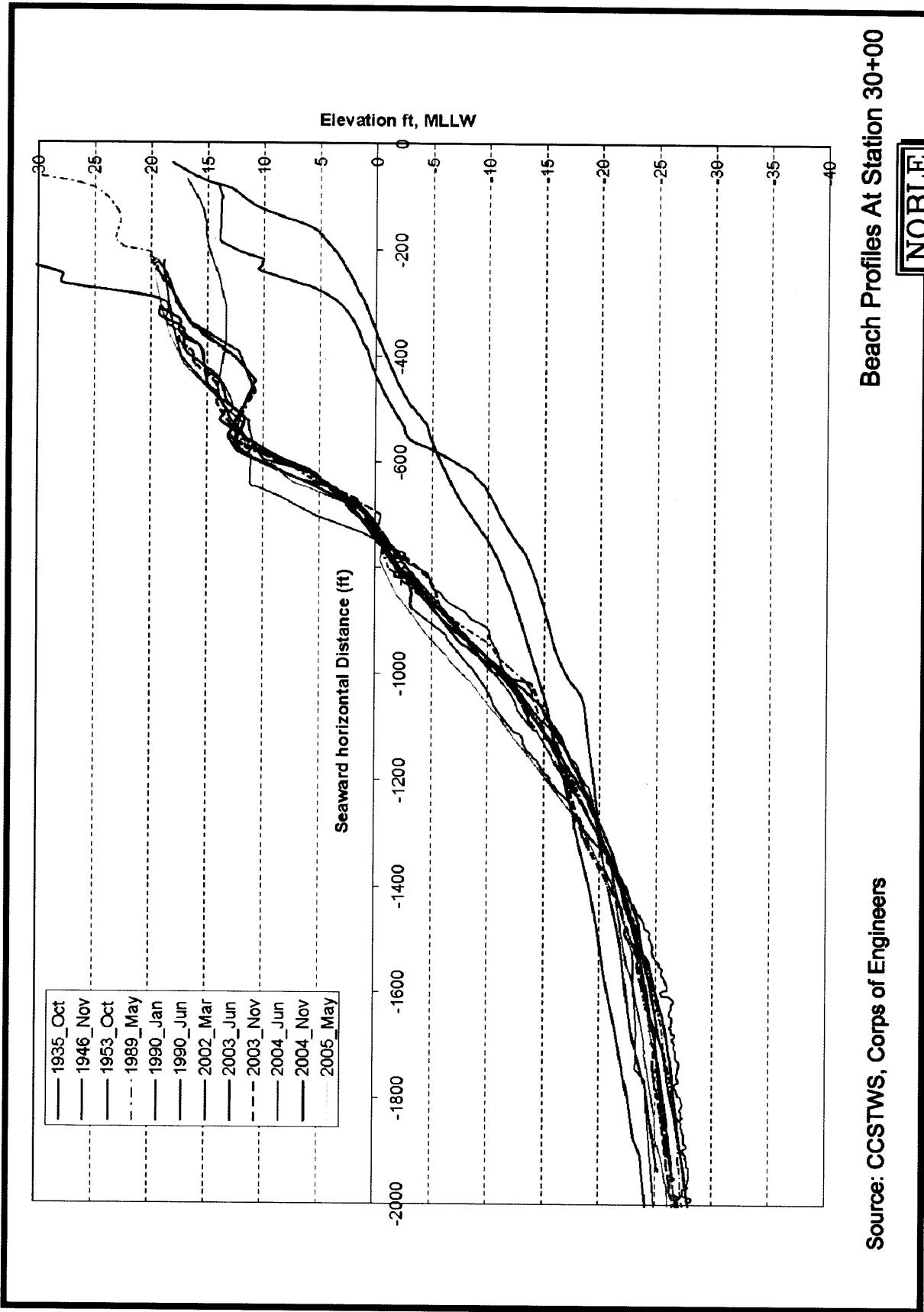


Beach Profiles At Station 28+00

Source: CCSTWS, Corps of Engineers



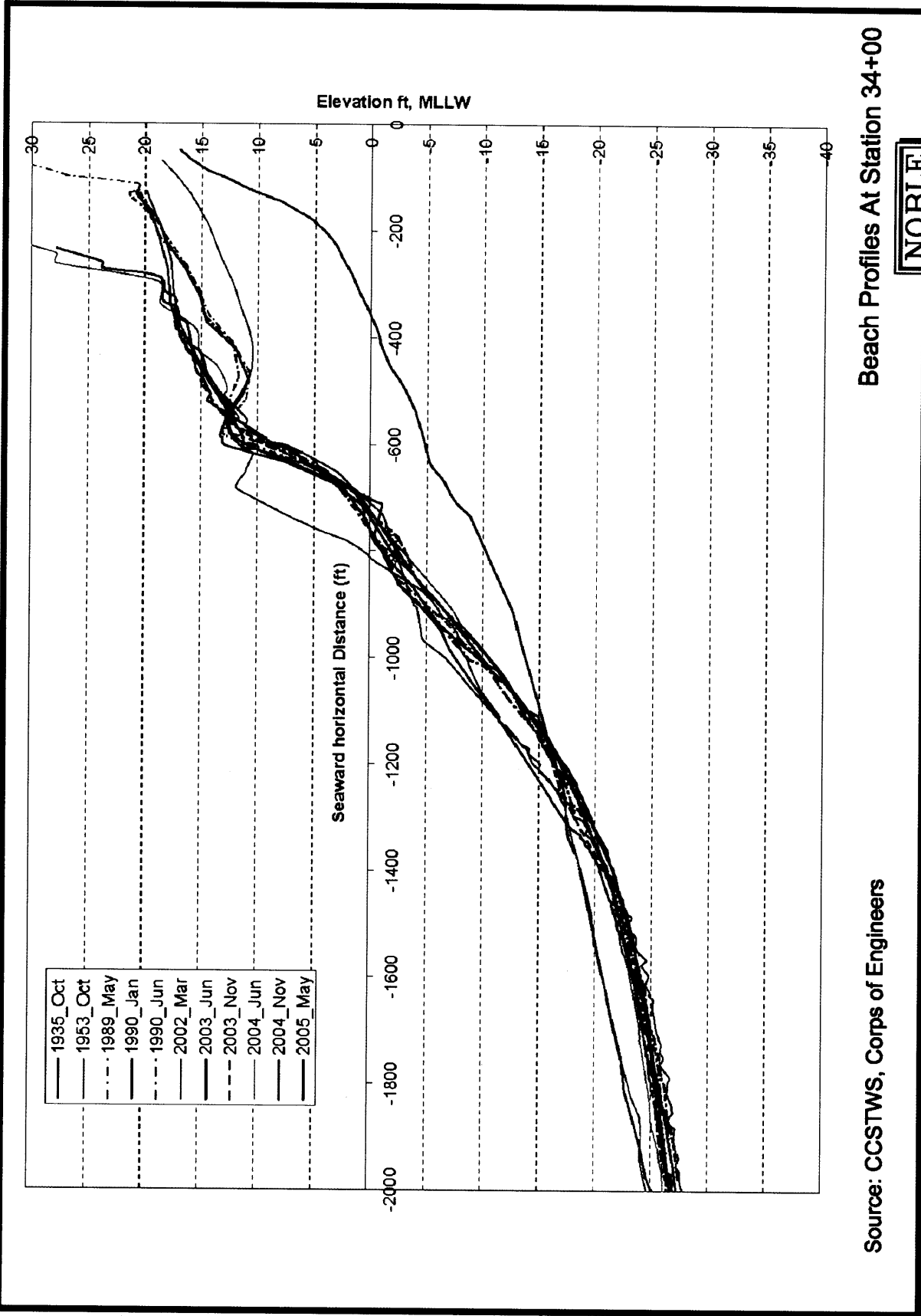
Figure 3-9



Beach Profiles At Station 30+00

Source: CCSTWS, Corps of Engineers

Figure 3-10

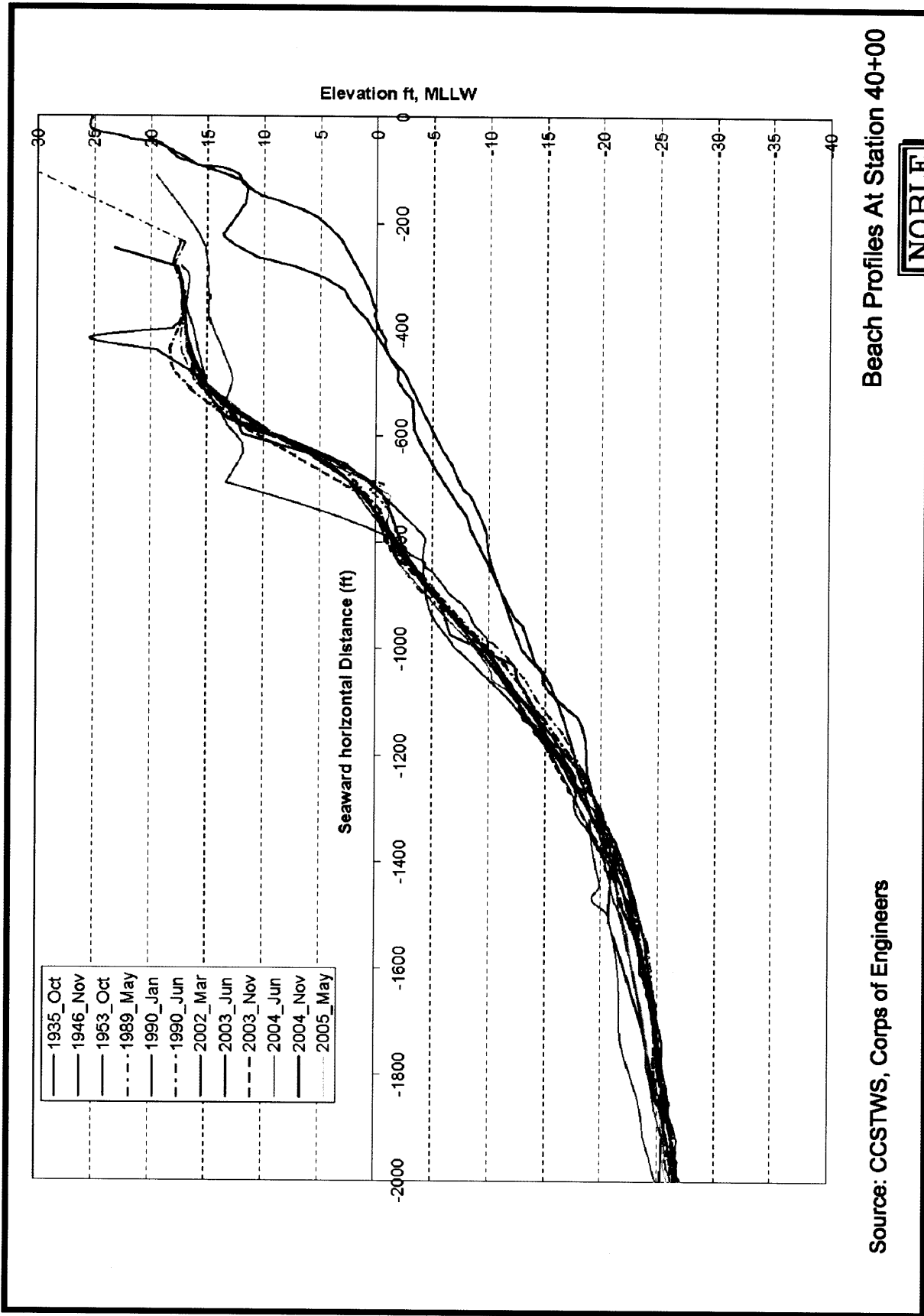


Beach Profiles At Station 34+00

Source: CCSTWS, Corps of Engineers



Figure 3-11

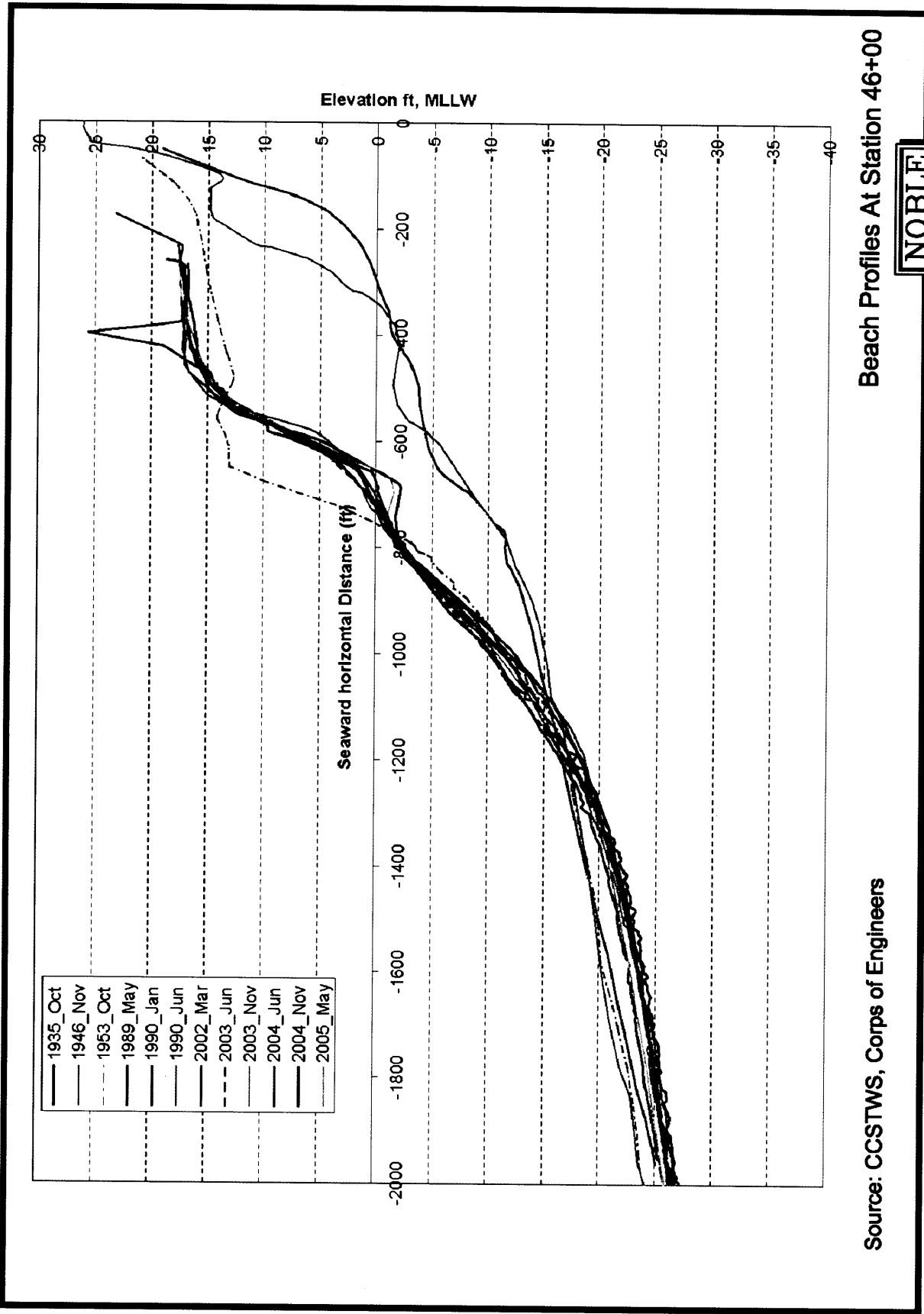


Beach Profiles At Station 40+00

Source: CCSTWS, Corps of Engineers



Figure 3-12

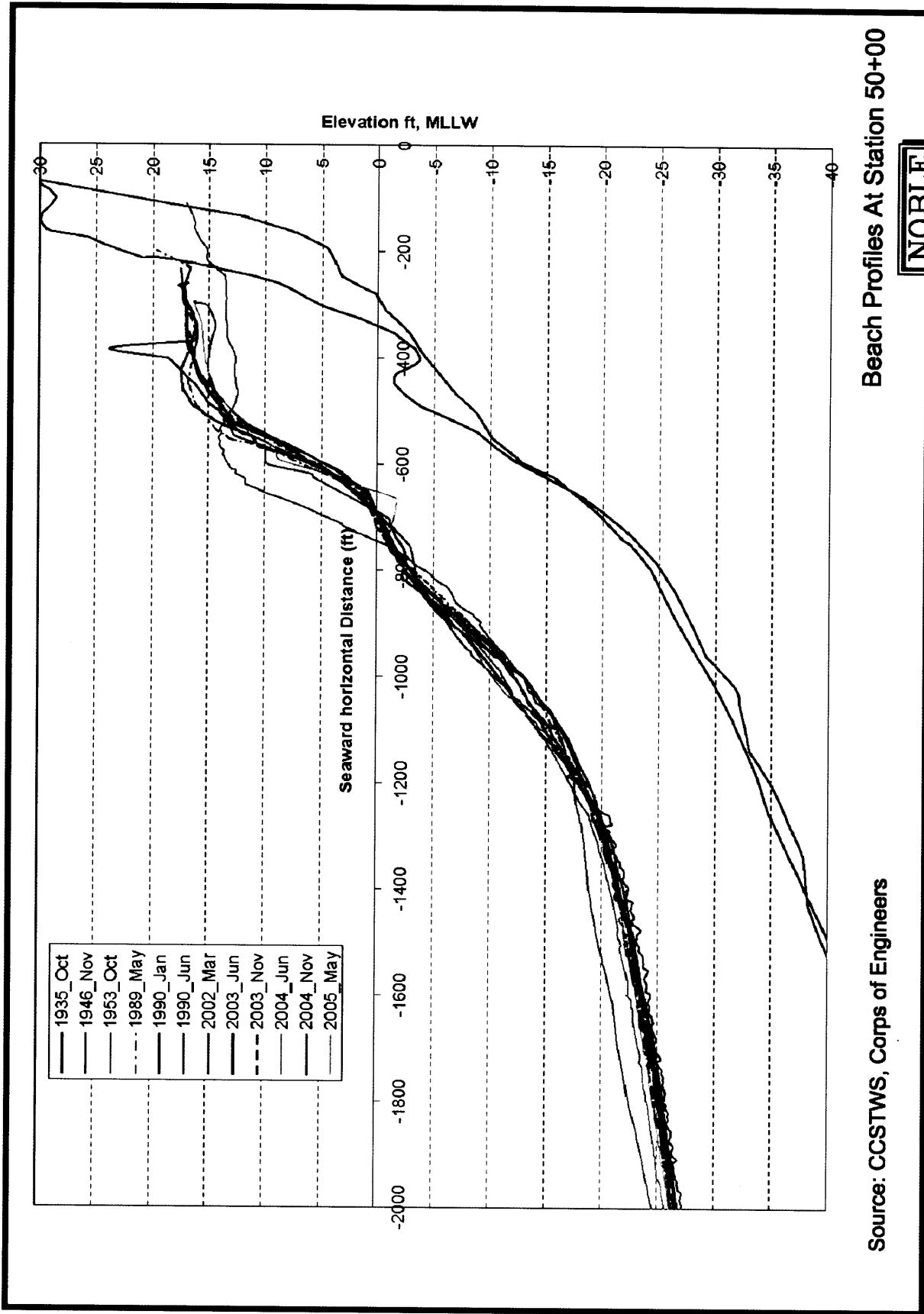


Beach Profiles At Station 46+00

Source: CCSTWS, Corps of Engineers



Figure 3-13

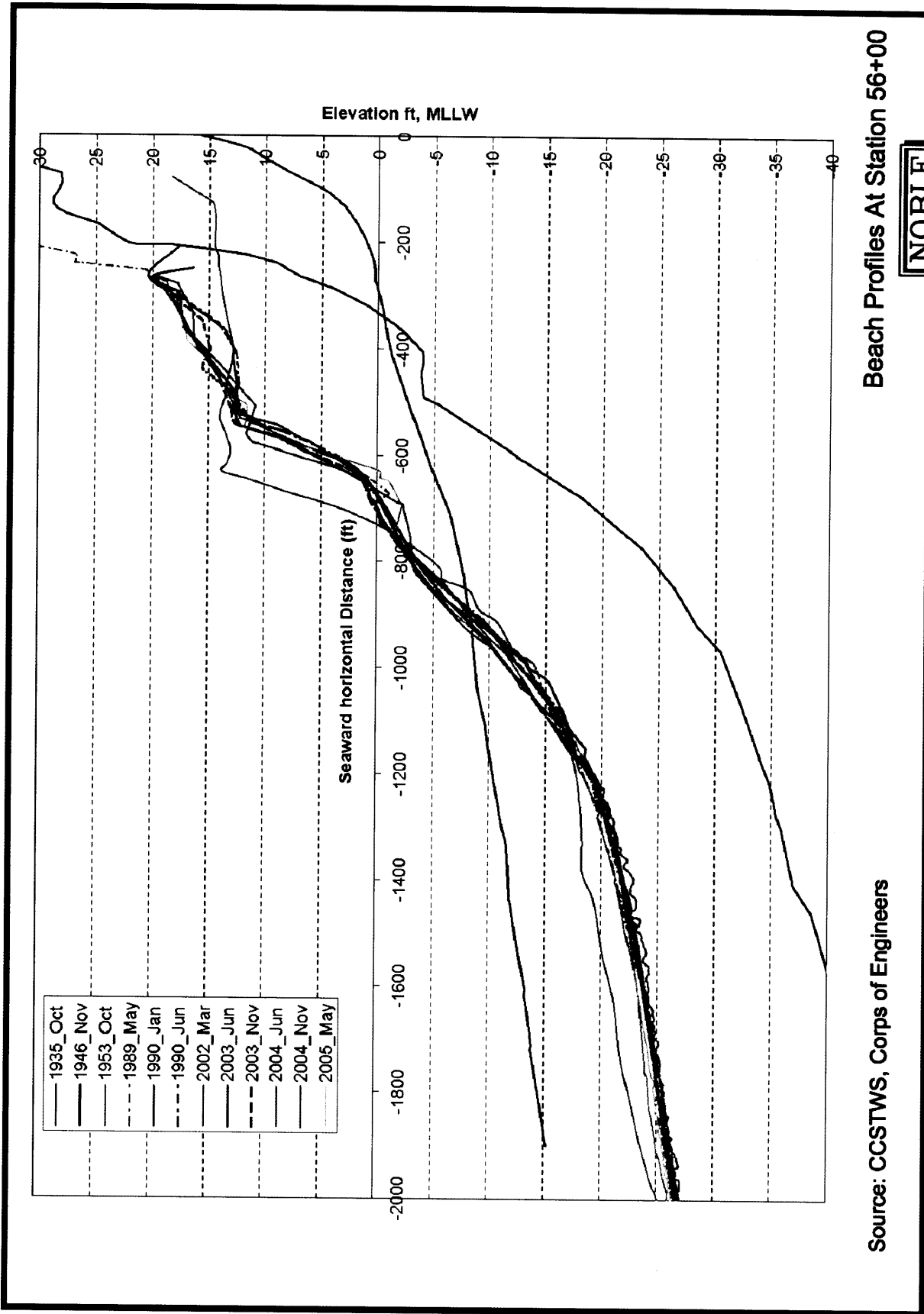


Beach Profiles At Station 50+00

Source: CCSTWS, Corps of Engineers



Figure 3-14

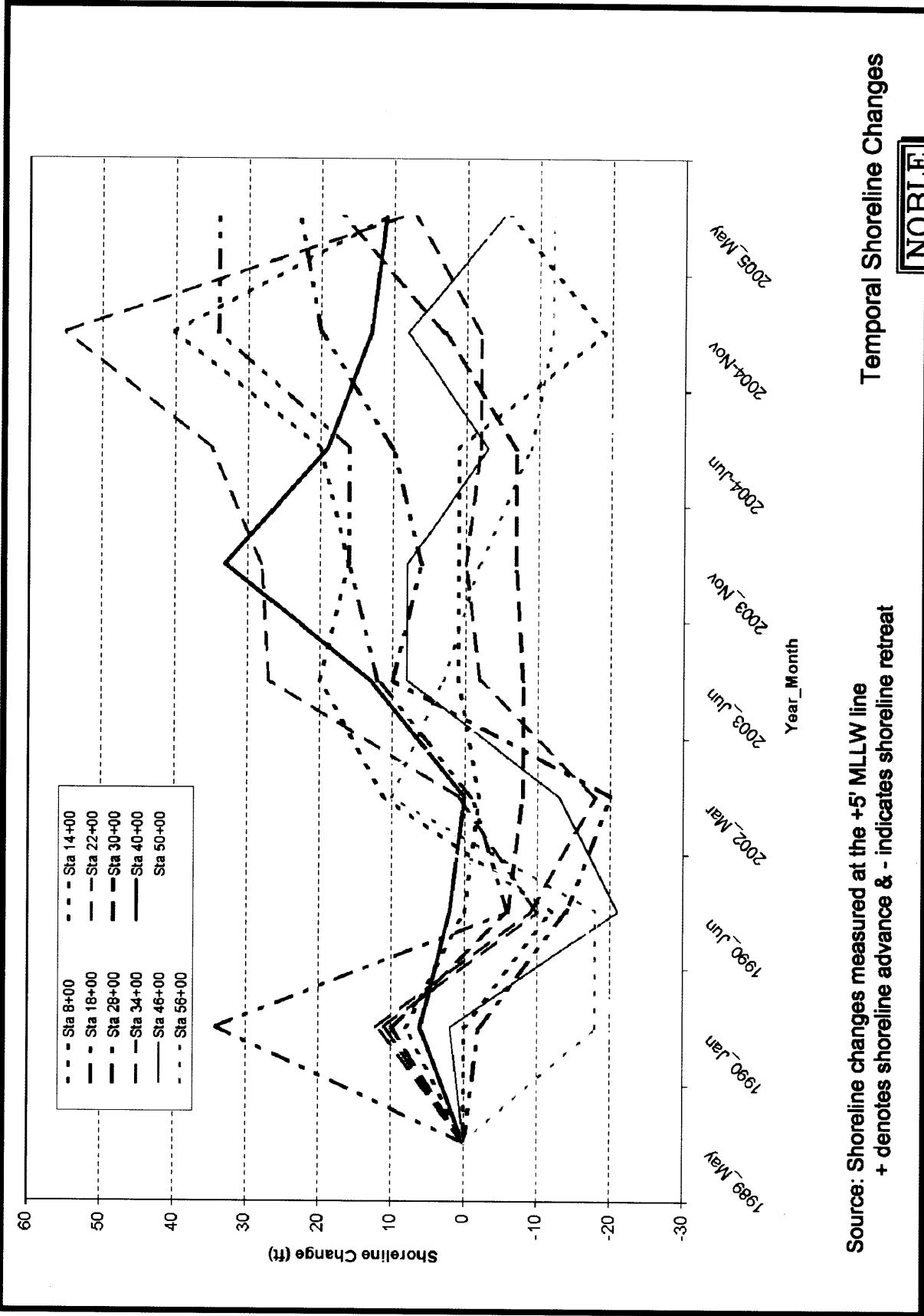


Beach Profiles At Station 56+00

Source: CCSTWS, Corps of Engineers



Figure 3-15



Temporal Shoreline Changes

Source: Shoreline changes measured at the +5' MLLW line
 + denotes shoreline advance & - indicates shoreline retreat



Figure 3-16

4.0 BEACH CONDITIONS UNDER EXTREME STORM EVENTS

4.1 Selection of Extreme Storm Events

Numerous storms have impacted the Southern California coast in the past. Among the historical storms, the 1982-1983 winter storms and the 1988 January storm resulted in significant beach erosion and wave runup along the California coast. The March 02 1983 storm and the January 18 1988 storm are considered to be comparable to the 100-year design storm for projects along the California coast since the flooding and erosion damage they caused are believed to be equivalent to that for a 100-year storm event. These two storms were therefore selected in the present analyses for storm-induced beach erosion and wave runup. Because the highest water level of +8.5 feet, MLLW (+5.9 feet, NGVD29) was recorded at Santa Monica (NOAA Gauge 8410840) during the December 01, 1982 storm, this storm event was also included in the analysis. The wave and tidal conditions of the three historical extreme storms are listed in **Table 4-1**. The significant wave heights recorded during the three storms are shown in **Figures 4-1 to 4-3**.

Table 4-1 Selected Extreme Storm Events

Storm events	Tide level (ft, MLLW)	Sea level rise (ft)	Wave height (ft)	Wave period (sec)	Wave azimuth (deg)	Peak storm duration (hour)
01/18/1988 storm	7.3	0.5	26.2	16.7	18	19
03/02/1983 storm	6.6	0.5	22.3	20.0	5	24
12/01/1982 storm	8.5	0.5	14.4	14.3	23	40
1-year tide + 1-year wave	6.9	0.5	9.5	15.0	14	24
2-year tide + 2-year wave	7.3	0.5	13.0	15.2	14	24
5-year tide + 5-year wave	7.6	0.5	16.5	15.7	14	24
10-year tide + 10-year wave	7.7	0.5	18.8	16.1	14	30
25-year tide + 25-year wave	7.8	0.5	21.6	16.8	14	30
50-year tide + 50-year wave	7.9	0.5	23.6	17.4	14	30
75-year tide + 75-year wave	8.0	0.5	24.7	17.7	14	36
100-year tide + 100-year wave	8.0	0.5	25.4	18.0	14	36

Based on the return interval analyses for the tidal level and the wave height, the January 18, 1988 storm is equivalent to a 100- to 200-year wave coinciding with a 2-year tide; the March 02, 1983 storm is equivalent to a 30-year wave with a 1-year tide; and the December 01, 1982 storm is equivalent to a 2- to 3- year wave with a 100- to 200-year tide if the highest water level of +8.5 feet, MLLW is correct. Compared to the January 18, 1988 storm, the March 02, 1983

storm has a lower wave height and tidal level, but it has a longer wave period and a longer storm duration.

In addition to the three historical storms, several potential storm events were also included in the analysis, as presented in Table 4-1. These storms were designed by combining different return wave heights and tidal levels. Given the independent return intervals of the wave and of the tide, the combined return interval of the resulting storm is difficult to determine. However, when considering a storm with a 75-year wave and a 75-year tide, then this combined probability would easily exceed a 75-year storm event.

4.2 Representative Beach Profile

