COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"Enriching Lives"

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IN REPLY PLEASE
REFER TO FILE: PJ-1

October 23, 2003

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

Dear Supervisors:

DAN BLOCKER BEACH GENERAL IMPROVEMENT PROJECT
APPROVE MITIGATED NEGATIVE DECLARATION
ADOPT MITIGATION MONITORING AND REPORTING PROGRAM
APPROVE GRANT RESOLUTION
C.P. 77367
SUPERVISORIAL DISTRICT 3
3 VOTES

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

1. Approve the Mitigated Negative Declaration (Enclosure A) for the Dan Blocker Beach General Improvement Project together with any comments received during the public review process, find that the project with the proposed mitigation measures will not have a significant effect on the environment, and find that the Mitigated Negative Declaration reflects the independent judgment of the County.

2. Adopt the Mitigation Monitoring and Reporting Program contained in the Mitigated Negative Declaration (Enclosure A, Section 6) for the Dan Blocker Beach General Improvement Project to ensure compliance with the conditions adopted to mitigate or avoid significant effects on air quality, geology and soil, hydrology, and water quality.

3. Find that the Dan Blocker Beach General Improvement Project will have no significant adverse effect on wildlife resources and authorize the Director of Public Works to complete and file a Certificate of Fee Exemption for the project.

4. Approve the enclosed Grant Resolution (Enclosure B) authorizing Beaches and Harbors to file a grant application with the California Coastal Conservancy for $700,000 to partially fund the Dan Blocker Beach General Improvement Project and delegate authority to the Director of Beaches and Harbors as agent of the County to sign all documents pertaining to the acceptance of the grant funds.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

The Dan Blocker Beach General Improvement Project will include the construction of an approximately 13-space parking area and site amenities consisting of picnic tables, benches, drinking fountains, a portable restroom facility, and public access to the beach. Dan Blocker Beach is located along Pacific Coast Highway near Corral Canyon Road in the City of Malibu. This project will provide access and facilities in order to increase public use of this portion of the beach.

Approving the proposed recommendations will allow Beaches and Harbors to apply for grant funding for the project from the California Coastal Conservancy. Approval of the enclosed Mitigated Negative Declaration (Enclosure A), as well as the enclosed Grant Resolution (Enclosure B), is required, in order to finalize the grant application to the California Coastal Conservancy.

Implementation of Strategic Plan Goals

These actions are consistent with County's Strategic Plan Goal of Fiscal Responsibility, as the proposed improvements are an investment in public infrastructure. These actions are also consistent with the Goal of Children and Families' Well-Being as the expanded recreational opportunities will improve the quality of life for children and families.

FISCAL IMPACT/FINANCING

The total project cost is currently estimated at $1,200,000. The 2003-04 Capital Projects/Refurbishment Budget (C.P. 77367) includes $500,000 in Third District Capital Project funds for the proposed improvements. The remaining $700,000 will be available

upon final approval of the grant from the Conservancy. We will return to your Board to approve an appropriation adjustment after receipt of the fully executed grant agreement.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

Not applicable.

ENVIRONMENTAL DOCUMENTATION

As required by the California Environmental Quality Act, a draft Mitigated Negative Declaration was prepared for the Dan Blocker Beach General Improvement Project and was circulated for public review on April 12, 2001. The review period ended on May 14, 2001. Comments received during the review period and responses to comments are contained in the final Mitigated Negative Declaration (Enclosure A).

Proposed mitigation measures relative to air quality, geology and soil, hydrology, and water quality have been included as part of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program. The recommended measures to mitigate the impacts include specific design features and procedures during construction, which will be incorporated into the construction bid documents and include field observations by specialized consultants during critical phases of construction. The Mitigated Negative Declaration concluded that the project with the proposed mitigation measures will not have a significant effect on the environment.

A fee must be paid to the State Department of Fish and Game when certain notices required by CEQA are filed with the 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 Initial Study of Environmental Factors concludes that there will be no adverse effects on wildlife resources. Therefore, it is recommended that your Board find that the project will have no adverse effect on wildlife resources and authorize Public Works to complete and file a Certificate of Fee Exemption for the project.

CONTRACTING PROCESS

Following receipt of bids scheduled for summer 2004, we will return to your Board for construction contract award.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

There are no impacts on current County services or projects due to these actions.

CONCLUSION

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

Respectfully submitted,

JAMES A. NOYES
Director of Public Works

DAVID E. JANSSEN
Chief Administrative Officer

STAN WISNIEWSKI
Director of Beaches and Harbors

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Enc. 2

cc: County Counsel

October 23, 2003

ENCLOSURE A

DAN BLOCKER BEACH GENERAL IMPROVEMENT PROJECT
APPROVE MITIGATED NEGATIVE DECLARATION
ADOPT MITIGATION MONITORING AND REPORTING PROGRAM
C.P. 77367

MITIGATED NEGATIVE DECLARATION
MITIGATION MONITORING AND REPORTING PROGRAM

October 23, 2003

ENCLOSURE B

DAN BLOCKER BEACH GENERAL IMPROVEMENT PROJECT
APPROVE MITIGATED NEGATIVE DECLARATION
ADOPT MITIGATION MONITORING AND REPORTING PROGRAM
C.P. 77367

GRANT RESOLUTION

MITIGATED NEGATIVE DECLARATION/INITIAL STUDY for the proposed DAN BLOCKER BEACH PROJECT

Prepared for:

Los Angeles County Department of Beaches and Harbors
13837 Fiji Way
Marina del Rey, California 90292

Prepared by:

David Evans and Associates
800 North Haven Avenue, Suite 300
Ontario, California 91764
Karen Ruggels, Project Manager
(909) 481-5750

Draft: **April 12, 2001**
Final: **March 2003**

Section		Page
1	**INTRODUCTION**	**1-1**
1.1	Introduction	1-1
1.2	Purpose of the Mitigated Negative Declaration and Initial Study	1-1
1.3	Summary of Findings	1-2
2	**PROJECT DESCRIPTION**	**2-1**
2.1	Project Location and Environmental Setting	2-1
2.2	Description of the Proposed Project	2-6
2.3	Objectives of the Project	2-8
2.4	Discretionary Actions	2-8
3	**ENVIRONMENTAL ANALYSIS**	**3-1**
3.1	Aesthetics	3-2
3.2	Agriculture Resources	3-7
3.3	Air Quality	3-8
3.4	Biological Resources	3-13
3.5	Cultural Resources	3-17
3.6	Geology and Soils	3-18
3.7	Hazards and Hazardous Materials	3-23
3.8	Hydrology and Water Quality	3-25
3.9	Land Use and Planning	3-30
3.10	Mineral Resources	3-32
3.11	Noise	3-32
3.12	Population and Housing	3-36
3.13	Public Services	3-37
3.14	Recreation	3-39
3.15	Transportation and Traffic	3-41
3.16	Utilities and Service Systems	3-44
4	**MANDATORY FINDINGS OF SIGNIFICANCE**	**4-1**
4.1	Findings	4-1
4.2	Mitigation Measures	4-2
5	**LIST OF PREPARERS/REFERENCES**	**5-1**
5.1	Preparers of the MND/Initial Study	5-1
5.2	References	5-1
5.3	Persons Contacted	5-3
6	**MITIGATION MONITORING AND REPORTING PROGRAM**	**6-1**

TECHNICAL APPENDIX:

A - ENVIRONMENTAL CHECKLIST
B - AIR QUALITY WORKSHEET
C – BIOLOGICAL RESOURCE REPORT
D – RECORDS SEARCH AND CULTURAL RESOURCE REPORT
E- GEOTECHNICAL RECONNAISSANCE
F- TRAFFIC REPORT
G - NOISE WORKSHEET
H – LETTERS OF COMMENT AND RESPONSES

LIST OF TABLES

Table		Page
1	Air Quality Monitoring Data	3-9
2	Project-Related Emissions	3-11
3	Soil Types and Characteristic	3-22
4	Projected Noise Levels Daily	3-34

LIST OF FIGURES

Figure		Page
1	Regional Location	2-2
2	Vicinity Map	2-4
3	Aerial Photograph	2-5
4	Project Location Map	2-7
5	Site Photographs – Figure 5A	3-3
6	Site Photographs – Figure 5B	3-4
7	Site Photographs – Figure 5C	3-5

1.1 INTRODUCTION

This Initial Study evaluates and identifies the potential environmental impacts which may result from the proposed Dan Blocker Beach Project proposed for development on approximately 1.92 acres on a bluff top located at Dan Blocker Beach. Dan Blocker Beach is located within the City of Malibu south of Pacific Coast Highway; north of the Santa Monica Bay and the Pacific Ocean; west of Corral Canyon Road; and east of Latigo Point. The proposed project would include the construction of a ~~maximum 30~~an approximate 13-space parking area, beach access in the form of a ~~ramp~~stairway, park site amenities (picnic tables, bench seating, potable drinking fountains, trash receptacles, anodized bluff handrailing, a walkway and landscaped areas) and a restroom facility (chemical toilets).

The Los Angeles County Department of Public Works (Department) is serving as the *Lead Agency* for the proposed Dan Blocker Beach Project. Section 21067 of the California Environmental Quality Act (CEQA) defines a Lead Agency as the public agency which has the principal responsibility for carrying out or approving a project which may have a significant affect on the environment. As the Lead Agency, the Los Angeles County Department of Public Works has the authority to oversee and approve the environmental review process, as well as the design and construction of the proposed Dan Blocker Beach Project.

1.2 PURPOSE OF THE INITIAL STUDY

As part of the environmental review process for the proposed Dan Blocker Beach Project, the Los Angeles County Department of Public Works has authorized the preparation of this Initial Study. The Initial Study provides a basis for understanding whether there are environmental impacts associated with the proposed project and, where environmental impacts are likely to occur, if such impacts could be significant. The purposes of this Initial Study, as stated in Section 15063 of the CEQA Guidelines, are as follows:

- To provide the Los Angeles County Department of Public Works with information to use as the basis for deciding whether to prepare an environmental impact report or negative declaration for the proposed Dan Blocker Beach Project;
- To enable the Los Angeles County Department of Public Works to modify the project, reducing or eliminating any adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a negative declaration or mitigated negative declaration;
- To assist in the preparation of an EIR, if one is required, by focusing the EIR on the effects determined to be significant; identifying effects determine not to be significant; and explaining reasons for determining that potentially significant effects would not be significant;
- To identify whether a program EIR, tiering, or another appropriate process can be used for the analysis of the project's environmental effects;
- To facilitate the environmental review of the project early in its design;
- To provide documentation for findings in a negative declaration that the project would not have a significant effect on the environment;
- To eliminate unnecessary environmental impact reports; and

- To determine whether a previously prepared EIR can be used for the project.

Based on the findings of this Initial Study, the County of Los Angeles Department of Public Works has determined the environmental review needed for the Dan Blocker Beach Project, is a Mitigated Negative Declaration (MND). According to Section 21064.5 of CEQA and Section 15070 of the CEQA Guidelines, a MND is a statement that describes the reasons why the proposed project would not have a significant effect on the environment by itself or because revisions to the project have been made to avoid or reduce the potential adverse impacts of the project to levels considered less than significant and that there is no substantial evidence before the Lead Agency that the project, as revised, may have a significant effect on the environment. The recommended mitigation measures presented in this Initial Study would be incorporated into the project. The MND signifies that the project, as revised, would not require additional environmental analysis in the form of an EIR.

1.3 SUMMARY OF FINDINGS

Based on the findings of the preliminary environmental analysis in Section 3.0 of this Initial Study, the proposed Dan Blocker Beach Project has the potential for creating significant adverse impacts on a number of environmental issues during construction and operation.

Mitigation measures have been developed to ensure that the project's significant adverse impacts are mitigated to levels considered less than significant. These measures would need to be incorporated into the proposed Dan Blocker Beach Project. They include the following:

- ***Air Quality***

To ensure that construction emissions do not affect adjacent residents, the following measures are recommended:

- Use of watering for dust control during clearing, grading and construction.
- Soil disturbance should be terminated when high winds (>25 mph) make dust control extremely difficult.
- Limiting grading/soil disturbance to as small an area as practical at any one time.

- ***Geology and Soils/ Hydrology and Water Quality***

To ensure impacts associated with erosion and structural stability of the development, the following measures are recommended:

- Driveways and parking areas should be setback a minimum of 20 feet from the bluff face.
- Fencing along the bluff face should be constructed to discourage foot traffic down the face of the bluff.
- During grading of the parking area, any gullies identified in the parking area or other areas to be developed should be filled with properly compacted soils and should be modified to drain any flows away from the bluff face.

- Any areas between the new parking area and driveways that are not well vegetated should be planted with drought-tolerant vegetation to minimize interim erosion.
- A sufficiently deep concrete pile or foundation system for a concrete landing for the access ~~ramp~~stairway should be constructed to undermine wave action and/or beach erosion.
- The access ~~ramp~~stairway should be designed to accommodate ongoing marine and subaerial erosion processes.
- The recommendations presented in the Geotechnical Reconnaissance Report for Dan Blocker Beach prepared by Group Delta dated December 26, 2000 should be followed.
- Drill borings at the project site and soil samples should be taken of subgrade before final design of the ~~ramp~~stairway and parking area. After these samples are taken the recommendations in the Geotechnical Reconnaissance Report for Dan Blocker Beach prepared by Group Delta dated December 26, 2000 may be modified depending on the findings. If modified findings result from the samples, those findings should be implemented, as modified.

With the incorporation and implementation of these mitigation measures, the potential adverse impacts associated with the proposed Dan Blocker Beach Project would be avoided or reduced to less than significant levels.

2.1 PROJECT LOCATION AND ENVIRONMENTAL SETTING

Regional Setting

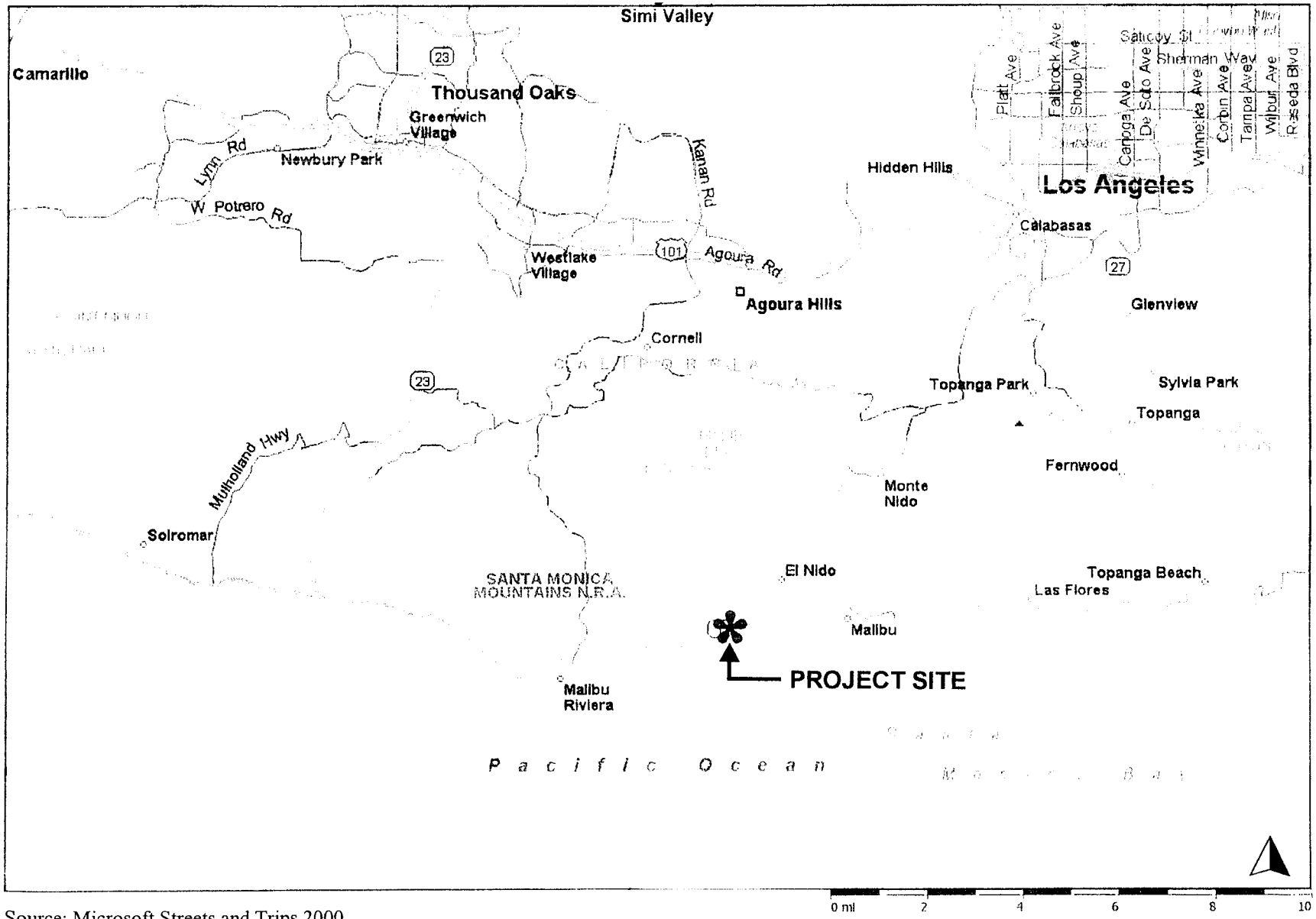
The proposed project site at Dan Blocker Beach is located in the City of Malibu, within Los Angeles County, and is bounded by Pacific Coast Highway (PCH) to the north, Escandido Beach to the west, Santa Monica Mountains National Recreation Area to the north-east, Puerco Beach to the east and the Pacific Ocean to the immediate south. Dan Blocker Beach is approximately 11.1 acres and consists of four noncontiguous parcels. Pacific Coast Highway (PCH) is a 4-lane highway and is located north of Dan Blocker Beach. PCH traverses the City of Malibu from east to west along the Pacific Coast. Figure 1, *Regional Map*, shows the project site in a regional context.

Los Angeles County encompasses approximately 2,613,000 acres (4,083square miles) in southern California, north of Orange County, south of Kern County, east of Ventura County and west of San Bernadino County. Development of Los Angeles County started in the 1900's, and over 70 percent of the urban development has occurred since the 1940's. Approximately 1,133 square miles has been devoted to urban use, more than 97 percent of which is located south of the San Gabriel Mountains. Dan Blocker Beach is located in the western portion of Los Angeles County. Dan Blocker Beach is designated as Open Space in the Los Angeles County General Plan and is zoned Public Open Space.

Dan Blocker Beach is located within the City of Malibu, which was incorporated in 1991. Prior to its incorporation, the land use within the City was governed by the Malibu Land Use Plan (LUP) and the County of Los Angeles General Plan and Zoning Ordinance. The extent of development in Malibu today is a reflection of the planning practices of the County of Los Angeles and the California Coastal Commission. In 1990, the City had 11,643 residents, but unlike other newly incorporated cities in Los Angeles County, Malibu's growth rate has not been rapid. The Malibu General Plan (1993) projected 12,063 residents for the year 2000 and a 12.6 percent growth rate over the decade. The entire City of Malibu and the proposed project site is located within the coastal zone. In accordance with the California Coastal Act, a Local Coastal Program (LCP) is currently being prepared for the Malibu area.

In 1990, there was approximately 12,552 acres of land within the City of Malibu. The City has many environmental constraints, such as steep hillsides, extreme fire hazards and sensitive environmental resources. Additionally, land value within the City is very high as compared to surrounding areas of Los Angeles County. As a result, the City has a low rate of development, vacant land accounting for 60 percent of current land use and making up approximately 7,296.5 acres. This land is essentially natural, consisting of trees, brush, scrub and grassland. Residential land makes up 22 percent and housing stock consists of an estimated 6,010 dwelling units in the area. The remaining 15 percent of current land use is composed of open space. The City of Malibu contains several unique natural resources including the combination of mountains and ocean.

Development along the Californian coast in the project vicinity began in the 1920's, gradually spreading into the hills and canyons. The community of Malibu, was seen as a haven for those preferring a quieter, more tranquil, coastal community. Malibu still combines elements of both rural and beach area communities, attracting many seasonal residents in addition to its permanent residents. Residential development is interspersed with neighborhood service facilities such as restaurants and grocery stores with more intensive land uses clustered on PCH. One of the largest concentrations of residential neighborhoods is located at Point



Source: Microsoft Streets and Trips 2000

Figure 1
REGIONAL MAP

Dume, approximately 2.5 miles southwest of the project area. As retaining the rural character of Malibu is important, there is no traditional commercial center in the City. Commercial development is scattered and mainly located along PCH, contributing to just two percent of all land use in the city.

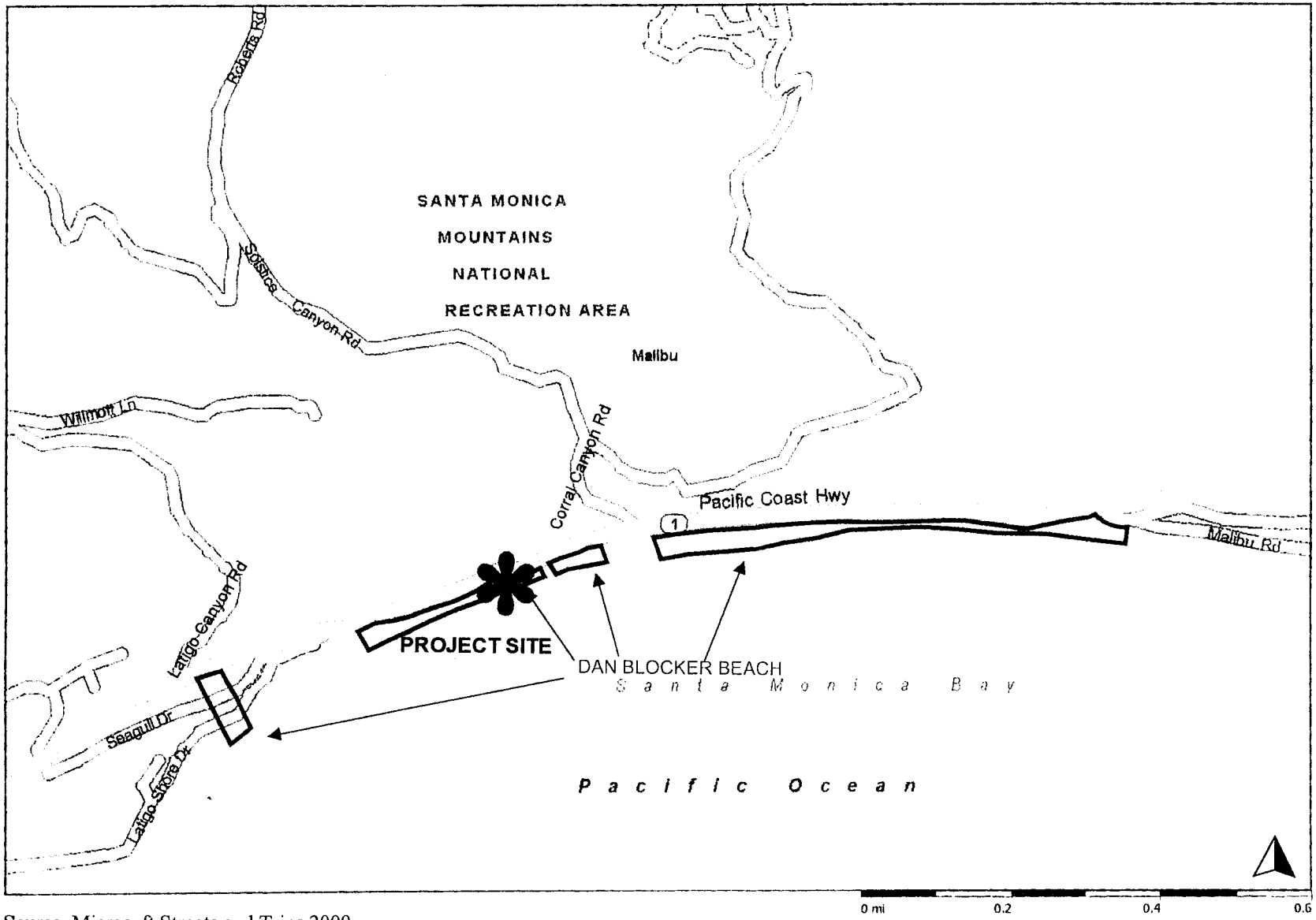
Project Background and Site Information

The Dan Blocker Beach Project site is located at 26000 Pacific Coast Highway, in the City of Malibu on the northern rim of Santa Monica Bay, west of Corral Canyon Road, and east of Seagull Way. Dan Blocker Beach includes the formerly designated Corral Beach, totaling approximately 11.1 acres. Dan Blocker Beach includes four noncontiguous parcels. The coastline in the area has been heavily impacted by public use, shoreline erosion and residential development. The location of the proposed Dan Blocker Beach Project is approximately 1.92 acres and located in the central eastern portion of the beach. Figure 2, *Vicinity Map,* and Figure 3, *Aerial Photograph,* illustrate the project site and its surrounding areas.