Historical beach profiles along the County's shoreline have been collected by Los Angeles County since the 1930's. The surveyed profile transect 28+00, which is located approximately 70 feet upcoast of the proposed Aquatic Youth Center, is the transect closest to the project site. Even though field investigations indicate that the terrace deposits backing the beach are approximately 30 feet seaward at the project site than for transect 28+00, no obvious difference was found in the beach profiles between the two locations. Therefore, the beach profile most recently surveyed in the spring of 2005 at transect 28+00, with the backing terrace deposits moved seaward by 30 feet, was used as the representative beach profile for the project site. **Figure 4-4** presents the representative beach profile at the site compared to the beach profile at transect 28+00.

As shown in **Figure 4-5**, the beach profile can be characterized by 4 segments: a berm with a gentle slope of 1 (vertical rise) to 29 (horizontal run), a steep front beach face with a slope of 1 to 9, an inner surfzone with a gentle slope of 1 to 31, and a flat offshore zone with a slope of 1 to 139.

4.3 Storm-Induced Beach Erosion

4.3.1 Description of the K&D Model

The beach cross-shore numerical model used for the storm-induced beach erosion was the geometric model developed by Kriebel and Dean (1993). The Kriebel and Dean (K&D) model approximates the time-dependent beach-profile response to severe storms in the form of a convolution integral involving a time-varying erosion-forcing function and an exponential

erosion-response function. This model has been tested for the storm-induced berm/dune erosion on the Atlantic coast (Kriebel and Dean, 1993), for beach erosion induced by the 1988 January storm for several southern California locations, and for the beach/dune erosion induced by the 1997-1998 winter storms along the Oregon coast (NCI, 2005).

The K&D model assumes the existing beach profile is in statistical equilibrium with respect to the prevailing mean sea level and wave climate. The maximum storm-induced potential erosion of a beach profile, R_{∞} , is established based on the principle proposed by Bruun (1962) for erosion due to long-term sea level rise. This profile is then shifted upwards by an amount equal to the water level rise caused by storm surge, and landward by an amount of R_{∞} until a volume balance is achieved between the sand eroded from the upper portion of the beach and the sand deposited offshore. Based on this conservation of sand volume, the maximum erosion potential R_{∞} is found to be generally a function of the water level rise during the storm, breaking water depth, surf zone width and beach profile setting such as berm/dune height, and the slope of the upper beach face. The K&D model presents the final solution of the maximum erosion potential R_{∞} for a beach profile with a sloping beach face as

$$R_{\infty} = \frac{S(x_b - h_b / m)}{B + h_b - S/2} \quad (1)$$

where S is the water level rise during a storm, B is the berm height, h_b is the breaking water depth, x_b is the surf zone width, and m is the slope of the upper beach face. The water level rise S during a storm is represented by the wave setup for the peak storm conditions.

In order to represent the condition when the storm event may not persist long enough for the beach to achieve the maximum erosion potential recession R_{∞} , the K&D model proposes a method to include the duration effects of a storm with respect to the response time scale of a beach profile using a convolution method. The time that maximum erosion occurs, t_m , was found to satisfy:

$$\exp\left(-\frac{2\sigma t_m}{\beta}\right) = \cos(2\sigma t_m) - \frac{1}{\beta} \sin(2\sigma t_m) \quad (2)$$

where $\beta = 2\pi T_S / T_D$ and $\sigma = 1/T_S$. Here T_D is the actual peak storm duration, and T_S is the time scale of the exponential response. The time scale for the profile was estimated from numerical model results to be:

$$T_s = C_1 \frac{H_b^{3/2}}{g^{1/2} A^3} \left(1 + \frac{h_b}{B} + \frac{m y_b}{h_b} \right)^{-1} \quad (3)$$

in which C_1 is an empirical constant (=320), H_b is the breaker height, h_b is the breaker depth, g is the acceleration due to gravity, y_b is the surf zone width, and A is the beach profile parameter in an equilibrium profile $h = A y^{2/3}$.

The ratio of the maximum erosion distance that actually occurs during the storm, R_m , to the maximum erosion potential is:

$$\frac{R_m}{R_\infty} = \frac{1}{2} [1 - \cos(2\sigma t_m)] \quad (4)$$

Solving Equations (3) and (4) implicitly yields a monotonous relation between the duration reduction factor R_m/R_∞ and the parameter of β , or T_S/T_D , as shown in **Figure 4-6**. It is seen that a storm with a longer storm duration has a larger reduction factor (R_m/R_∞), and thus a larger amount of erosion would occur for a given erosion potential.

4.3.2 Computed Beach Erosion

The K&D model was applied to all of the 11 selected storm events that are presented in Table 4-1. The deepwater storm waves were transformed to the nearshore region using the wave shoaling and refraction equations. A breaker depth index of 0.78 based on linear wave theory was used to determine the breaking location, from which the breaking wave conditions and the surf zone characteristics were computed. The wave setup was estimated based on the Coastal Engineering Manual, or CEM (USACE, 2003), for regular waves. The upper beach characteristics used in the K&D model were derived from the representative beach profile at the site. The average berm height (B), measured from Mean Sea Level (MSL) to the average top elevation of the seaward part of the sand berm, was determined to be approximately 10.8 feet, and the slope of the upper beach face (m) was found to be 1 to 9 (vertical to horizontal).

Another important parameter in the K&D model is the peak storm duration (T_D), that is defined as the time duration of the peak waves with the maximum wave height during a storm. As shown in Figures 4-1 to 4-3, the peak storm duration is shorter than the entire storm duration. In this analysis, the peak storm duration of a given storm was derived by integrating the wave height square (representing the wave energy) over the whole storm duration (i.e., the red solid lines in Figures 4-1 to 4-3) divided by the maximum wave height square. By including the waves during the whole storm duration instead of only the peak storm duration, the derived storm duration is longer than the real peak storm duration, resulting in a conservative estimate of storm-induced beach erosion. Based on the above method, the peak storm duration was found to be approximately 19 hours for the January 18, 1988 storm, 24 hours for the March 02, 1983 storm and 40 hours for the December 01, 1982 storm, as presented in Table 4-1. The peak storm duration for other selected factitious storms were assumed to be 24 hours to 36 hours, with the larger storm durations occurring during the longer return interval storms, as listed in Table 4-1.

The values of the storm-induced water level rises, beach erosion potentials and final beach erosion distances computed by the K&D model are summarized in **Table 4-2** for all of the selected storm events. It is seen that the larger storms tend to generate higher water level rises and more severe beach erosion potentials. However, the peak storm duration also plays an important role in determining the final storm-induced beach erosion distance.

Table 4-2 K&D Beach Erosion Method Values and Results

Storm events	Storm-induced water level rise (ft)	Beach erosion potential (ft)	Beach erosion distance (ft)
01/18/1988 storm	4.9	220	66
03/02/1983 storm	3.9	166	61
12/01/1982 storm	3.6	98	64
1-year tide + 1-year wave	1.2	23	14
2-year tide + 2-year wave	2.3	60	31
5-year tide + 5-year wave	3.3	106	48
10-year tide + 10-year wave	3.9	138	67
25-year tide + 25-year wave	4.6	183	83
50-year tide + 50-year wave	5.1	220	95
75-year tide + 75-year wave	5.4	243	115
100-year tide + 100-year wave	5.6	256	119

The water level rises induced by the three historical extreme storm events were found to range from 3.6 feet to 4.9 feet, with resulting beach erosion potentials between approximately 100 feet to 220 feet. However, since the storm events only last for one to two days, the final beach erosion distances induced by the three storm events was estimated to be approximately 60 to 70 feet. Therefore, it was not likely that Dockweiler Beach was completely depleted by the storm events of 1988 or 1983. This has further been confirmed by County staff based on their field observations (Wayne Schumaker, 2006).

The current beach berm width at the project site is approximately 230 feet, which is much wider than the storm-induced beach erosion estimated for the three historical extreme storms and for the other selected storm events. The erosion distance induced by the storm with a 75-year wave coinciding with a 75-year tide or by the storm with a 100-year wave and a 100-year tide are both less than 120 feet. Therefore, the beach erosion distance induced by either a 75-year or a 100-year storm event is considered to be within 120 feet.

In accordance with the K&D model, the eroded beach profiles were derived by shifting the pre-storm beach profile upward and landward until achieving a volume balance between the sand eroded from the upper portion of the beach and the sand deposited offshore. **Figures 4-7 to 4-10** show the eroded beach profiles, as examples, for the three historical extreme storms and for the design storm with a 75-year wave coinciding with a 75-year tide. As shown in the figures, the slopes for each segment of the eroded beach profile remain the same as the pre-storm beach profile, only with the toe elevations altered.

The figures also show the width of the remaining backbeach berm during the extreme storms, measured from the concrete pad of the proposed facility to the seaward edge of the berm in the eroded beach profile. Other information illustrated in the figures is the estimated wave runup elevation that is discussed in Section 4.4.

4.4 Wave Runup Analysis

Wave runup is the maximum elevation of wave uprush above the still water level. Wave uprush consists of two components: superelevation of the mean water level caused by wave action (i.e., setup) and fluctuations about that mean (i.e., swash). Wave runup is the maximum instantaneous water elevation, and thus the upper limit of runup is an important parameter for determining the active portion of the beach profile. Two methods were used to estimate the

wave runup at the project site: the Wave RunUP model (WRUP) that was coded by Noble Software Inc. (1984), and the method provided by the U.S. Army Corps of Engineers' (USACE) Coastal Engineering Manual (CEM). To be conservative, the larger value obtained from the two methods was adopted as the design wave runup.

4.4.1 WRUP/SPM Method

The WRUP model uses the equations, curves and methodology presented in the Shore Protection Manual, or SPM (USACE, 1984). Data from SPM's wave runup curves make up a database to allow complete automation for the wave runup analysis. Therefore, the WRUP model is essentially equivalent to the SPM method but with better accuracy than manually interpolating from the curves presented in the SPM.

Since the eroded beach profile represents the most critical beach conditions, the wave runup analysis was conducted on the eroded beach profiles that were derived from the K&D model. Both the pre-storm and eroded post-storm beach profiles have the same bottom slopes for each of the composite segments used in the analysis, however, the toe location for the eroded post-storm profile has shifted landward due to the erosion that has occurred. As a result, the wave runup elevation calculated for the eroded beach profile is not expected to be significantly different from that calculated for the pre-storm beach profile.

As presented in Figures 4-5, and 4-7 to 4-10, the beach profile at the site can be characterized by 4 segments with different slopes and thus composite beach slopes were used in the runup analysis. The composite slopes used in the analysis consist of (1) a gentle slope of 1 (vertical rise) to 29 (horizontal run) for the beach berm segment, (2) a slope of 1 to 9 for the steep front beach face, and (3) a gentle slope of 1 to 31 for the inner surf zone. The toe elevations of the beach segments were determined based on the eroded beach profile for each storm. It is noted that the flat offshore zone with a slope of 1 to 139 was not included in the composite slopes. In reality, high waves during the extreme storms would break on this flat segment. Including the flat segment would result in a much flatter average slope, between the wave breaking point and the runup elevation, to be used in runup calculation, which would lead to a lower calculated wave runup elevation. In other words, the wave runup elevation calculated using the three composite slopes, as presented in this analysis, is conservative for the high waves during these extreme storm events.

The wave runup elevation calculated by the WRUP model using the composite slopes is listed in **Table 4-3** for the selected storms. The still water level presented in the table includes both the tidal level and the sea level rise. The wave runup elevation was determined by adding the wave runup to the still water level. Among the three historical storms, the highest wave runup calculated by WRUP was 7.1 feet that occurred during the March 02, 1983 storm, however, the highest runup elevation was found to be +14.4 feet, MLLW (+11.8 feet, NGVD29) during the January 18, 1988 storm. The calculated wave runup for the 75-year wave/75-year tide storm and for the 100-year wave/100-year tide storm was less than 7.0 feet, leading to runup elevations lower than +15.5 feet, MLLW (+12.9 feet, NGVD29).

Table 4-3 Wave Runup Computed by WRUP Model

Storm events	Still water level (ft)	Wave runup (ft)	Runup elevation (ft, MLLW)
01/18/1988 storm	7.8	6.6	+14.4
03/02/1983 storm	7.1	7.1	+14.2
12/01/1982 storm	9.0	4.6	+13.6
1-year tide + 1-year wave	7.4	4.3	+11.7
2-year tide + 2-year wave	7.8	4.7	+12.5
5-year tide + 5-year wave	8.1	5.2	+13.3
10-year tide + 10-year wave	8.2	5.5	+13.7
25-year tide + 25-year wave	8.3	6.0	+14.3
50-year tide + 50-year wave	8.4	6.5	+14.9
75-year tide + 75-year wave	8.5	6.7	+15.2
100-year tide + 100-year wave	8.5	6.9	+15.4

4.4.2 CEM Method

The CEM method uses Hunt's (1959) formula, given in a non-dimensional form (Battjes, 1974) as

$$R / H_0 = \xi_0 \quad \text{for} \quad 0.1 \pi \xi_0 \pi 2.3 \quad (5)$$

This formula was developed for uniform, smooth, impermeable slopes, where R is the wave runup, and ξ_0 is the surf similarity parameters defined as

$$\xi_0 = \tan \beta / (H_0 / L_0)^{1/2} \quad (6)$$

in which $\tan\beta$ is the beach slope, and H_0 and L_0 are the deepwater wave height and wave length, respectively.

Based on the eroded beach profile, the average beach slope for the three beach segments, as discussed in 4.4.1, was found to be approximately 1 (vertical rise) to 26 (horizontal run), which was the slope used for $\tan\beta$ in the CEM method. The offshore flat beach segment was not included in order to be conservative. The values utilized and the results for this method are presented in the below **Table 4-4**.

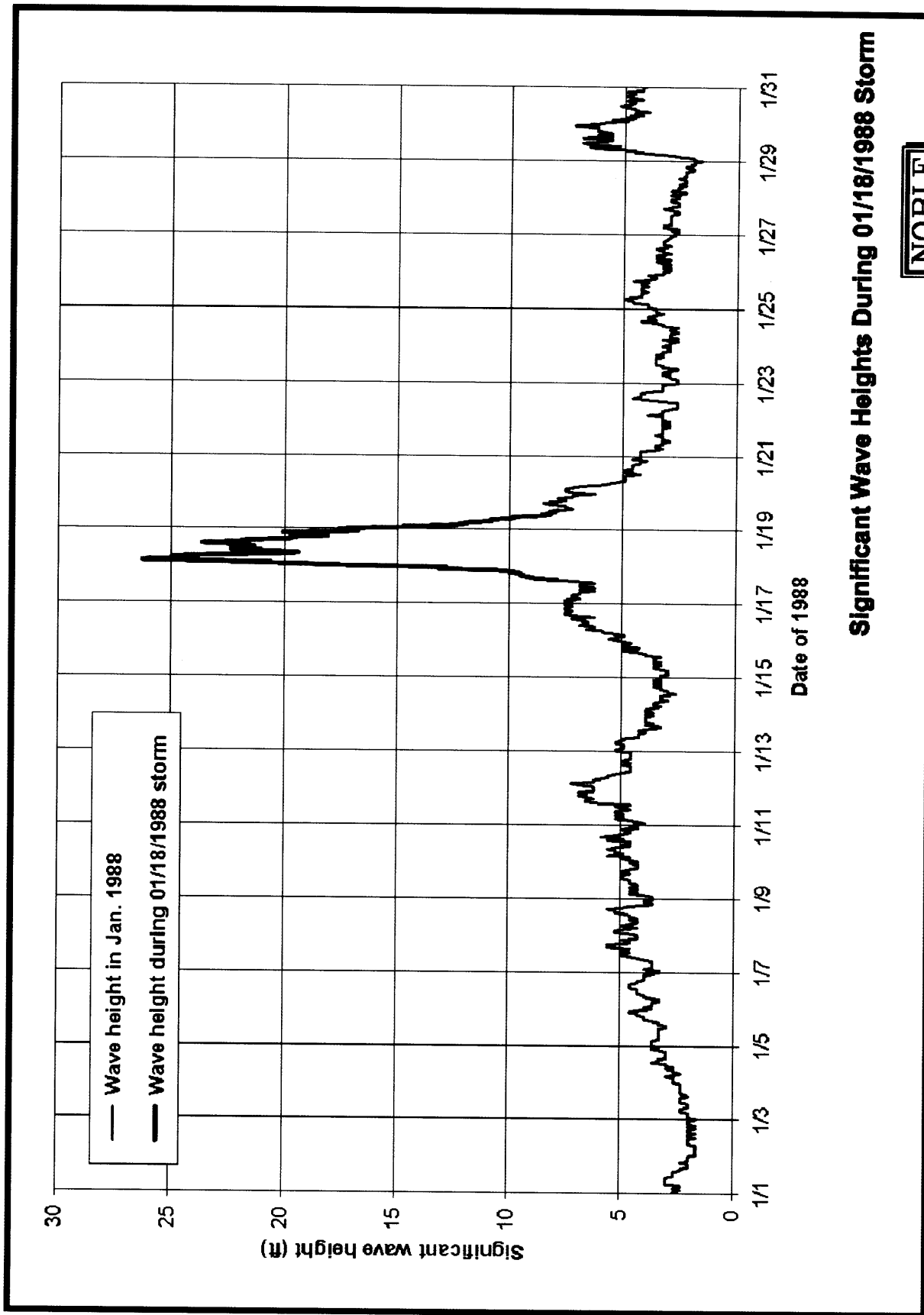
Table 4-4 Runup computed by CEM Method

Storm events	Still water level (ft)	Wave Length L_0 (ft)	ξ_0	Wave Runup R (ft)	Runup elevation (ft, MLLW)
01/18/1988 storm	7.8	1429	0.284	7.4	+15.2
03/02/1983 storm	7.1	2050	0.369	8.2	+15.3
12/01/1982 storm	9.0	1048	0.332	4.7	+13.7
1-year tide + 1-year wave	7.4	1153	0.424	4.0	+11.4
2-year tide + 2-year wave	7.8	1184	0.367	4.8	+12.6
5-year tide + 5-year wave	8.1	1263	0.337	5.6	+13.7
10-year tide + 10-year wave	8.2	1328	0.323	6.1	+14.3
25-year tide + 25-year wave	8.3	1446	0.315	6.8	+15.1
50-year tide + 50-year wave	8.4	1552	0.312	7.4	+15.8
75-year tide + 75-year wave	8.5	1606	0.310	7.7	+16.2
100-year tide + 100-year wave	8.5	1660	0.311	7.9	+16.4

Although the January 18, 1988 storm had a larger wave height than the March 02, 1983 storm, a higher wave runup was calculated for the March 02, 1983 storm because of the longer wave period for this storm event. While the highest water level of +8.5 feet, MLLW (+5.9 feet, NGVD29) was observed for the December 01, 1982 storm, a lower runup elevation of +13.7 feet, MLLW (+11.1 feet, NGVD29) was calculated because of the smaller wave runup resulting from the milder wave conditions. The wave runup for the 75-year wave/75-year tide storm and for the 100-year wave/ 100-year tide storm was estimated to be less than 8.0 feet, leading to runup elevations lower than +16.5 feet, MLLW (+13.9 feet, NGVD29).