The Beach was originally donated to the State of California by Lorne Greene and Michael Landon in memory of Dan Blocker. The County of Los Angeles was then given the property by the State of California. The beach has remained largely undeveloped. Dan Blocker Beach is designated as Open Space in the Los Angeles County General Plan and the Malibu General Plan. Surrounding land use to the east is mobile home residential and commercial development; to the west is mobile home residential with some multi-family residential; and directly adjacent to the north of the site is recreation vehicle park and rural residential land.

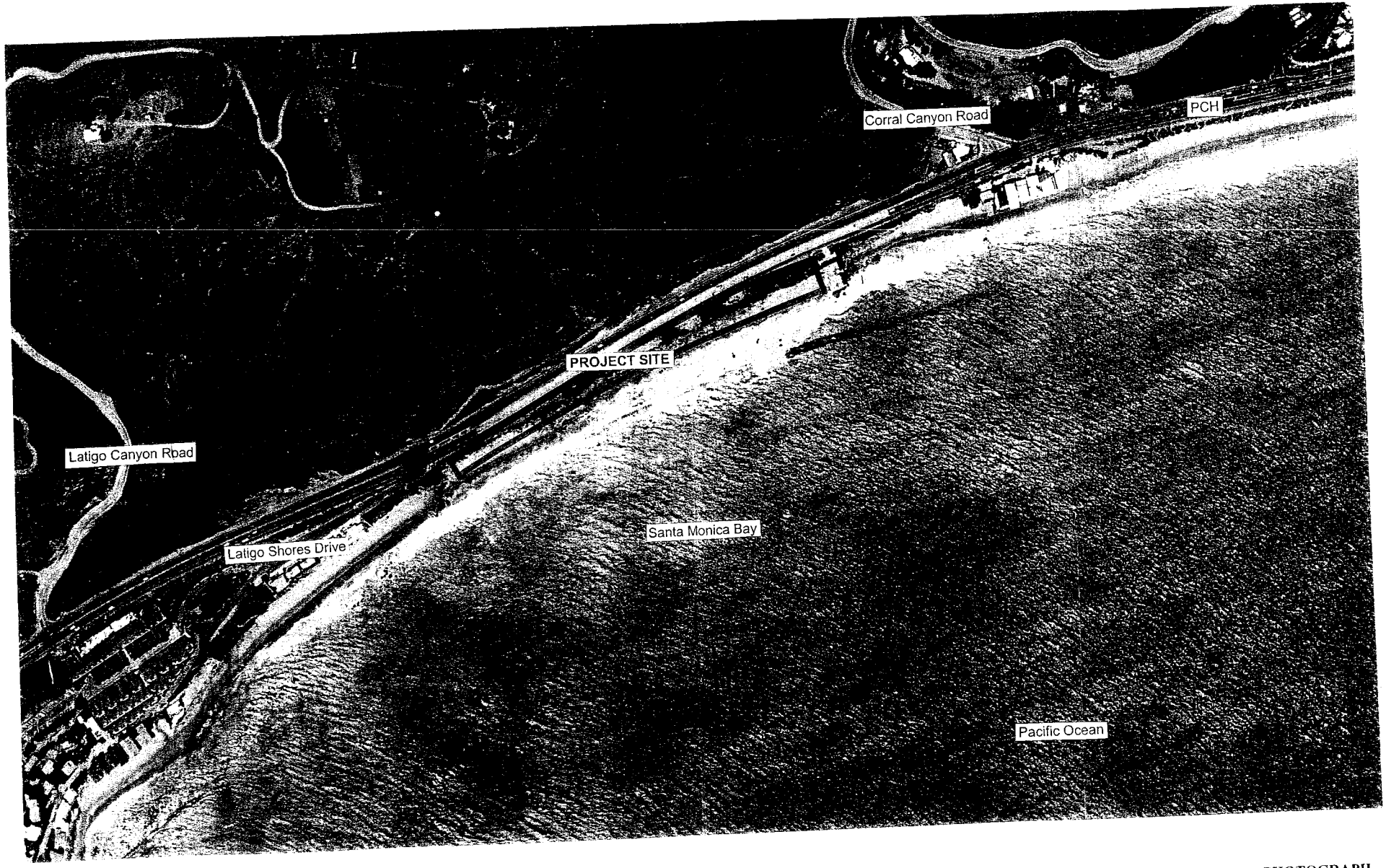
Dan Blocker Beach is located where the Santa Monica Mountains meet the bay, which has caused the formation of nearly vertical sea cliffs. The coastline in the area is quite irregular and rocky due to the cuts made by numerous canyons. Some of the coastal canyons intersecting this area from west to east include Latigo Canyon, Solstice Canyon and Corral Canyon. Dan Blocker Beach contains both level areas and steep cliffs. The beach's width fluctuates between 20 feet to150 feet. On the proposed site, there is an approximate 15-foot rocky embankment at the edge of the parcel. At the top of this embankment, the bluff is approximately 50 to 65 feet in width. Various culverts intersect the site within the proposed project area and extend to the edge of the cliff. The majority of the proposed site is relatively flat.

The proposed site of the Dan Blocker Beach Project is immediately accessible from PCH. Pedestrian access to the beach has been provided by informal trails randomly located along the beach embankment. Latigo Shores Drive is located west of the proposed site and is an unpaved road that has been built to allow fire access to the surrounding residential development. The proposed project site is fenced along its northern perimeter and is partially covered with vegetation and deteriorated pavement. Power utility poles line the northern side of the site.



Source: Microsoft Streets and Trips 2000

Figure 2
VICINITY MAP



AERIAL PHOTOGRAPH

2. 2 DESCRIPTION OF THE PROPOSED PROJECT

Physical Characteristics

The County of Los Angeles Department of Beaches and Harbors is proposing the construction of a parking area with ~~a maximum of 30~~approximately 13 diagonal parking spaces, park site amenities, and ~~an aluminum rampa~~ stairway for beach access on a bluff top at Dan Blocker Beach. The proposed project site consists of approximately 1.92 acres of vacant land, fencing, and deteriorated paving. The existing deteriorated paving and fencing would be demolished as part of the project. Visitors currently park along PCH and access the beach by private stairways located at residential units. The residential units are located adjacent to the east of the project site and down the beach west of the project site.

The proposed project would include development of an approximate 13-space parking area and park amenities located at the eastern portion of the bluff top, as shown in Figure 4, *Project Location Map*. These improvements would be located in an area of approximately 600 linear feet and would have a width of approximately 50 to 65 feet. ~~The maximum 30~~ Approximately 13 diagonal parking stalls would be facing the Pacific Ocean along the southern portion of the project site. The proposed parking area surface would be decomposed granite. The parking area may be paved in the future with asphalt. Beach access in the form of ~~an aluminum rampa~~ stairway would also be constructed. The ~~ramp~~stairway would extend from the bluff top to the beach level and would include concrete landings at each end. The proposed project would start at the edge of a gully located at the eastern portion of the site.

Park site amenities would include picnic tables, bench seating, potable drinking fountains, trash receptacles, anodized bluff handrailing and chemical toilets. The proposed chemical toilets would be located on a concrete pad and enclosed in a cinder block structure. Walkways to join the parking area with the park site amenities and beach access would also be provided. Bench seating, over looking the ocean, would be provided along the walkways. An anodized aluminum handrail would extend the entire length of the project site, parallel to the bluff. Additionally, a memorial monument, plaque and slot box for payment to use the parking facility would also be located on the proposed project site.

Access to the project site would be provided from a one-way driveway off PCH. The ingress and egress portion of the driveways would be gated with locking steel gates for security. Traffic directional signage would be provided to regulate vehicle movement from PCH to the proposed project site. A standard approved guardrail would be constructed between PCH and the proposed project site.

Landscaping would also be provided as part of the proposed project. Landscaping would include native species and naturally non-invasive plants, which would provide erosion control. Temporary irrigation would be installed to the landscaped areas of the site and would be removed upon establishment of the landscaping. Drainage of the site would be directed towards PCH and would not drain onto the beach.

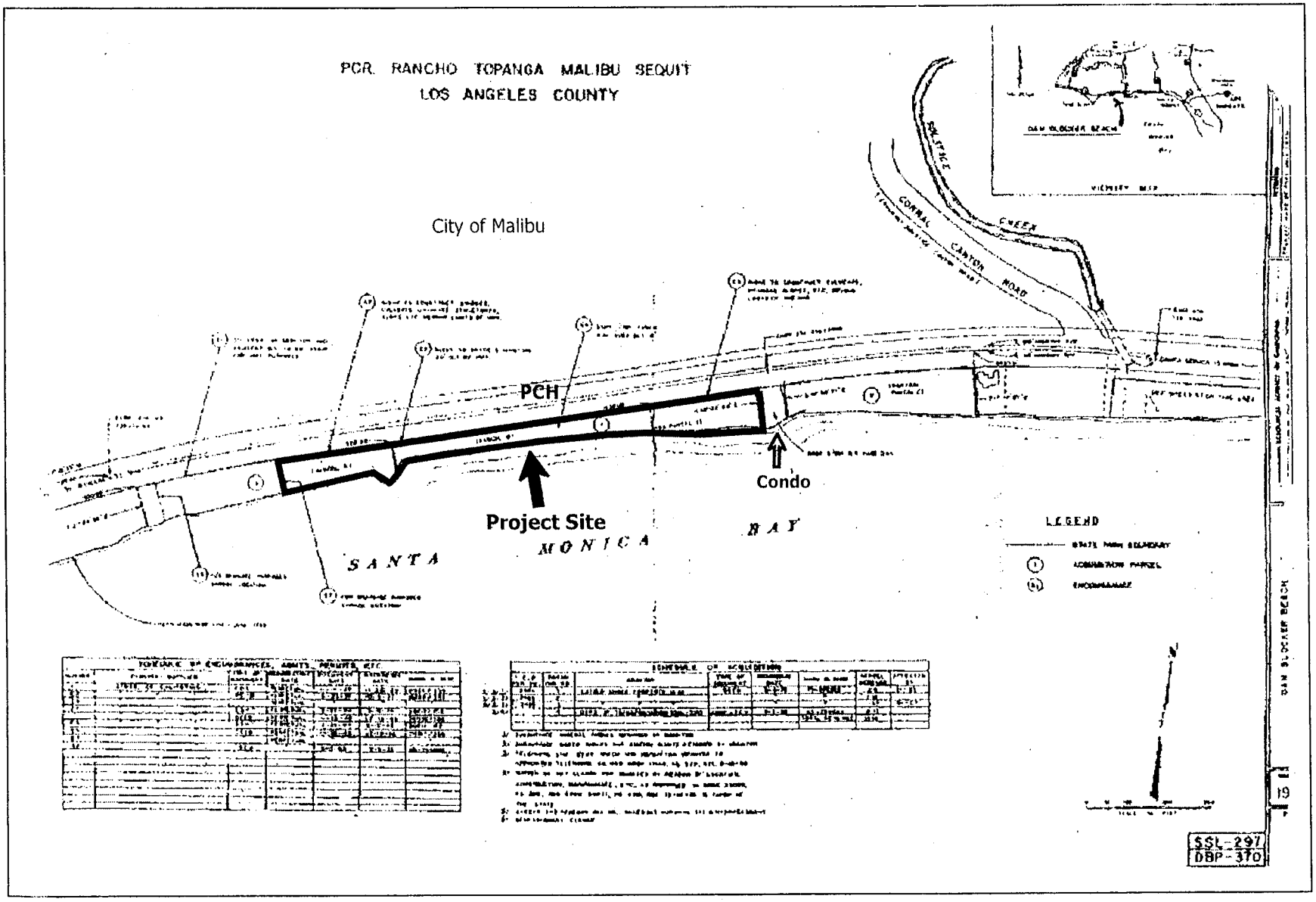


Figure 4
PROJECT LOCATION MAP

2. 3 OBJECTIVES OF THE PROJECT

The Los Angeles County Departments of Beaches and Harbors seeks to accomplish the following objectives with the proposed Dan Blocker Beach Project:

- To meet the public demand for beach access and parking, through the provision of a public permanent parking facility and ~~ADA compliant~~ beach access.
- To provide park site amenities at Dan Blocker Beach including picnic tables, viewing areas, and public restrooms that meet County standards.

2. 4 DISCRETIONARY ACTIONS

A discretionary decision is an action taken by a government agency (County of Los Angeles) that calls for the exercise of judgement in deciding whether to approve a project. The proposed Dan Blocker Beach Project would require the following specific discretionary approvals from different departments of the County, including the County Chief Administrative Office, the Department of Public Works, as well as the County Department of Beaches and Harbors and the County Board of Supervisors. The California Coastal Commission would be a *responsible agency* for the project.~~:~~

- **Approval of Environmental Review** - The Los Angeles County Board of Supervisors, the Los Angeles County Department of Public Works and the Los Angeles County Department of Beaches and Harbors would need to complete the environmental review process for the project.
- **Approval of Project** – The Los Angeles County Board of Supervisors, the County Chief Administrative Office, the Department of Public Works and the Department of Beaches and Harbors would need to approve the proposed project, as designed.
- **Coastal Approval** – As a *responsible agency*, ~~The~~ the California Coastal Commission would need to issue a Coastal Development Permit for the project prior to construction.

Other ministerial actions for the proposed project would include the following:

- **Approval of Site Plan** – The County Chief Administrative Office, Department of Public Works and the Department of Beaches and Harbors would need to approve the site plan for the proposed project for compliance with ~~City~~ County regulations.
- **Approval of Building Plan** – The Los Angeles County Chief Administrative Office, Department of Public Works and the Department of Beaches and Harbors would need to approve the building plans for the proposed project.

The Los Angeles County Departments of Beaches and Harbors is proposing the development of a parking area, beach access in the form of a ~~ramp~~stairway, and park site amenities at a 1.92 acre site located on a bluff top at Dan Blocker Beach. This section evaluates the potential environmental impacts of the proposed project and provides explanations of the responses to the Environmental Checklist found in Appendix A of this document.

The Environmental Checklist is based on Appendix G of the CEQA Guidelines. Appendix G of the CEQA Guidelines provides a list of questions that correspons directly to the legal standards for preparing Environmental Impact Reports (EIRs), Negative Declarations, and Mitigated Negative Declarations (MNDs). The environmental issues evaluated in this Initial Study include the following:

- Aesthetics
- Agriculture Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/ Traffic
- Utilities and Service Systems

The environmental analysis in this section is patterned after the questions in the Environmental Checklist. Under each issue area, a general discussion of existing conditions is provided. The Environmental Checklist questions are then stated and an answer is provided according to the environmental analysis of the project's impacts. To each question, there are four possible responses:

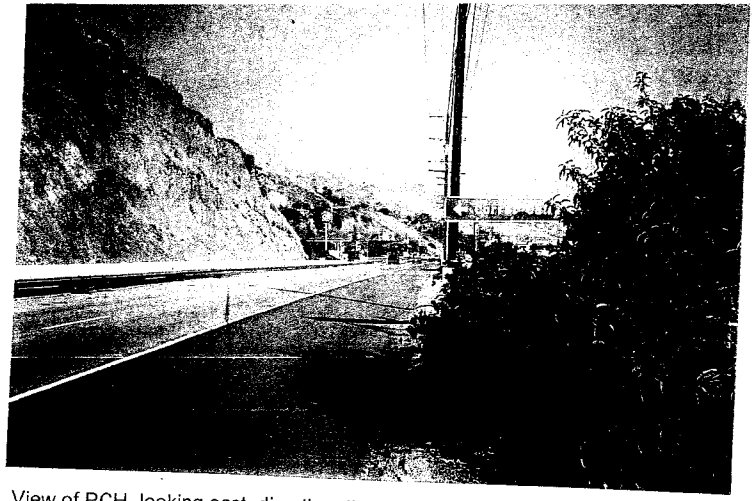
- **No Impact.** The proposed Dan Blocker Beach Project will not have any measurable environmental impact on the environment.

- **Less Than Significant Impact.** The proposed project will have the potential for impacting the environment, although this impact will be below thresholds that may be considered significant.

- **Less Than Significant Impact with Mitigation.** The proposed project will have potentially significant adverse impacts which may exceed established thresholds, although mitigation measures or changes to the project's physical or operational characteristics will reduce these impacts to levels that are less than significant. Measures, which may reduce this impact, are identified.

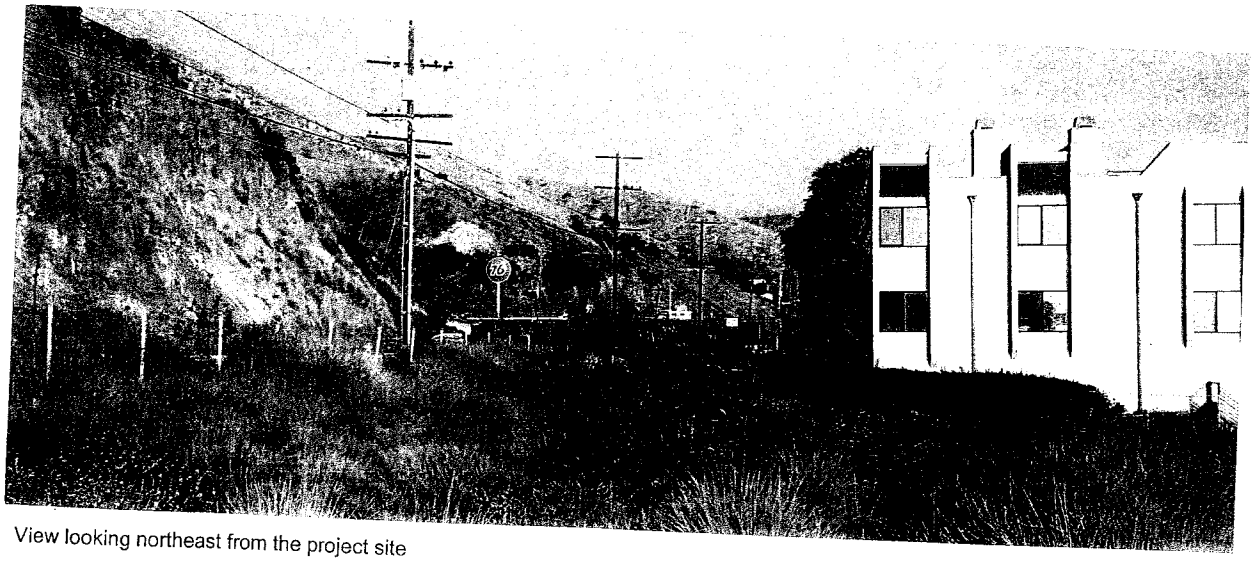
- **Potentially Significant Impact.** The proposed project will have impacts which are considered significant and additional analysis is required to identify mitigation measures that could reduce these impacts to insignificant levels. When an impact is determined to be potentially significant in the preliminary analysis, the environmental issue will be subject to detailed analysis in an environmental impact report (EIR).

The references and sources used for the analysis are also identified after each response.



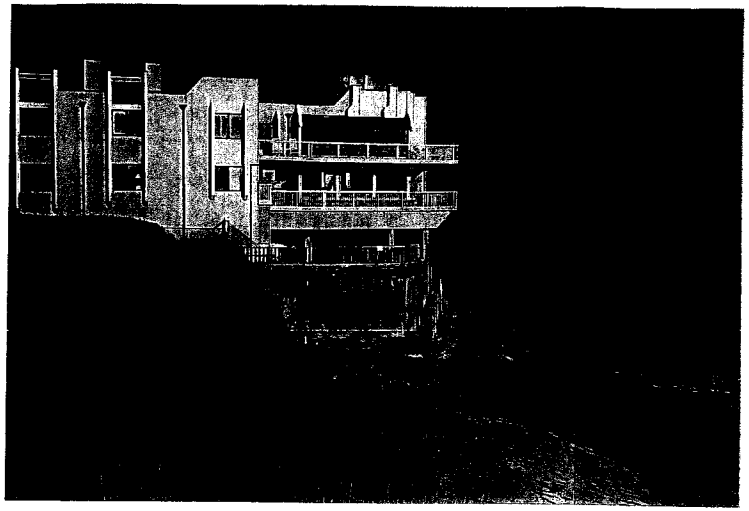
View of PCH, looking east, directly adjacent to the north of the project site

View of the project site, looking east from PCH

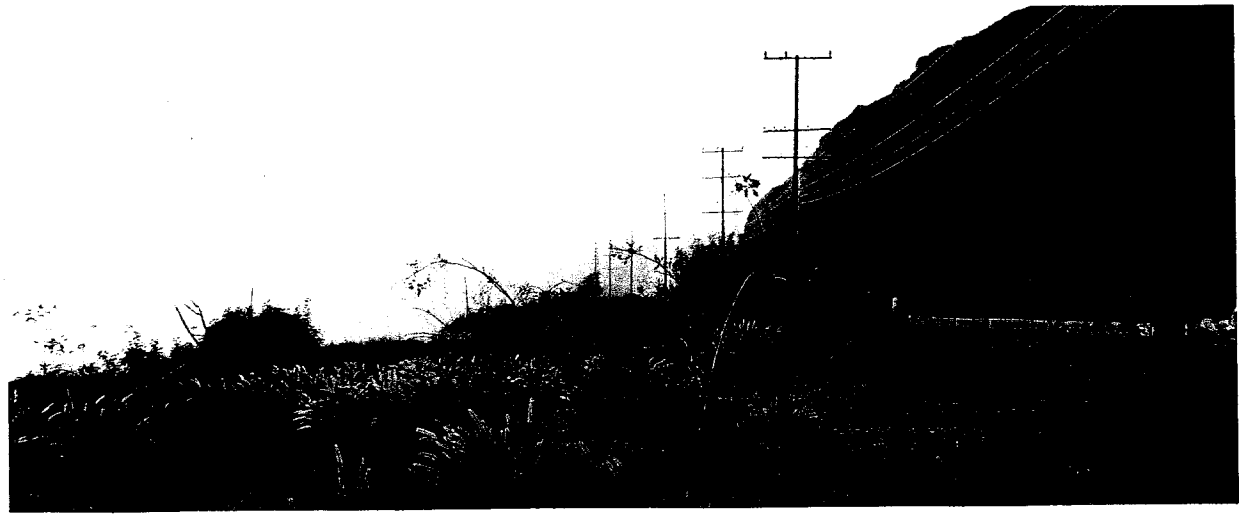


View looking northeast from the project site

View looking west from the project site



View looking east from the project site



View looking west from the project site

Figure 5B

SITE PHOTOGRAPHS

View looking southeast from the project site

View looking south from the project site

Figure 5C

SITE PHOTOGRAPHS

3.1 AESTHETICS

The project site is approximately 1.92 acres and is located on a bluff top at Dan Blocker Beach. Dan Blocker Beach is located in the County of Los Angles and in the City of Malibu. The beach is approximately 11.1 acres and consists of four noncontiguous parcels, which are separated by privately owned residential developments (see Figure 3, *Aerial Photograph*). Dan Blocker Beach is bounded by the Santa Monica Mountains to the north and the Pacific Ocean to the south. PCH, a four- lane scenic highway, is also located north of Dan Blocker Beach and separates the beach from the Santa Monica Mountains. Dan Blocker Beach is a narrow strip of beach with rocks protruding through the sand (north of the Barsocchini property) curving around to the wider, less rocky beach south of Corral Canyon Road. The height of the bluffs at Dan Blocker Beach vary depending on the amount of sand on the beach and range from being near vertical in many areas to a slope of approximately 1:3 (horizontal: vertical).