When comparing Table 4-4 to Table 4-3, it shows that the CEM method generally computes more conservative values of wave runup than the WRUP/SPM approach. Therefore, the results calculated by the CEM method were finally adopted as the design wave runup elevations in order to be conservative. Upon inspection of Tables 4-3 and 4-4, it was determined that the

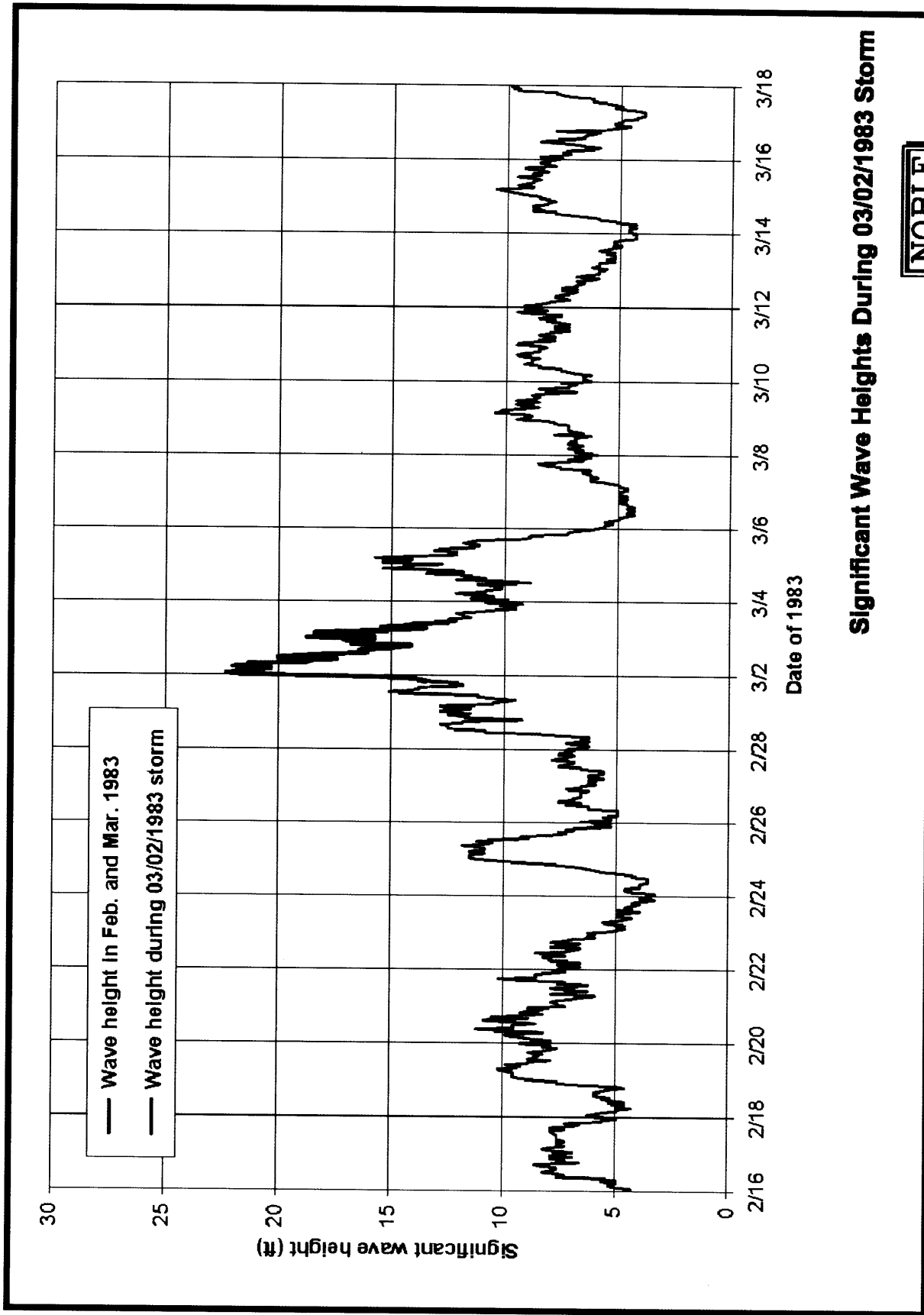
wave runup for the historical extreme storms did not exceed 8.2 feet and that the wave runup elevation did not exceed +15.3 feet, MLLW (+12.7 feet, NGVD29). For the 75-year wave/75-year tide storm, the wave runup was calculated to be 7.7 feet with a wave runup elevation of +16.2 feet, MLLW (+13.6 NGVD29). The wave runup elevations for the several selected storm events are illustrated in Figures 4-7 to 4-10 along with the proposed elevation of the Aquatic Youth Center.