Views of the Santa Monica Bay Coastline and the Pacific Ocean, as well as extensive views of the coast to the west and the east, can be seen from the bluff tops at Dan Blocker Beach. On clear days, views of Catalina Island and the headlands at Point Dume and Palos Verdes can be seen from the Dan Blocker Beach bluff tops. The Santa Monica Mountains that parallel the coast provide a rugged and scenic backdrop to the beach and can be seen to the north of the beach. Lifeguard towers and portable restrooms are located at the eastern portion of Dan Blocker Beach and are visible from the surrounding areas. The residential developments, which separate the Dan Blocker Beach parcels, can be viewed to the east and west of the beach bluff tops and to the north of the sandy areas of the beach. From the sandy areas of the beach, views generally focus on the bluffs and residential developments to the north, the Pacific Ocean to the south and the Santa Monica Coastline to the east and west.

The proposed project site is located in the central portion of Dan Blocker Beach's bluff tops. The portion of the bluff top where the project site is proposed to be located is approximately 15 to 20 feet in height. The majority of the site is relatively flat and is traversed by large drainage culverts. The proposed project site is typically 50 to 65 feet in width, with no structures on-site. A chain-link fence is located at the northern boundary of the site, and utility poles and overhead power lines also run along the northern boundary of the site. The site is covered with vegetation and portions of the site contain deteriorated pavement.

Views from the site include a residential unit and coastline in the distance to the east, PCH and the Santa Monica Mountains to the north, open bluff top and residential units located farther down the coast to the west, and the Pacific Ocean to the south. Views of the proposed project site can be seen through the chain-link fence located at the northern boundary from motorists, bicyclists, and/or pedestrians traveling along PCH. In the farther distance, the Pacific Ocean can be seen by motorists, bicyclists, and/or pedestrians traveling along PCH. Views looking west of the project site from the residential unit and down the coast include the vegetated and vacant bluff top, which partially includes the proposed project site, coastline, and clustered residential units. Views of the project site just east of the residential unit are blocked by a residential building. Views looking east of the project site from the clustered residential units and bluff top include vegetated and vacant bluff top, which partially include the proposed project site, coastline, a residential unit, and additional development located down the coast. Figures 5a, 5b, and 5c, *Site Photographs*, illustrate views of and from the proposed project site.

(Sources: Site Survey and Project Location Map)

A. Would the project have a substantial adverse effect on a scenic vista?

Less than Significant Impact. The proposed project site is currently vacant and is located along the Malibu coastline. The proposed project would include development of ~~a maximum 30-space parking area~~an approximate 13-space parking area, a ~~ramp~~stairway to provide beach access from the bluff top to the beach, and park site amenities. Views of the Pacific Ocean and Dan Blocker Beach's vacant bluff tops can be seen from PCH (located north of the project site), from the east and west of project site, as well as from the project site.

PCH is identified as a scenic road of visual importance in both the City of Malibu and Los Angeles County General Plans. Corral Canyon Road, located to the northeast of the proposed project site, is also identified as a scenic road. The proposed project site is not identified as a scenic vista. The closest scenic element to Dan Blocker Beach is Little Point Dume Cove Bluffs, located at Point Dume approximately 2.5 miles to southwest of the proposed project site.

The tallest amenity being proposed as part of the project is a one-story restroom facility, which would be approximately 10-feet in height. Other project features include a parking area, an aluminum handrail, landscaping, walkways, driveways and a K-rail to divide access from PCH. The development of the project site would not significantly block views of the ocean from PCH and to the east and west of the project site. Views of the project site from the beach located south of the project site would change from a bluff top to a parking area, ~~ramp~~stairway, and park site amenities. The Santa Monica Mountains would still be visible from the beach. Views of the ocean would still be available through unused parking spaces, the park site amenity area and directly to the west and east of the proposed development. The proposed restroom would be one-story and views would be available surrounding the restroom facility. Additionally, the project proposes bench seating and picnic tables, which would provide visitors to Dan Blocker Beach viewing areas of the ocean to the south and the Santa Monica Mountains to the north, as well as the coastline located east and west of the project site. Thus, the project would include minimal improvements and would not have a substantial adverse effect on a scenic vista.

(Sources: Malibu General Plan, Site Survey, and Project Location Map)

B. Would the project substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?

Less than Significant Impact. The proposed site is vacant; no scenic trees, rocks, or historic buildings have been identified on the site. PCH is located to the north of the proposed project site and is considered a scenic highway. The proposed project would be small in scale and is not expected to adversely effect PCH. No impacts are expected.

(Sources: Malibu General Plan, Site Survey, Los Angeles County Plan, Site Visit and Project Location Map)

C. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Less than Significant Impact. No structures are located on the proposed project site, which contains vegetation and is partially covered with deteriorated pavement. A chain-link fence is located along the northern portion of the site. A residential unit is located adjacent to the east of the project site and a cluster of residential units are located down the coastline to the west of the project site. The proposed project would include development of ~~a maximum 30-space parking area~~an approximate 13-space parking area, access ~~ramp~~stairway to the beach, driveways, and various park site amenities.

Additionally, the proposed development would include a one-story restroom (approximately 10-feet in height). The restroom would include two chemical toilets and would be enclosed in a small scale block structure, which would not significantly block views of the ocean from PCH. Views of the ocean would still be available from either side of the restroom facility. Cars would be parked in the proposed parking area but would not significantly block views of the ocean from PCH. Breaks in the development of the restroom facility and other proposed park site amenities would provide views of the ocean. Additionally, views of the ocean would still be available over the parked cars.

The proposed development would also include landscape, which would be in compliance with the County of Los Angeles ~~and the City of Malibu~~ regulations. Landscaping of the proposed site would limit the visual impact of parked cars as seen from PCH or from residential homes in the area. The project would have a less than significant impact on the existing visual character and quality of the site and its surroundings.

(Sources: Malibu General Plan, Los Angeles County Plan, Site Survey, Site Location Map, and Project Location Map)

D. Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less than Significant Impact. The proposed project would not include light fixtures or nighttime lighting. The proposed restroom facility, as well as other park site amenities, would be constructed of non-reflective materials. ~~The proposed aluminum ramp may create a glare effect on the beach during the daytime. However, the ramp would not be a large structure and is not expected to create a substantial amount of glare.~~ The proposed parking area would be open from dawn to dusk. Therefore, no light would be created from vehicle headlights exiting or entering the parking area. Additionally, during the daytime, parked cars may create some glare from the sun reflecting off them. The potential glare from cars parked on-site is not expected to create a significant impact.

(Sources: Project Location Map, Site Location Map, and Site Survey)

3.2 AGRICULTURE RESOURCES

The proposed project site is located on approximately 1.92 acres on a bluff top at Dan Blocker Beach. Dan Blocker Beach is owned by the County of Los Angeles and is within the City of Malibu. The proposed project site is identified in both the City of Malibu General Plan and the Los Angles County General Plan as open space. The proposed project site is not used for agriculture and is not identified for agricultural uses either in the Malibu General Plan or the County of Los Angeles General Plan. Traditional forms of farming and ranching are only practiced on a small area of land within the City of Malibu. Horticulture and horse ranches are more common within the City of Malibu. Horticulture amounts to approximately 0.2 percent, (24.8 acres) of all land use in the City and includes orchards, vineyards and nurseries.

A. Would the project 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?

No Impact. The project site is not located within a designated agricultural or horticultural area. The closest agricultural lands are located approximately four miles southwest of the project at Point Dume. The proposed site has been designated as Open Space and is not identified as farmland under the Farmland Mapping and Monitoring Program of the California Resources Agency, the City of Malibu's General Plan and/or in the

Los Angeles County Plan. Thus, no impact to important farmlands is anticipated with the development of the proposed project.

(Sources: Malibu General Plan, Los Angeles County Plan and Site Survey)

B. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The project site is vacant and is zoned Public Open Space. There are no agricultural lands nearby or on the site. The closest agricultural lands are located at Point Dume, approximately four miles southwest of the project and at Puerco Canyon, located approximately 0.5 mile to the east of the project site. No impact is anticipated on agricultural zones or uses. as a result of the proposed project.

(Sources: Malibu General Plan, Los Angeles County Plan Program and Site Survey)

C. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

No Impact. The proposed project is currently vacant open space and is not located on existing farmland. Therefore, the proposed project would not convert agricultural land to non-agricultural uses and no impacts are expected.

(Sources: Malibu General Plan, Los Angeles County Plan and Site Survey)

3.3 AIR QUALITY

The project site is a bluff overlooking the coast, south of the Santa Monica Mountains and north of the Pacific Ocean. The climate in the area is considered as a dry summer subtropic or Mediterranean climate, characterized by hot, dry summers and cool, moist winters. Skies are generally clear from midsummer through fall. Heavy cloud cover and fog occur during spring and early summer. The climate at Dan Blocker Beach is mild and pleasant year-round, with maximum temperatures ranging from 55 and 65 degrees Fahrenheit in winter and between 65 and 75 degrees Fahrenheit in summer. Sea breezes come from the south and southwest. Seacoast fog and warm marine air from the open sea keep the climate comfortable through the summer days when temperatures are high. Sea breezes from the Pacific Ocean generally blow smog inland by mid-morning each day.

The project site is located at the western section of the South Coast Air Basin. Existing levels of ambient air quality and historical trends and projections in the project area are best documented from measurements made near the project site. The South Coast Air Quality Management District (SCAQMD) operates an air monitoring station in the Northwest Coast of Los Angeles County (Station No. 2 in West Los Angeles) that monitors carbon monoxide, ozone and nitrogen dioxide levels. Table 1, *Air Quality Monitoring Data*, summarizes the last three years of published monitoring data from the SCAQMD monitoring station near the site.

TABLE 1 AIR QUALITY MONITORING DATA			
Pollutant/Standard	*Days Standards Were Exceeded and Maximum Observed Levels*		
	1997	**1998**	**1999**
Carbon Monoxide			
1-Hour > 20 ppm	0	0	0
8-Hour > 9 ppm	0	0	0
Max. 1-Hour Conc. (ppm)	7.0	7.0	6.0
Max. 8-Hour Conc. (ppm)	4.4	4.5	3.8
Ozone	6	7	4
1-Hour > 0.09 ppm	0	1	0
1-Hour > 0.12 ppm	2	0	0
8-Hour ≥ 0.08 ppm	0.11	0.13	0.12
Max. 1-Hour Conc. (ppm)			
Nitrogen Dioxide			
1-Hour > 0.25 ppm	0	0	0
Max. 1-Hour Conc. (ppm)	0.14	0.13	0.13
Inhalable Particulates (PM_{10})			
24-Hour > 50 $\mu g/m^3$	--	--	--
24-Hour > 150 $\mu g/m^3$	--	--	--
Max. 24-Hour ($\mu g/m^3$)	--	--	--
Particulates (TSP)			
Max 24- Hour ($\mu g/m^3$)	98*	91*	138
Particulate Lead			
1-Month ≥ 1.5 $\mu g/m^3$	--	--	--
Max. 1-Month ($\mu g/m^3$)	--	--	--
Particulate Sulfate			
24-Hour ≥ 25 $\mu g/m^3$	0	0	0
Max. 24-Hour ($\mu g/m^3$)	14.0*	11.2*	13.9
* - less than 12 months of data Source: SCAQMD			

The data shows that air quality in the project area is generally good, although ozone levels occasionally exceed standards. A trend towards better air quality can be seen, since the frequency of smog alerts, especially those considered unhealthy for all people, has dropped considerably in the last decade.