Significant Wave Heights During 01/18/1988 Storm



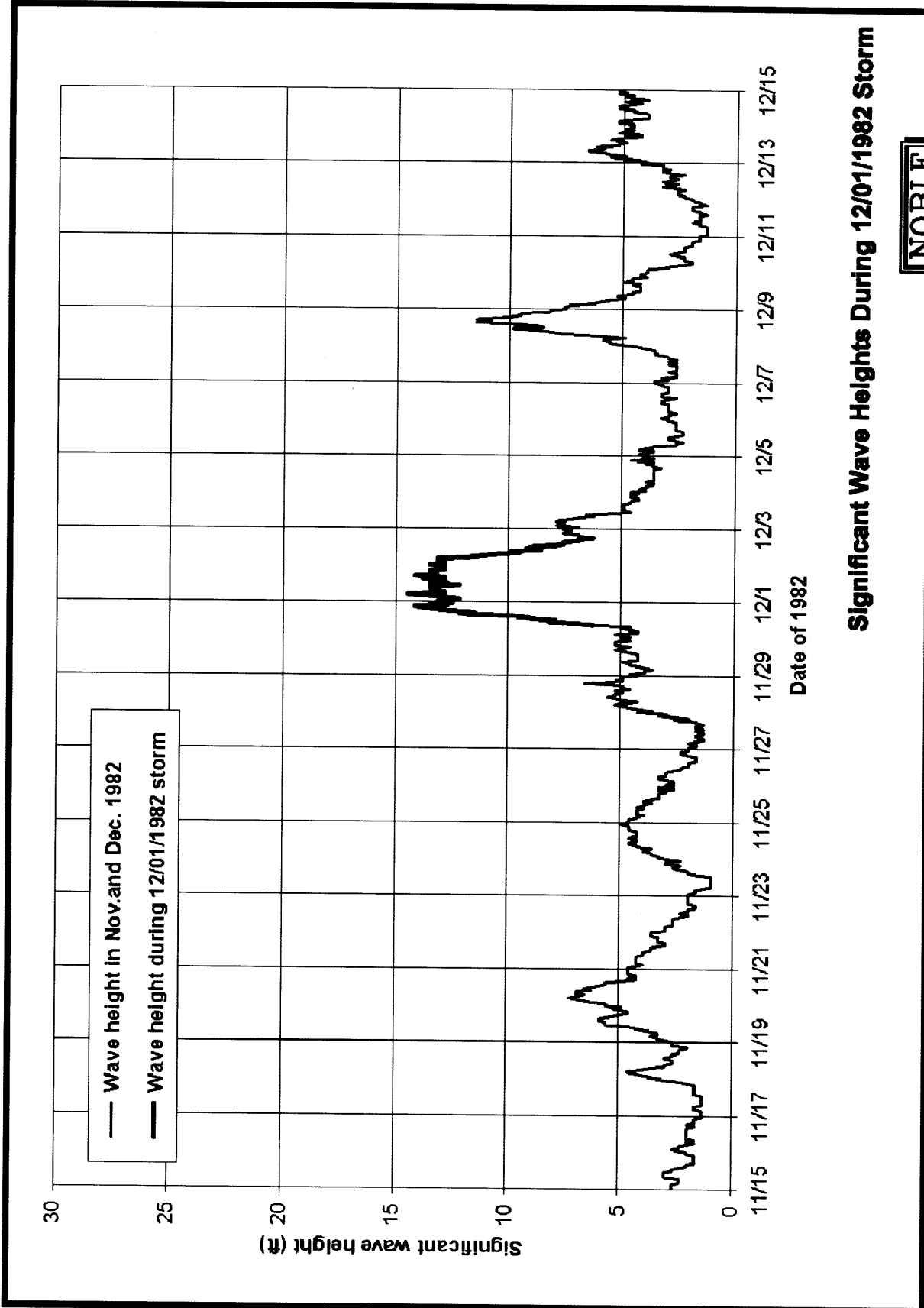
Figure 4-1



Significant Wave Heights During 03/02/1983 Storm



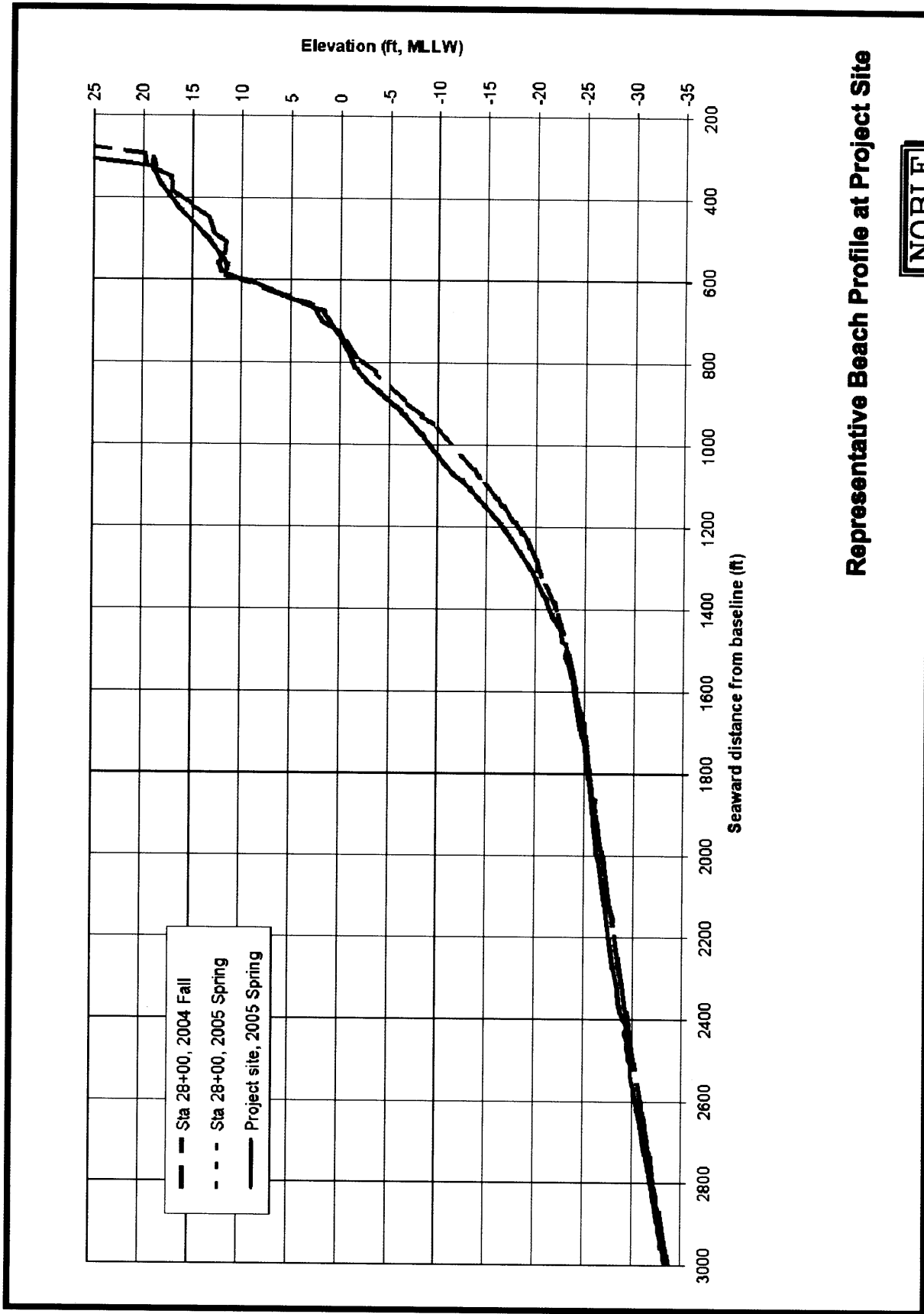
Figure 4-2



Significant Wave Heights During 12/01/1982 Storm

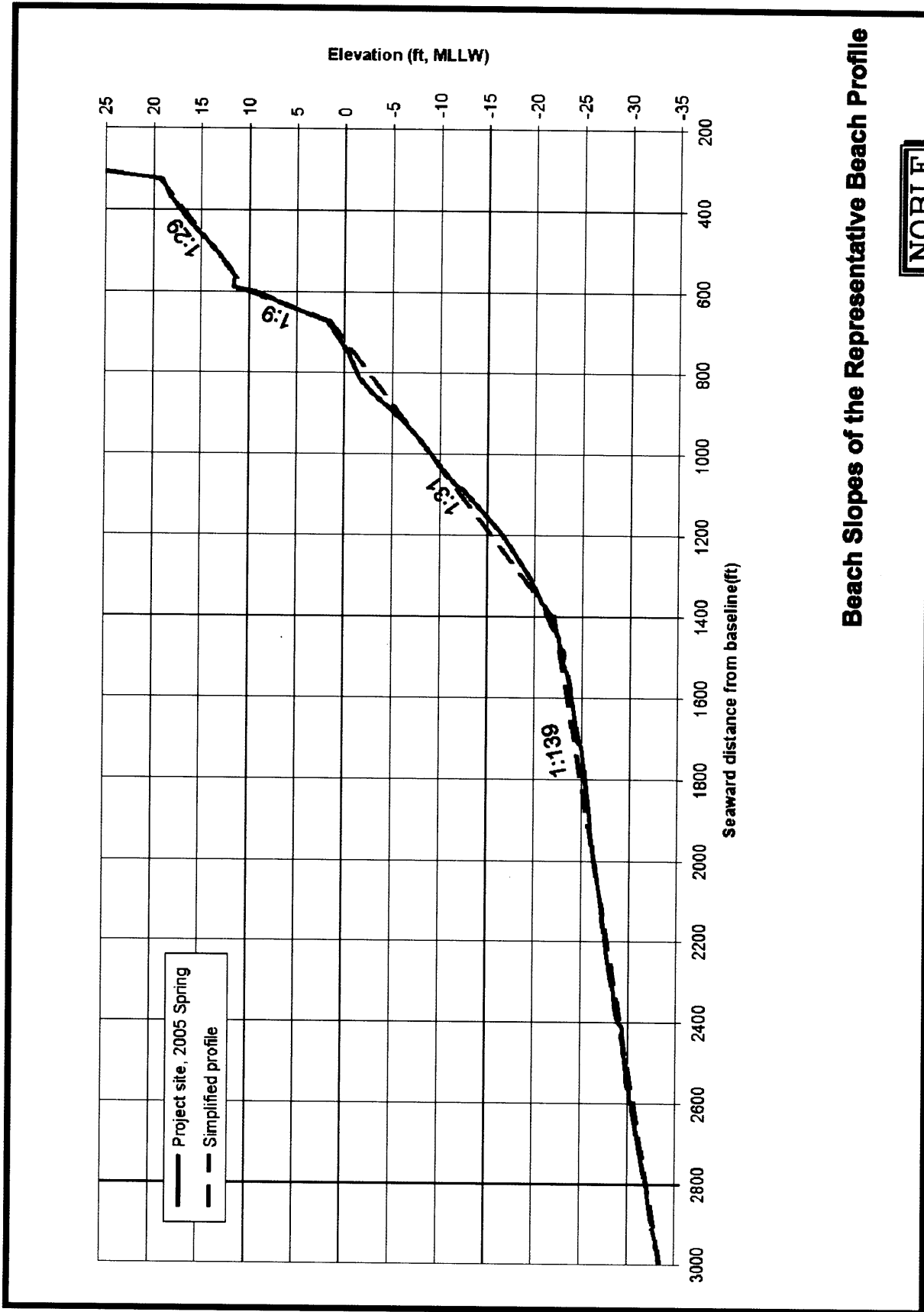


Figure 4-3



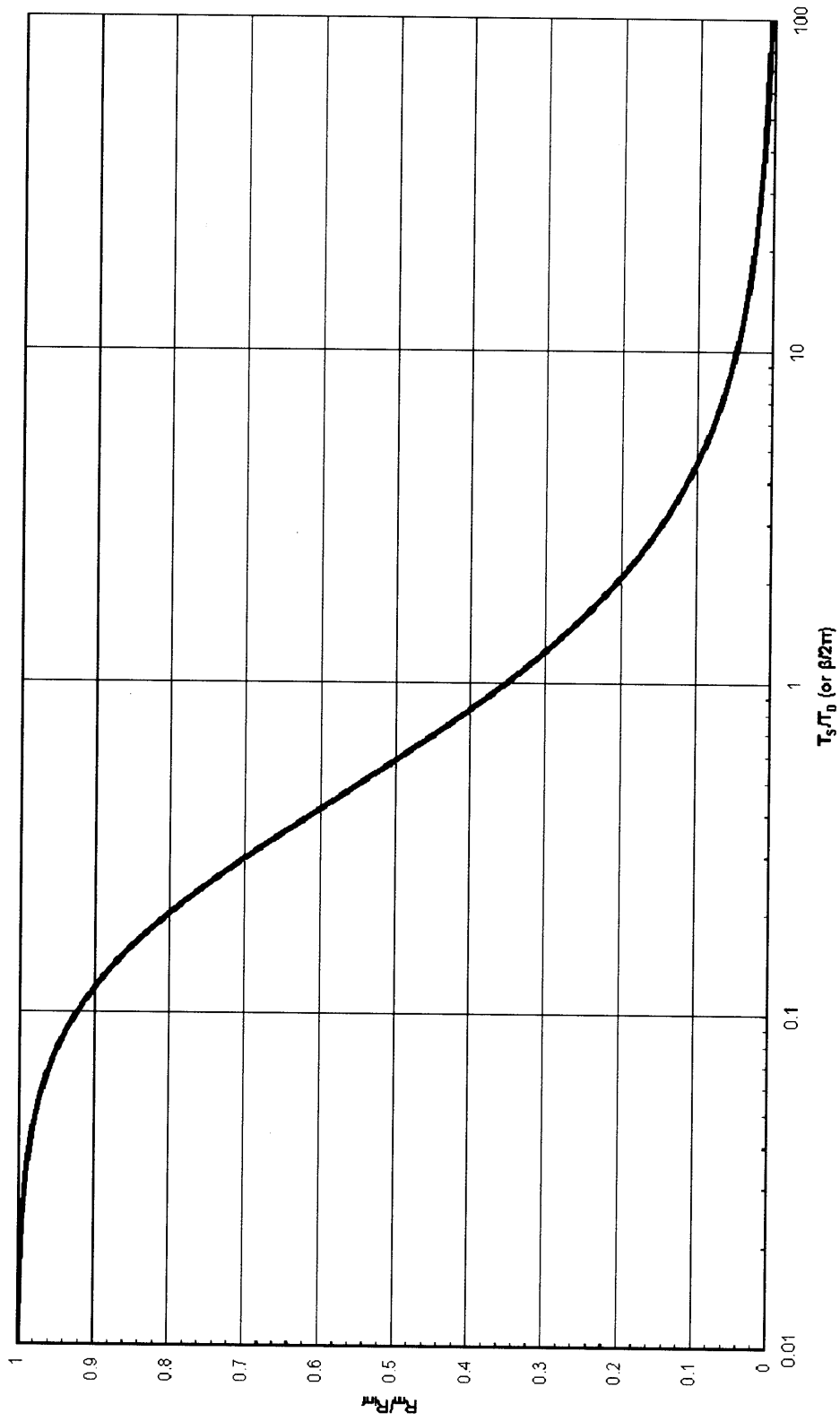
Representative Beach Profile at Project Site

Figure 4-4



Beach Slopes of the Representative Beach Profile

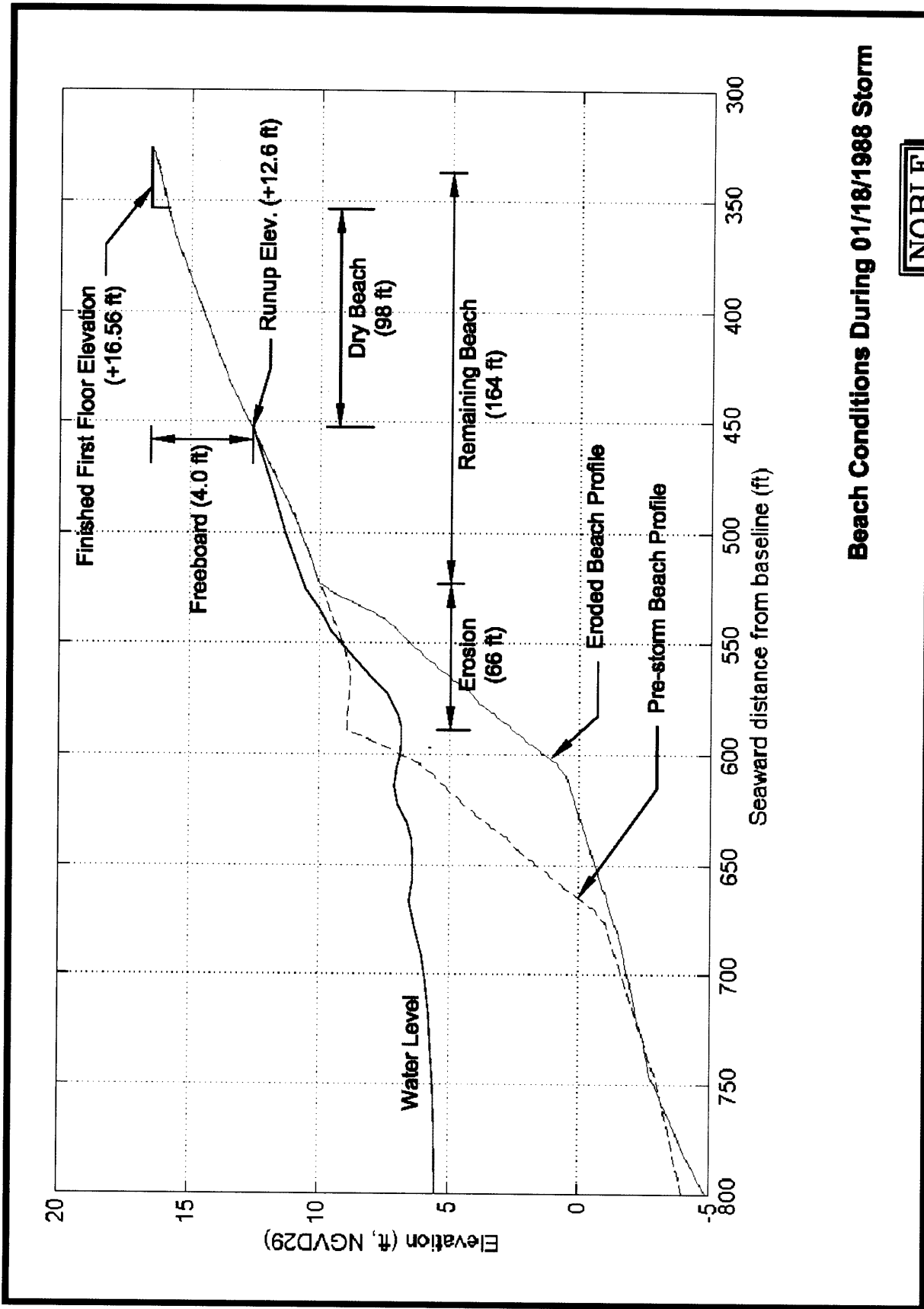
Figure 4-5



Time Response Function in K&D Model

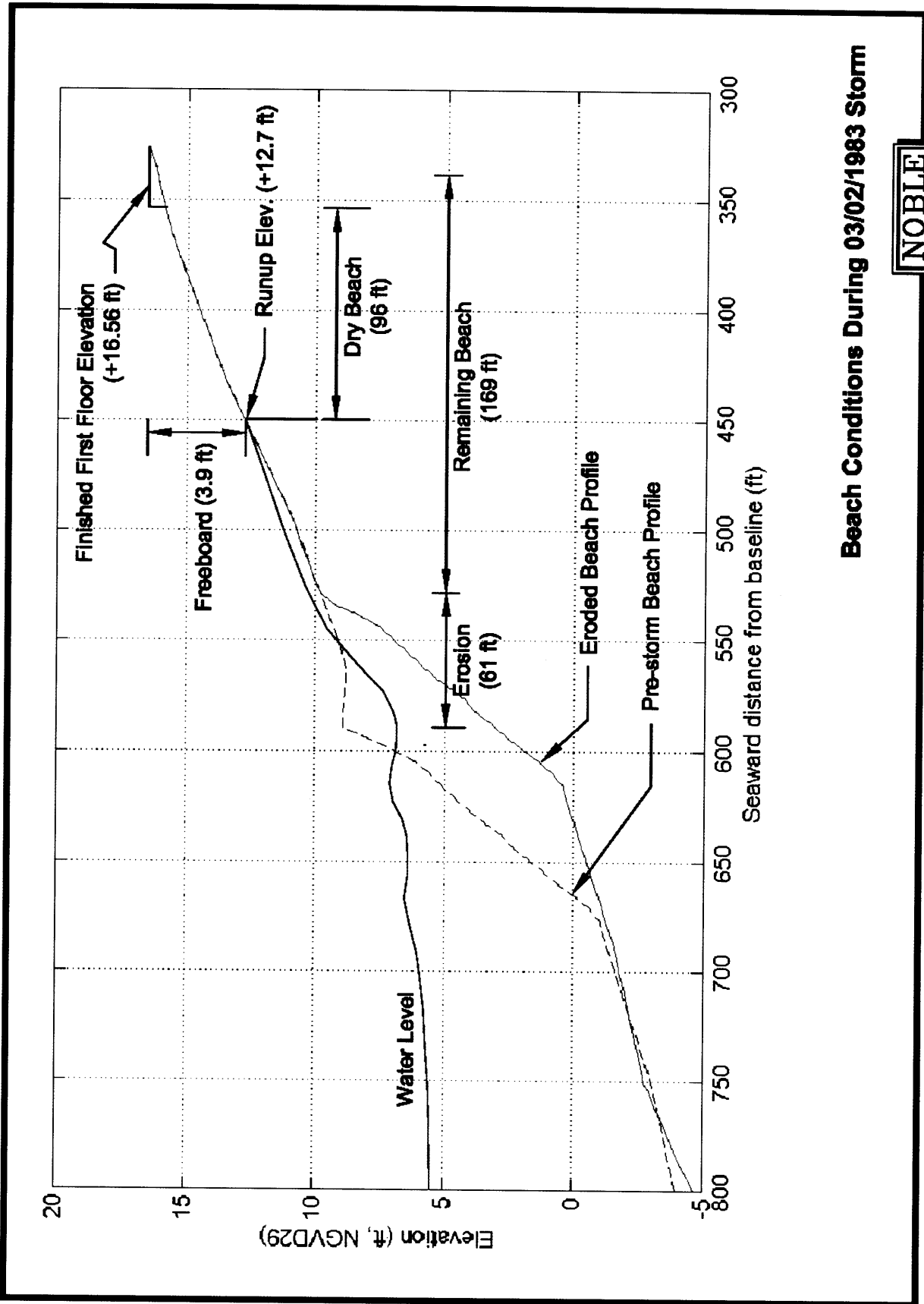


Figure 4-6



Beach Conditions During 01/18/1988 Storm

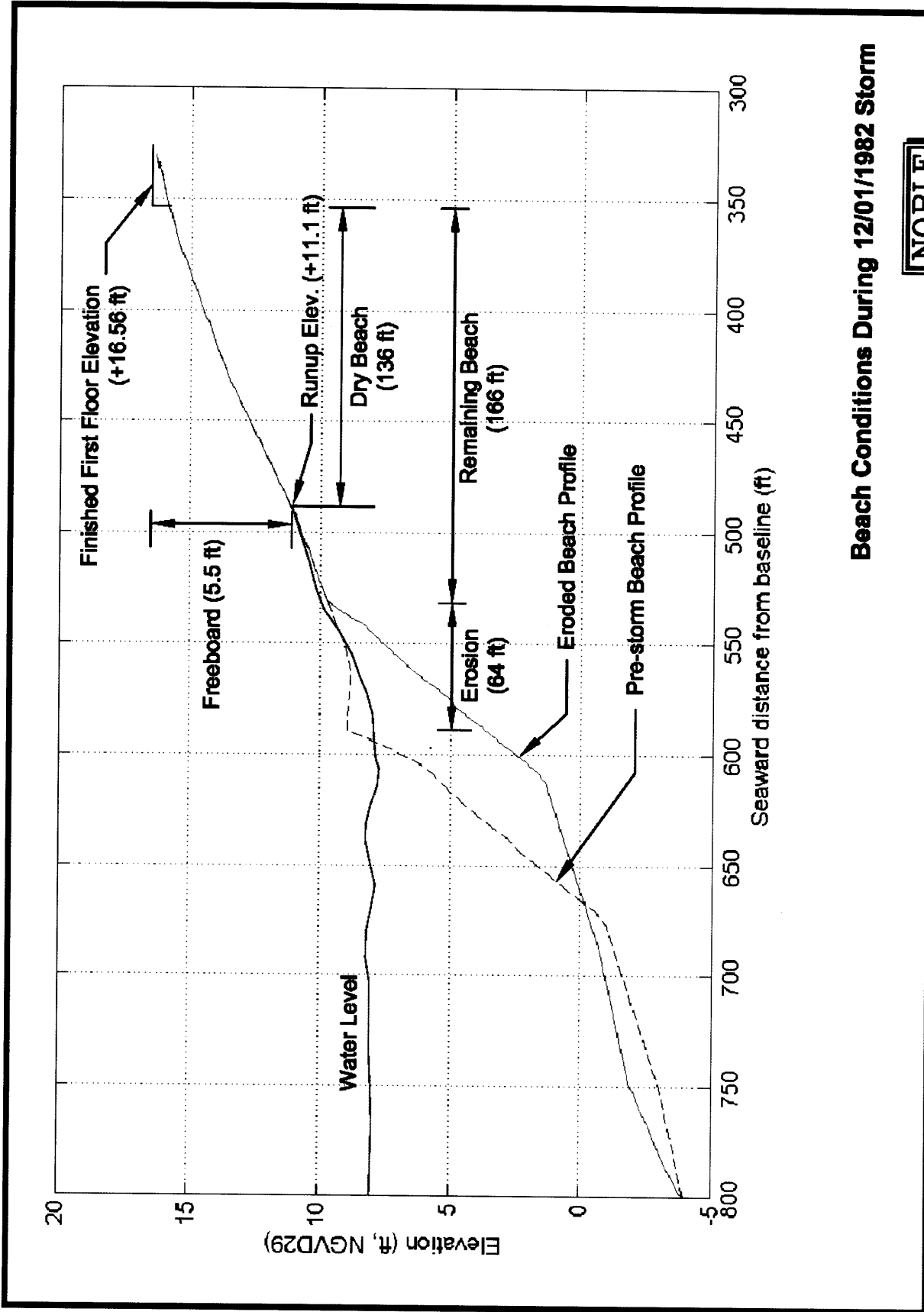
Figure 4-7



Beach Conditions During 03/02/1983 Storm



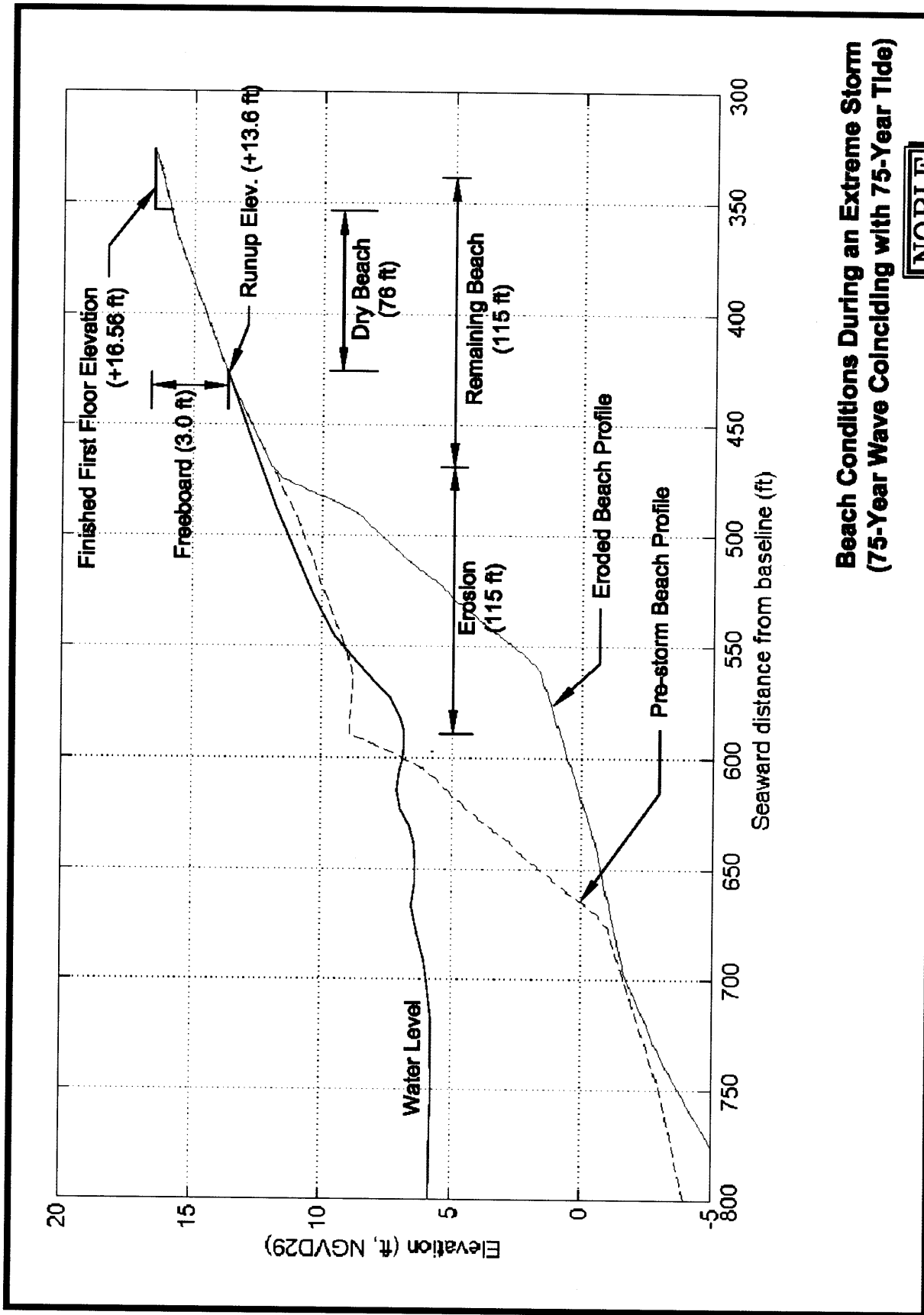
Figure 4-8



Beach Conditions During 12/01/1982 Storm



Figure 4-8



**Beach Conditions During an Extreme Storm
(75-Year Wave Coinciding with 75-Year Tide)**

Figure 4-10

5.0 ASSESSMENT OF PROJECT DEVELOPMENT

The project assessment for the proposed Aquatic Youth Center that is located at Dockweiler Beach consists primarily of 1) the susceptibility of the building structure to wave-induced erosion and uprush; and 2) any potential adverse impacts to the shoreline coastal processes. This assessment was performed in accordance with the project life span of 75 years (i.e. the selected storm event has a 75-year wave height combined with a 75-year tide level), as previously stated in this report.

5.1 Assessment of the Beach Conditions During Extreme Storms

The beach conditions, including storm-induced beach erosion and wave runup, during the three historical extreme storm events and during the eight potential storms with varying return intervals are summarized in **Table 5-1**. The calculated results are also illustrated in Figures 4-7 to 4-10, respectively, for the three historical storms and for the 75-year wave/75-year tide storm.

Table 5-1 Beach Erosion and Wave Runup during Extreme Storm Events

Storm events	Beach erosion distance (ft)	Remaining beach width (ft)	Max runup elevation (ft)		Free-board* (ft)	Dry beach width (ft)
			MLLW	NGVD29		
01/18/1988 storm	66	164	+15.2	+12.6	4.0	98
03/02/1983 storm	61	169	+15.3	+12.7	3.9	96
12/01/1982 storm	64	166	+13.7	+11.1	5.5	136
1-year tide + 1-year wave	14	216	+11.7	+9.1	7.5	198
2-year tide + 2-year wave	31	199	+12.6	+10.0	6.6	170
5-year tide + 5-year wave	48	182	+13.7	+11.1	5.5	137
10-year tide + 10-year wave	67	163	+14.3	+11.7	4.9	121
25-year tide + 25-year wave	83	147	+15.1	+12.5	4.1	101
50-year tide + 50-year wave	95	135	+15.8	+13.2	3.4	86
75-year tide + 75-year wave	115	115	+16.2	+13.6	3.0	76
100-year tide + 100-year wave	119	111	+16.4	+13.8	2.8	68

* Based on the proposed finished first floor elevation of 16.56 ft, NGVD29

The beach erosion induced by the three historical extreme storm events was calculated to be less than 70 feet. Since the current beach berm width at the site is approximately 230 feet, it was concluded that Dockweiler Beach at the project site was not completely depleted by these historical storms. A beach erosion distance of 115 feet was calculated for a potential extreme storm event with a 75-year wave coinciding with a 75-year tide, the occurrence of which would exceed a 75-year storm event. It is therefore concluded that beach erosion will not exceed 115

feet, and the width of the remaining backbeach berm will be approximately 115 feet or wider during a 75-year storm event. The substantially wide berm remaining during the storm will protect the proposed Aquatic Youth Center from being undermined during severe storm events.

The highest wave runup elevation during the historical storm events was calculated to be +12.7 feet, NGVD29, which occurred during the March 02, 1983 storm. The wave runup elevation for a potential storm with a 75-year wave and a 75-year tide was found to be +13.6 feet, NGVD29, and therefore the wave runup elevation during a 75-year storm event will not exceed +13.6 feet, NGVD29. The proposed finished first floor elevation for the Aquatic Youth Center is +16.56 feet, NGVD29. Therefore, the freeboard between the wave runup elevation and the proposed facility will be 3.0 feet or higher for both the historical storms and for the 75-year storm event.

Wave runup is the maximum instantaneous water elevation with no wave action or water reaching the remaining beach that is above this wave runup elevation. Therefore, the proposed facility is expected to be 3 feet above the maximum water level that includes the tide, sea level rise and wave runup. The beach above this elevation is defined as the "dry beach". Based on the beach profile, the width of the "dry beach" was calculated to be 76 feet for the 75-year wave/75-year tide storm with a wave runup elevation of +13.6 feet, NGVD29. Therefore, the proposed Aquatic Youth Center will be at least 76 feet landward of the highest water line or wave action during the 75-year storm event.

It is worth pointing out that the findings of the beach conditions during extreme storms were also confirmed by field observations. Past field observations by County staff indicate that in all cases from 1972 to the present, this area has never had any major beach erosion nor has any wave activity washed up to the current embankments (Schumaker, 2006).