The Federal Clean Air Act (1977 Amendments) required that designated agencies in any area of the nation not meeting national clean air standards must prepare a plan demonstrating the steps that would bring the area into compliance with all national standards by December 31, 1987. The South Coast Air Basin (SCAB) could not meet the deadline for ozone, nitrogen dioxide, carbon monoxide, or PM_{10}. The SCAQMD and the Southern California Association of Governments (SCAG) adopted an Air Quality Management Plan (AQMP) in 1979, but revised it several times subsequently as earlier attainment forecasts were shown to be overly optimistic.

In 1988, the California Legislature enacted the California Clean Air Act (CCAA), which requires that regional emissions be reduced by five percent per year, averaged over 3-year periods, until attainment can be demonstrated. Each area that did not meet a national or state ambient air quality standard was required to prepare a plan which demonstrates how the five percent reductions would be achieved. In July 1991, the SCAQMD adopted a revised AQMP, which was designed to meet the CCAA requirements. The 1991 AQMP deferred the attainment date to 2010, consistent with the 1990 Federal Clean Air Act.

The 1990 Federal Clean Air Act Amendments (CAAA) required that all states that have airsheds with "serious" or worse ozone problems submit a revision to the State Implementation Plan (SIP). The 1991 AQMP was modified/adapted and submitted as the SCAB portion of the SIP. The 1991 SIP submittal estimated that an 85 percent basin-wide reduction in volatile organic compound (VOC) emissions and a 59 percent reduction in oxides of nitrogen (NO_x) between 1990 to 2010 was needed to meet federal clean air standards. About 40 percent of these reductions were to come from existing pollution control programs. The rest would come from new rules, technologies, or other reduction programs.

In 1996, EPA approved the 1994 submittal of the SCAB portion of the SIP. The Federal Clean Air Act required that an updated plan be submitted by February 8, 1997, which included attainment plans for all pollutants exceeding federal standards. The CCAA requires an update of the State-mandated clean air plan every three years. An updated 1997 AQMP was locally adopted. The California Air Resources Board (ARB) forwarded this plan on to EPA for its consideration and recommended approval. The 1997 AQMP was designed to meet both federal (EPA) and state (ARB) air quality planning guidelines. The currently proposed regional attainment planning for ozone (VOC and NO_x) and for carbon monoxide (CO) calls for emissions reductions of around 66 percent for VOC, 56 percent for NO_x, and 66 percent for CO. Within the AQMP, some measures considered "long-term reductions" require additional technological development. There is no clear scientific consensus that the 1997 AQMP update will be able to achieve its mandatory clean air objectives by the end of 2010.

A 1999 Amendment to the proposed SIP Revisions was developed that accelerates the schedule for a number of new SCAQMD rules and regulations. The 1999 SIP Amendment is believed to meet the court-ordered acceleration of the rate of progress. The 1999 Amendments were approved by the California ARB on January 27, 2000. EPA staff has proposed approval of the amendments and formal EPA approval of the 1999 SIP Amendment is expected in the next few months.

(Sources: Malibu General Plan, SCAQMD Air Quality Monitoring Data, SCAQMD CEQA Handbook, and Site Survey)

A. Would the project conflict with or obstruct implementation of the applicable air quality plan?

No Impact. The project site is designated as Open Space, and has been considered as existing and future open space in the development of the Air Quality Management Plan (AQMP). The structures proposed at the site include a parking area, picnic tables and chemical toilets, which would not be large enough to alter air movement, moisture, or temperature or change the climate of the area. The proposed project would provide beach improvements and is not inconsistent with the AQMP of the SCAQMD. The emissions associated with the proposed project would not exceed SCAQMD thresholds (with mitigation for fugitive dust emissions) and thus, the project would have no significant adverse impacts on regional air quality. The beach improvements would not conflict or obstruct implementation of the AQMP.

(Sources: SCAQMD AQMP, SCAQMD CEQA Handbook, Malibu General Plan, and Site Location Map)

B. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less than Significant Impact with Mitigation. The proposed beach improvements would lead to construction emissions that may affect regional air quality. The proposed improvements (picnic tables, chemical toilets, walkways, railing, landscaping, parking area, parking ticket machine, monument, and stairway ~~ramp~~) would involve limited construction or ground disturbance activities during an estimated 90-day construction period. Grading of the 1.92-acre site may generate 110 pounds of fugitive dust per acre per day or approximately 186 pounds per day. This pollutant emission would exceed SCAQMD thresholds. The following measures would reduce short-term fugitive dust by as much as 50 percent and would make impacts less than significant.

- ***Use of watering for dust control during clearing, grading and construction.***
- ***Soil disturbance should be terminated when high winds (>25 MPH) make dust control extremely difficult.***
- ***Limiting grading/soil disturbance to as small an area as practical at any one time.***

Many of the facilities (tables, trash receptacles, chemical toilets, monument, parking ticket machine, railing, and signs) would be pre-fabricated at off-site locations and would only involve installation at the site. Due to the limited construction activities that would occur at the site (as needed for the walkways, toilet pads, table areas, and stairway ~~ramp~~) and their short-term occurrence (90 days), these impacts are not expected to be significant. Estimates of construction emissions are provided in Table 2, *Project -Related Emissions*.

Vehicle trips that would be generated by the proposed beach would lead to vehicle emissions along roadways leading to and from the site and possibly throughout the region. These emissions are estimated using the California Air Resources Board's (CARB) Urbemis7G computer model. Table 2 provides the results of the modeling.

TABLE 2
PROJECT-RELATED EMISSIONS (lbs/day)

Pollutant	Construction Emissions*	Construction Thresholds	Projected Vehicle Emissions	Operation Thresholds
ROC	5.30	75	2.56	55
NO_x	61.59	100	5.68	55
CO	0.26	550	20.46	550
PM_{10}	21.61	150	1.79	150

* Assumes the use of two pieces of equipment during grading and three pieces during construction.
Source: SCAQMD CEQA Air Quality Handbook and CARB Urbemis7G.

As shown, vehicle emissions would not exceed SCAQMD thresholds, and the proposed Dan Blocker Beach Project would have no significant adverse impacts on air quality. While ozone standards are occasionally exceeded in the project area, ozone levels are not expected to be adversely affected by the proposed project. As shown, ROC and NOx emissions (which are the precursors of ozone) from the project would be less than SCAQMD thresholds. Also, the development of the Dan Blocker Beach improvements would provide parking and picnic areas nearer to the urban areas of Los Angeles, allowing beachgoers and surfers from the Los Angeles area to travel shorter distances before reaching a convenient beach location. Thus, beneficial air quality impacts may actually occur due to shorter vehicle trips.

No long term stationary emissions are expected from the project, since no power or gas service to the site would be provided as part of the project. Also, on-site picnicking and beach-going activities are not expected to involve or generate on-site emissions. No barbecue grills are proposed which may generate particulate emissions.

(Sources: SCAQMD CEQA Handbook, CARB Urbemis7G, and Site Location Map)

C. Would the project 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)?

Less than Significant Impact. The proposed beach project would not generate air quality emissions that would exceed SCAQMD thresholds. Impacts associated with fugitive dust would be short-term and would easily be reduced by implementation of standard dust control measures. Assuming that future users of Dan Blocker Beach are current beachgoers and users of other area beaches, the diversion trips due to the proposed project would lead to improvements to local air quality. Thus, the project would not lead to any cumulative increase in air pollutants or ozone levels in the project area.

(Sources: SCAQMD CEQA Handbook and AQMP)

D. Would the project expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. The construction emissions have the potential to affect sensitive receptors located near the site. Impacts on adjacent residences would be limited to fugitive dust during grading and excavation and emissions from on-site construction equipment. Predominant wind patterns come from the south and southwest, and emissions from the site would not be windblown to the residences located east and west of the site. There are no homes located directly north of the site. Rather, Pacific Coast Highway and an approximately 360-foot high cliff rising from the site are found to the north of the site. The nearest homes to the north and northeast (predominant wind direction) are located approximately 576 feet-to the northeast and 960 feet to the north. Due to the limited construction activities, the direction of predominant winds, and the distance of sensitive receptors that may be potentially affected, less than significant adverse impacts from construction-related emissions are expected on sensitive receptors.

According to the Dan Blocker County Beach Project Traffic Report prepared by *Katz, Okitsu and Associates* (December 21, 2000), the proposed project would generate approximately ~~240~~104 daily trips. Emissions associated with the estimated ~~240~~104 vehicle trips to and from the site would be dispersed throughout the regional roadway network and would not be concentrated in any one area. Also, since these trips are likely to be diversions of existing trips to beaches located farther from the urban areas of Los Angeles, no additional pollutant concentrations that may affect sensitive receptors are expected from the project.

(Sources: SCAQMD CEQA Handbook, Malibu General Plan, USGS Malibu Beach and Point Dume Quadrangles, and Site Survey)

E. Would the project create objectionable odors affecting a substantial number of people?

No Impact. The proposed project would not handle large quantities of solid waste materials, chemicals, food products, or other odorous materials and has no potential to create objectionable odors. On-site picnicking and beach-going activities are not expected to involve or generate odorous emissions. No barbecue grills, which may generate smoke and odors, are proposed. Chemical toilets would be cleaned and maintained regularly in accordance with the County Department of Beaches and Harbors' maintenance schedule and are not expected to generate objectionable odors. Thus, no impact in terms of objectionable odors is expected from the beach improvement project.

(Sources: SCAQMD CEQA Handbook and Site Location Map)

3.4 BIOLOGICAL RESOURCES

A biological resource assessment and impact analysis has been prepared by Pacific Southwest Biological Services, Inc (January 18,2001) to analyze the biological impacts of the proposed Dan Blocker Beach Project. The study is provided in Appendix C, and the findings are summarized below

The California coastline contains natural habitats for several rare and endangered species. The most extensive natural coastline in Los Angeles County is within the Malibu Coastal Zone (MCZ). The project site is located within the MCZ. The MCZ marine resources along the Malibu coast include kelp beds, tide pools, marine fisheries, offshore reefs, sandy beaches, rocky headlands, sea lion haul outs, coastal dunes, and isolated wetlands. Additionally, MCZ supports a rich and diverse fauna of mammals, reptiles, aMPHibians, birds and invertebrates, which includes a number of endangered and threatened plants and animals. The location and type of vegetation in the MCZ depends largely on the type of soil and amount of moisture available during annual periods of drought from approximately April to October.

The State Water Resource Control Board (SWRCB) has identified the entire coastline from Point Magu to Latigo Point as an Area of Special Biological Significance (ASBS). The SWRCB defines a ASBS as an area "requiring protection of species or biological communities to the extent that alteration of natural water quality is undesirable". The proposed site is located less than a half a mile to the east of ASBS.

The California Coastal Act of 1976 defines "environmentally sensitive areas as "any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in a ecosystem and which could be easily disturbed or degraded by human activities and developments". The Coastal Act requires that these areas be identified and protected from any loss or degradation. According to the City of Malibu General Plan, the Malibu Local Coastal Plan (LCP) Land Use Plan identifies those habitats in the MCZ which meet the Coastal Act definition of "environmentally sensitive areas" as areas which include habitats that are unique, rare, restricted in distribution or extremely fragile; marine areas designated as ASBS by the SWRCB; rare and endangered species habitats as defined by the State Department of Fish and Game or the U.S. Fish and Wildlife Service; and habitats that are recognized for their extremely high biological productivity and importance as specialized wildlife feeding, nesting or breeding grounds. Although the MCZ does not currently have a LCP, the City of Malibu General Plan's Conservation Element lists areas that meet the criteria and legal definitions of an environmentally sensitive area, as well as those areas adjoining sensitive habitat which functionally related to, or act as a buffer to, the sensitive habitat area. The project site is listed as an Significant Ecological Area in the City of Malibu General Plan's Conservation Element.

Los Angeles County has identified areas of Significant Ecological Areas (SEAs), which are ecologically fragile or important land and water areas that are valuable as plant or wildlife habitat. The project site is identified as

an SEA. Areas near the project site that are also identified as SEAs include Point Dume, a portion of Zuma Canyon, a portion of Malibu Canyon, upper La Sierra Canyon, Heptic Gulch, Malibu Creek State Park Buffer, Tuna Canyon, and Cold Creek Canyon.

The project site is not regarded as a site for sensitive biological resources. It contains several non-native weed plants mixed with remnant Venturan Coastal Sage Scrub vegetation. Substantial areas on-site are covered with pavement and devoid of vegetation of any kind. In others, pavement rubble is only partially obscured by the weedy species.

A. Would the project 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?

Less than Significant Impact. The project site is characterized by an infestation of several non-native weed plants mixed with remnant Venturan Coastal Sage Scrub vegetation which consists of Beach Buckwheat (*Eriogonum parviflorum)*, California Sagebrush (*Artemisia californica*), Goldenbush (*Isocoma menziesii*), California Sunflower (*Encelia californica*), Laurel-leaf Sumac (*Malosma laurina*), and Coyote Brush (*Baccharis pilularis*). The more conspicuous non-native weeds of the site include Hottentot-fig (*Carpobrotus edulis*), Sweet Fennel (*Foeniculum vulgare*), Short-pod Mustard *(Hirschfeldia incana*), Castor-bean (*Ricinus communis*), and African Fountain Grass (*Pennisetum setaceum*), the latter being a dominant species on the slopes, and located on the majority of the site, and adjacent ocean-side slopes. Substantial areas are covered with pavement and devoid of vegetation of any kind. In other areas on the project site, pavement rubble is only partially obscured by the weedy species.

Thirty plant taxa were observed at the project site during the biological survey. Theses are listed Appendix 1 of the Biological Resources Assessment and Impact Analysis found in Appendix C to this Initail Study. The plant taxa observed on-site are typical of disturbed and remnant scrub habitats of the region. None of the observed taxa are sensitive in any state, federal or conservation listings.

Sixteen species of fauna were observed on the project site during the biological survey. They included one retile and fifteen birds. The Western Fence Lizard (*Sceloporus occidentalis*), one of the most common western lizards, was observed. Common and widespread resident bird species observed atop the bluff include the House Finch (*Carpodacus mexicanus*), California Towhee (*Pipilo crissalis*), American Crow (*Corvus brachyrynchos*), Rock Dove (*Columba livia*), Black Phoebe (*Sayornis nigricans*), and Anna's Hummingbird (*Calypte anna*). Also observed was an abundant migrant and frequent winter visitor, the White-crowned Sparrow (*Zonotrichia leucophrys*). Observed on the beach and flying just offshore were the Heerman's Gull (*Larus heermani*), Ring-billed Gull (*Larus delawarensis*), and California Gull (*Larus californicus*). Shorebirds observed on the beach were the Black-bellied Plover (*Pluvialis squatarola*), Marbled Godwit (*Limosa fedoa*) and Sanderling (*Calidris alba*). Observed on the water just offshore was the California Brown Pelican (*Pelecanus occidentalis californicus*), a common to very common non-breeding visitor. Nesting colonies of this species are listed as Endangered by the U.S. Fish and Wildlife Service (Service) and the California Department of Fish and Game (CDFG). However, nesting occurs only on off-shore islands, generally uninhabited, without mammalian predators.

Appendix 3 of the Biological Resources Assessment and Impact Analysis lists those sensitive plant and animal taxa reported from the Malibu Beach and Point Dume, California quadrangles in the California Departments Fish and Game Natural Diversity Data. Only one of these, the Southern California Rufous-

crowned Sparrow, was observed on the site and characteristics are summarized below. Due to the high degree of disturbance of the site, none of these other organisms are expected to occur on the project site.

Southern California Rufous-crowned Sparrow (*Aimophila ruficeps canescens*)

LISTING:	USFWS - Species of Concern CDFG - Species of Special Concern
DISTRIBUTION:	Coastal southern California from Santa Barbara County south into Baja California, Mexico.
HABITAT:	Sparse, low scrub, often mixed with grasses on rocky slopes. California Sagebrush (*Artemisia californica*) is often present in scrub inhabited by this sparrow.
STATUS:	Uncommon to fairly common but localized resident. Listing is based on concern that this species is among the most sensitive to habitat fragmentation and edge effects.

One individual of this species was observed in the disturbed scrub near the eastern boundary of the site. Because of the highly disturbed nature of the site, the species is not expected to breed at the project site.

The proposed development at Dan Blocker Beach would be small in scale. Although the flora on site would be removed with the proposed development, it is not listed as a sensitive habitat. The Southern California Rufous-crowned Sparrow is not expected to breed on the project site. Thus, no significant impacts are expected.

Provision of access to the beach area would generate additional disturbance in an otherwise dynamic littoral strand habitat. Uses on Dan Blocker Beach include surfing and swimming. The proposed project would allow for public access to portions of Dan Blocker Beach could possibly increase the amount of visitors to the area. The increase of human presence on the beach strand is anticipated to have minimal impact. Impacts to the project site are not considered significant due to the highly disturbed nature of the site. Additionally, the proposed development would be in compliance with the California Coastal Act and guidelines for SEAs.

Although the proposed project would not create significant impacts, the following recommendations (listed in the January 21, 2001, *Biological Resources Assessment and Impact Analysis*) should be incorporated into the proposed development to further minimize any impacts.

- Removal of any vegetation, without proactive revegetation, will allow for invasion or reinvasion by the noxious African Fountain Grass. For this reason, revegetation of the site immediately upon completion of development should occur, both for erosion control and to prevent recurrence of undesirable weedy species.

- As an addition to the railing system at the bluff-top edge, a low wire fencing with the capability of preventing trash from the park area from reaching the beach and ocean is recommended.

B. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

Less than Significant Impact. As discussed above, the project site is characterized by an infestation of several non-native weed plants mixed with remnant Venturan Coastal Sage Scrub vegetation which consists of Beach Buckwheat (*Eriogonum parviflorum)*, California Sagebrush (*Artemisia californica*), Goldenbush (*Isocoma menziesii*), California Sunflower (*Encelia californica*), Laurel-leaf Sumac (*Malosma laurina*), and Coyote Brush (*Baccharis pilularis*). The more conspicuous non-native weeds of the site include Hottentot-fig (*Carpobrotus edulis*), Sweet Fennel (*Foeniculum vulgare*), Short-pod Mustard *(Hirschfeldia*

incana), Castor-bean (*Ricinus communis*), and African Fountain Grass (*Pennisetum setaceum*), the latter being a dominant species on the slopes through the majority of the site and adjacent ocean-side slopes. Substantial areas are covered with pavement and devoid of vegetation of any kind. In other areas of the project site, pavement rubble is only partially obscured by the weedy species. The plant taxa observed on-site are typical of disturbed and remnant Scrub habitats of the region. None of the observed taxa are sensitive in any state, federal or conservation listings. No riparian habitat is located on the project site.

Although the flora on site would be removed with the proposed development, it is not listed as a sensitive species. Thus, a less than significant impact is expected.

C. Would the project 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?

Less than Significant Impact. The project site does not contain wetland habitat as defined by Section 404 of the Clean Water Act. The project site is located to the north of the Pacific Ocean and the Santa Monica Bay, which would be considered wetland habitat. The proposed development would increase runoff and erosion on the project site. Impacts associated with the increase in erosion and runoff are addressed below in *Section 3.6 Geology and Soils* and *Section 3.8 Hydrology and Water Quality.* Implementation of mitigation measures recommended in those sections would decrease impacts to below a level of significance.

D. Would the project 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?

Less than Significant Impact. The Malibu coastline contains a variety of native resident migratory fish and wildlife. Appendix 3 of the Biological Resources Assessment and Impact Analysis (found in Appendix C of this document) lists those sensitive plant and animal taxa reported from the Malibu Beach and Point Dume, California quadrangles in the California Department of Fish and Game's Natural Diversity Data (CNDDB). Only one of these, the Southern California Rufous-crowned Sparrow was observed on the project site in the disturbed scrub near the eastern boundary of the site. Because of the highly disturbed nature of the site, the species is not expected to breed at the project site.

The proposed project would be small scale and would not include any large structures, which would block migratory birds. Additionally, the project site is not designated as a wildlife corridor. The proposed project is not expected to significantly interfere with the movement of wildlife.

E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. Los Angeles County has identified areas of Significant Ecological Areas (SEAs), which are ecologically fragile or important land and water areas that are valuable as plant or wildlife habitat. The project site is identified as an SEA. As discussed above, the California Coastal Act requires that these areas be identified and protected from any loss or degradation. The proposed project would comply with SEA design compatibility criteria and performance review. The project site is listed as an Significant Ecological Area in the City of Malibu General Plan's Conservation Element. The project is also located within the coastal zone and would comply with the 1976 California Coastal Act. The proposed project would comply with the SEA regulations, City of Malibu regulations for Significant Ecological Areas and the Coastal Act and would not be in conflict with any local policies or ordinances protecting biological resources.

F. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Less than Significant Impact. As discussed above the project site is identified as a SEA in the County of Los Angeles General Plan and City of Malibu General Plan. Additionally, the project site is located within the Coastal Zone. No sensitive plant or animal species are identified on the project site. Also, the project site does not contain sensitive habitat and is not designated as a wildlife corridor. The proposed development would be in compliance with the California Coastal Act and guidelines for SEAs.

Provision of access to the beach area would generate additional disturbance in an otherwise dynamic littoral strand habitat. The increase of human presence on the beach strand is anticipated to have minimal impact and is not regarded as significant due to the highly disturbed nature of the site.

3.5 CULTURAL RESOURCES

An archaeological resources study has been prepared by ASM and Affiliates (February 19, 2001) to analyze the cultural resource impacts of the proposed Dan Blocker Beach Project. The study is provided in Appendix D and the findings summarized below.

Archaeological and ethnographic information indicate that area in the vicinity of the project has been occupied by Native Americans for nearly 9,000 years. Coastal Archaic period sites have been characterized by somewhat undifferentiated shell middens, few bifaces and dart points, and abundant milling equipment. They range from large residential bases to small temporary camps and resource exploitation loci. The Middle Period, starting roughly 3,000 years B.P. and lasting until 800 year B.P., is characterized by more types of beads and ornaments than before, and a shift from rectangular to circular beads. This period, within which five phases can be distinguished archaeologically, encompasses the Middle Canalino, early Late Mainland, late Intermediate Horizon, and late Campbell Tradition. The Late Period is defined by the presence of *Olivella* callus beads and clam disk and cylinder beads. This period terminates 1804 A.D., and in the project area subsumes the Chumash Tradition. The latter is the tradition associated with the contemporary Native American population of the region.