5.2 Potential Storm Damage Susceptibility

The backbeach berm, extending from the proposed Aquatic Youth Center to the edge of the front beach face, has a width in excess of 230 feet. The seasonal variation of this backbeach berm is insignificant, if any, based on the past profile surveys in 1989 and 1990, and from 2002 to 2005. The induced short-term beach erosion under a factitious storm event, that has a 75-year return wave height (see Table 2-4) coinciding with a 75-year return tidal stage (see Table 2-2) including a sea level rise of 0.5 feet over the next 75 years, was estimated to be 115 feet (see Table 5-1). This translates to a remaining berm width of 115 feet ($230 - 115 = 115$).

Figure 5-1 illustrates the eroded beach profile as well as the remaining berm fronting the proposed Aquatic Youth Center. Los Angeles County staff have validated that substantial backbeach berm within this sub-reach has always been present even during the past severe storm events of 1983 and 1988 (Wayne Schumaker, 2006). The adequacy of the backbeach berm width implies that the proposed structure will not be undermined during the severe storm events.

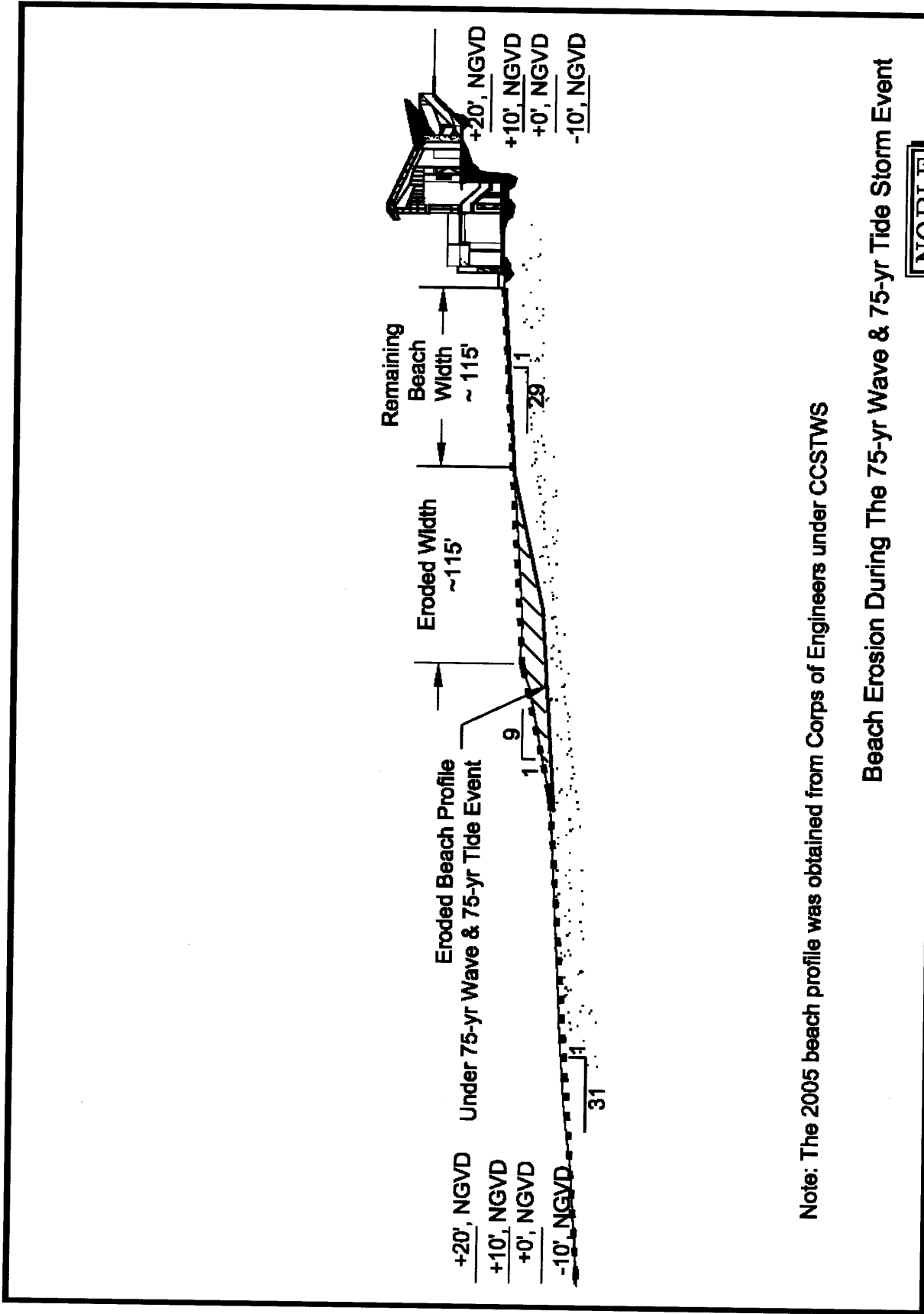
The computed highest wave runup elevation for the storm-eroded beach conditions under the above-selected factitious storm event is +13.6 feet, NGVD29 (+16.23 feet, MLLW). The typical composite cross-shore beach profile at the project site has a flat surf zone (1 foot vertical drop to 31 feet of horizontal distance), a steep front beach face (1 vertical to 9 horizontal) and a gentle berm (1 vertical to 29 horizontal) to the seaward edge of the proposed building (see Figure 5-1). The wave runup computation method stated in the Coastal Engineering Manual (CEM, 2003) was based largely on the laboratory data along a single-sloping beach face. Therefore, in applying the CEM method for the wave runup calculation, a beach profile with several sectional slopes is converted to an equivalent single-slope profile. In the field, the composite-slope beach profile tends to dissipate more wave energy as wave uprushes propagate through various sloping planes. Therefore, the actual wave runup elevations observed in the field may be slightly lower than the computed values that were calculated over an equivalent single sloping plane.

The finished first floor elevation for the occupied space of the proposed Aquatic Youth Center is +16.56 feet, NGVD29 (+19.19 feet, MLLW), while the fronting non-essential concrete pad has a minimum elevation of +16.52 feet, NGVD29 (+19.15 feet, MLLW). Therefore, the wave runup will not reach the concrete pad or the main building, as the remaining backbeach berm and its elevation above the maximum wave runup elevation will preclude any wave uprush from reaching the proposed facility. The freeboard of approximately 3 feet ($16.56 - 13.6 = 2.94$) satisfies the typical requirement that the finished first floor elevation for the occupied space be a minimum of one foot above the maximum wave runup elevation. Therefore, the proposed Aquatic Youth Center will not be susceptible to storm wave attack and no fronting rock revetment is required.

5.3 Potential Coastal Processes Impacts

Three coastal processes parameters: (1) beach loss, (2) littoral transport rate, and (3) nearshore wave characteristics are the primary indicators that characterize the beach conditions of a shoreline reach. Any alteration of these three parameters will potentially induce changes in the beach conditions, whether the shoreline reach becomes erosional, accretional, or remains stable. Deficiency of sand supply that results in beach loss implies the narrowing of the beach buffer that protects a coastal development from the direct exposure to storm wave attack. When beach loss occurs, then storm-induced damage may increase. Beach loss also reduces the recreational area available to the public. Decrease or increase in the littoral transport rate may result in insufficient sediment supply to a subject site and beach erosion may occur to compensate for the sediment supply deficiency. A change in nearshore wave characteristics may alter the alongshore sediment transport rate that can induce beach loss within a subject site or the adjacent beaches. This, in turn, increases the vulnerability of the existing coastal development against wave attack.

The proposed Aquatic Youth Center is set back at least 230 feet from the seaward edge of the front beach face, and it does not intrude into the littoral zone where sand movement is active. Furthermore, the artificially built terrace deposits landward of the proposed Youth Center will never be exposed to wave intrusion as wave runup transforming to sheet flows along the backbeach berm area will not reach the terrace deposit embankment, as delineated in Section 5.1. Therefore, all the morphologic and oceanographic conditions within the project site area will remain unchanged after the completion of the Aquatic Youth Center development; and no coastal processes impacts to the adjacent beaches will occur as a result of this coastal development. Therefore, no special protection features such as fronting rock revetment or an overly deepened foundation are required due to the existing and future expected coastal processes at the site.



Note: The 2005 beach profile was obtained from Corps of Engineers under CCSTWS

Beach Erosion During The 75-yr Wave & 75-yr Tide Storm Event



Figure 5-1

6.0 SUMMARY

A detailed coastal engineering analysis was commissioned by the County of Los Angeles to address the morphologic conditions during the winter season, particularly under the severe storm conditions, and to subsequently evaluate the potential susceptibility of the proposed Aquatic Youth Center, that is to be located at Dockweiler Beach, against storm wave attack. Furthermore, an impact assessment was performed to determine whether any regional coastal processes will be altered.

The oceanographic and morphological conditions derived from this coastal engineering study are summarized as follows:

- The 26-year record of tidal measurements at Los Angeles Outer Harbor (Station 9410660) was analyzed to derive the extreme tide stages, as presented in Table 2-2. The 75-year return tidal level was estimated to be + 8.0 feet, MLLW (+5.67 feet, NGVD29).
- Past storm wave conditions were identified and selected from the deepwater wave gauge (Buoy 46025) of the National Buoy Data Center (NBDC) between 1982 and 2005. In addition, wave hindcast, based on the historical meteorological charts, was performed to supplement the buoy data for the storm events between 1937 and 1981. The 75-year return storm that has a significant wave height of 24.7 feet in deepwater (see Table 2-4) was derived from a total of 42 historical storm events (see Table 2-3).
- Based on the sea level variation study performed by NOAA (2001), a future sea level rise of 0.5 feet for the 75 year project life was conservatively adopted in this analysis.
- Historical beach profiles surveyed in the Dockweiler Beach area from 1935 to 2005 were reviewed with a specific analysis performed for the recent period between 1989 and 2005. The recent beach profile conditions during this period indicate that there is no distinguished pattern of seasonal variation within the proposed site location. A long-term erosion or accretion trend is not evident as well, which implies a quasi-stable beach condition.
- Various combined return interval wave heights and extreme tidal stages were used to geometrically calculate the short-term beach erosion at the project site. Specifically, the short-term erosion scenarios for one factitious extreme storm event (i.e. a 75-year wave

height combined with a 75-year tidal level) and three historical storm events (i.e. December 1982, March 1983 and January 1988) were examined. The horizontal beach erosion ranges from 61 feet for the March 1983 storm event to 115 feet for the factitious 75-year storm event (see Figure 5-1).

- Wave runup elevations under the eroded beach conditions were also computed for the same storm events. Two empirical Corps of Engineers methods, based respectively on the Shore Protection Manual (USACE, 1984) and the Coastal Engineering Manual (USACE, 2003), were applied to calculate the wave runup elevations. The higher values that were typically computed from the CEM method were selected for the vulnerability assessment of the proposed Aquatic Youth Center (i.e. a more conservative approach). The computed wave runup elevations range from +13.7 feet, MLLW (+11.07 feet, NGVD29) for the December 1982 storm to +16.2 feet, MLLW (+13.57 feet, NGVD29) for the selected factitious extreme storm event (i.e. a 75-year wave height combined with a 75-year tidal level).

The following conclusions have been derived from the above-analyzed results:

- The winter backbeach berm at the project site location is wide enough (i.e. approximately 230 feet) to provide the adequate buffer so that the proposed Aquatic Youth Center will not be undermined during severe storm events. The combined storm of a 75-year wave height and a 75-year extreme tidal level will only erode away approximately 115 feet of the berm width. Therefore, a beach berm of 115 feet in width will still remain under this severe storm condition.
- Wave runup transforming to sheet flow will not reach the proposed Youth Center location even after a portion of the backbeach berm is eroded away during the selected severe storm event. The proposed first floor elevation of +16.56 feet, NGVD29 (+19.19 feet, MLLW) for the occupied space of the Youth Center will be 3 feet higher than the computed wave runup elevation of +13.58 feet NGVD29 (+16.2 feet, MLLW) during the design storm event of a 75-year wave height that is combined with a 75-year tidal stage.
- The beach, where the proposed Aquatic Youth Center is located, is quasi-stable on a long-term basis without any definite accretion or erosion trend. Therefore, it is expected that the site's adequate berm width will remain unchanged in the future.

- The proposed Aquatic Youth Center development will induce no adverse impacts to the adjacent beaches, as the proposed building structure is well landward of the littoral active zone where sediment movement occurs. The building structure also will not alter any sediment supply to the regional littoral system since the backshore terrace deposits located landward of the proposed building structure do not contribute any sediment to the littoral system under the present without-project conditions. Therefore, no special protection features such as fronting rock revetment or an overly deepened foundation are required due to the existing and future expected coastal processes at the site.

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