A review of site records disclosed that no archaeological sites have been recorded within the project property, nor has it been subjected to previous survey or other archaeological study. Information provided by South Central Coastal Information Center at California State University, Fullerton indicates that 10 separate studies have been conducted within a half-mile of the project. These and other archaeological studies have resulted in the identification of 4 prehistoric resources within a half-mile radius, all of which are shell middens; no historic archaeological sites have been recorded. Similarly, no properties listed on the California State Historic Resources Inventory, National Register of Historic Places, California Historic Landmarks, California Points of Historic Interest, or City of Los Angeles Historic-Cultural Monuments are within a half-mile of the project property. Additionally, the entire 1.92 acre project site was thoroughly examined at 5 to 10-meter intervals. Except for paved areas, ground visibility was generally good to excellent throughout the parcel and more than sufficient for the detection of any archaeological resources. No problems were encountered accessing and surveying all portions of the project area.

A. Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

No Impact. As discussed above, four prehistoric resources have been identified within a half-mile radius of the project site, all of which are shell middens. No historic archaeological sites have been recorded surrounding the project site. Similarly, no properties listed on the California State Historic Resources Inventory, National Register of Historic Places, California Historic Landmarks, California Points of Historic Interest, or City of Los Angeles Historic-Cultural Monuments are within a half-mile of the project property. The records search and an intensive field survey of the site did not result in the identification of any prehistoric or historic cultural resources on-site. The project site does not contain any significant historic resources. Thus, no impact is expected.

(*Dan Blocker Beach Project Cultural Resource Survey*)

B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

No Impact. The record search conducted for the project indicates that no cultural resources have been recorded within the project property, and the intensive field survey did not result in the identification of any prehistoric or historic cultural resources on-site. Historic disturbances of the project site would have probably destroyed any extent cultural resources. It is concluded that implementation of the project will not result in adverse direct or indirect impacts to significant and California Register of Historic Places eligible cultural resources. \ Therefore, no impacts are expected.

(*Dan Blocker Beach Project Cultural Resource Survey*)

C. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impacts. The project site contains deteriorated pavement and fencing, which indicates that the site has been previously disturbed. Encountering paleontological resources during site excavation is remote, because of prior site disturbances and the limited excavation that will be required for the project construct. Not impacts to paleontological resources are anticipated

D. Would the project disturb any human remains, including those interred outside of formal cemeteries?

No Impact. As discussed above, no prehistoric or historic resources are located on the project site. No formal cemeteries are located on the project site. Therefore, no impacts are expected.

3.6 GEOLOGY AND SOILS

A Geotechnical Reconnaissance Report has been prepared by Group Delta (December 26, 2000) to analyze the geologic impacts of the proposed Dan Blocker Beach Project. The studies are provided in Appendix E and the findings summarized below.

The proposed project site can be characterized as a highway bench cut into the hillside in the lower slopes of the Santa Monica Mountains. The hillside extends down to the Pacific Ocean forming a coastal bluff over a narrow sandy beach. The proposed project site is located on a bluff that is approximately 10 to 20 feet high. The

slopes of the bluffs at Dan Blocker Beach range from being near vertical in many areas to approximately 1:3 (horizontal: vertical).

The project site is situated in the western region of the Santa Monica Mountains near the base of the southerly descending flanks in the City of Malibu. Geologic units located in the vicinity of the project site include Holocene beach sands, Pleistocene-age older alluvial sediment deposits on the top of the hillside north of the roadway, and Miocene-age volcanic rocks exposed in the coastal bluffs and roadway cuts. Within 2,000 feet of the project site is located a middle to late Miocene-age meta-sedimentary formation and landslide debris. Minor isolated fills also exist throughout the site as gully infill, erosion repairs, and minor roadway grading. The proposed project site is located on several soil types including: Conejo Volcanics, Monterey Formation, Older Surficial Sediment, Landslide Debris, Residual Soils, and Artificial Fill.

The project site is located within the seismically active area of Southern California. There are no known active faults located on the proposed project site. The nearest potentially active fault is the Malibu Coast Fault system located about 2,000 feet north of the project area. The nearest inactive fault is the Latigo Fault, located below the project site, along the beach.

(Sources: USGS Point Dume and Malibu Beach Quadrangles, City of Malibu General Plan, Report and General Soil Map of Los Angeles County, California, Site Survey, and Geotechnical Reconnaissance)

A. Would the project expose people or structures to potential substantial adverse effect, including the risk of loss, injury, or death involving 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?

Less than Significant Impact. The project site is located in a seismically active region. The Malibu Coast Fault system is located about 2,000 feet north of the project area and is an active fault system. No active segments of the active Malibu Coast Fault system are known to trend or through the project site. The Latigo Fault is an inactive fault and mapped with an east-west trend, below the project site along the beach. Like other areas, the proposed project site would be subject to strong ground shaking should an earthquake occur. Since no active faults trend toward or traverse the project site, no ground rupture is anticipated to occur on-site. Therefore, the project would not expose people or structures to potentially adverse effects in a significant manner.

(Sources: USGS Point Dume and Malibu Beach Quadrangles, Site Location Map, Los Angeles County Safety Element, and Los Angeles General Plan)

B. Would the project be subject to strong seismic groundshaking?

Less than Significant Impact. The proposed project would expose visitors to the project site to hazards associated with groundshaking during an earthquake event from the Malibu Fault System and other nearby faults. Due to the proximity of the Malibu Fault System, groundshaking hazards could lead to severe ground accelerations, causing personal injury and property damage, depending on the magnitude of the earthquake and the distance of the site to the epicenter. However, the proposed project does not include any structures other than a one-story restroom facility, and it would be constructed to meet the regulations of the Uniform Building Code. Thus, the impact of strong seismic ground shaking would be less-than significant.

(Sources: USGS Point Dume and Malibu Beach Quadrangles, Los Angeles County Safety Element, and Los Angeles General Plan)

C. Would the project be subject to seismic-related ground failure, including liquefaction?

No Impact. The potential for liquefaction is generally a function of age, type, and looseness of cohesionless sediments. Additionally, the depth of groundwater also will determine the potential for liquefaction. Relatively young (Quanternary), coarse-grained (sandy), loose sediments associated with shallow ground water would have the highest susceptibility to liquefaction during a significant seismic event. The soils located on the proposed project site are underlain by volcanic bedrock, which is an older soil type. Permanent groundwater on-site can be anticipated to be near sea level. Liquefaction potential on-site is considered very low. Thus, no hazards associated with liquefaction are anticipated with the proposed Dan Blocker Beach Project.

(Sources: USGS Point Dume and Malibu Beach Quadrangles, Los Angeles County Safety Element, Geotechnical Reconnaissance Report)

D. Would the project be subject to landslides?

No Impact. The volcanics at the proposed project site are exposed in the coastal bluffs and in the roadway cut. These volcanics are stable at close to vertical cut inclinations. The minor instability of the bluff slopes along Dan Blocker Beach has been developed by oversteepening and weathering of the bluff face as a result of wave erosion and/or subaerial erosion. Older landslide debris are located to the west and east of the project site. Landslides in the project area are associated with the Monterey Formation, which is a thin-bedded, platysiliceous shale. The Monterey Formation's thin-bedded, platysiliceous shale is not found within the project area, except for possibly underlying part of the shore platform.

A minor amount of colluvial material, which is associated with an ancient landslide, debris flow from alluvial deposits, and/or dumped material associated with the grading of PCH is located west of the center of the proposed project site in the coastal bluff. However, the proposed project site is not located on a formation that is subjected to landslides and no landslides are expected to occur on the project site.

(Sources: USGS Point Dume and Malibu Beach Quadrangles, Los Angeles County Safety Element, and Geotechnical Reconnaissance Report)

E. Would the project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact with Mitigation. Dan Blocker Beach has not experienced a considerable amount of erosion in the last 20 to 30 years, but rather fluctuating periods of beach erosion and accretion caused by storm events. Dan Blocker Beach bluff tops currently undergo minor erosion caused by wind, rain, irrigation, and uncontrolled runoff. Where these processes have occurred, riling and minor gullying have resulted. Bluff top retreat occurs as a result of major storm events. Additionally, waves can create erosion of coastal bluffs. Elevations of the shore platform along Dan Blocker Beach range from approximately two to eight feet Mean Sea Level, allowing waves less than one foot high to break along the base of the sea cliff during periods of high tides. Any significant erosion from the sand currently on the beach would allow larger waves to break against the sea cliffs. Along the portion of the bluff where the proposed site is located, stone and concrete rubble is located on the natural outcrops at the beach. The stone and concrete at the beach protect the bluff against waves striking the base of the bluff and result in less acceleration of bluff erosion.

The proposed project site is partially covered with deteriorated pavement and with vegetation. The proposed project would include development of a parking area, a ~~ramp~~stairway to provide access to the beach and park site amenities. The proposed development would increase the amount of runoff and bluff erosion on the site. As part of the proposed project, runoff and storm water would be directed towards PCH and into an existing drainage system. Additionally, human activities, such as foot traffic down the bluff that may occur as a result of the increased visitors to the site, would also create additional erosion of the bluff. The Coastal Act Section 30253 states that new development shall assure stability and structural integrity, and neither create nor contribute significant erosion, geologic instability, and/or destruction of a site or surrounding area. Additionally, the Coastal Act states that new developments may not require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

Based upon the geologic conditions of the bluffs, historic beach erosion at Dan Blocker Beach, and the increase in erosion caused by the proposed project, the following mitigation is recommended:

- ***Driveways and parking areas should be setback a minimum of 20 feet from the bluff face.***
- ***Fencing along the bluff face should be constructed to discourage foot traffic down the face of the bluff.***
- ***During grading of the parking area, any gullies identified in the parking area or other areas to be developed should be filled with properly compacted soils and should be modified to drain any flows away from the bluff face.***
- ***Any areas between the new parking area and driveways that is not well vegetated should be planted with drought-tolerant vegetation to minimize interim erosion.***
- ***A sufficiently deep concrete pile or foundation system for a concrete landing for the access ~~ramp~~stairway should be constructed to undermine wave action and/or beach erosion.***
- ***The access ~~ramp~~stairway should be designed to accommodate ongoing marine and subaerial erosion process.***

Implementation of these mitigation measures would reduce potential impacts to below a level of significance.

(Sources: Los Angeles County Safety Element, USGS Point Dume and Malibu Beach Quadrangles, California Coastal Act, and Geotechnical Reconnaissance Report)

F. Would the project 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?

Less than Significant Impact with Mitigation. The proposed project site is located on a volcanic formation, which is considered to be stable. The ~~ramp~~stairway and parking area development would be built with in compliance with the County of Los Angeles regulations. The proposed project site Geotechnical recommendations for the parking area and ~~ramp~~stairway construction are stated in the *Geotechnical Reconnaissance Report for Dan Blocker Beach,* prepared by Group Delta and dated December 26, 2000. These recommendations are presented below and would need to be implemented in order to reduce impacts associated with the structural geotechnical stability of the proposed project to a level below significance.

- ***The recommendations presented in the Geotechnical Reconnaissance Report for Dan Blocker Beach prepared by Group Delta dated December 26, 2000 should be followed.***
- ***Drill borings at the project site and soil samples should be taken of subgrade before final design of the ~~ramp~~stairway and parking area. After these samples are taken the recommendations in the***

Geotechnical Reconnaissance Report for Dan Blocker Beach prepared by Group Delta dated December 26, 2000 may be modified depending on the findings. If modified findings result from the samples they should than be implemented.

(Sources: USGS Point Dume and Malibu Beach Quadrangles, Los Angeles County Safety Element, Report and General Soil Map of Los Angeles County, California, and Point Dume and Malibu Beach General Plan)

G. Would the project 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?

No Impact. The project site contains a variety of soil types including: Conejo Volcanics (*Tcvaz*); Montery Formation (*Tm*); Older Surficial Sediments (*Qoa*); Residual Soils; and Artificial Fill. Additionally, Landslide Debris (*Qls*) has been mapped in the project area. Table 3, *Soil Types and Characteristics,* describes the characteristics and colors of the soils located on site.

TABLE 3
SOIL TYPES AND CHARACTERISTICS

Type of Soil	Formation	Color	Composition
Conejo Volcanics (*Tcvaz*)	An andesitic breccia formed in the middle of the Miocene age	Pinkish-gray to brown	Unsorted, very large to small, angular fragments of andesitic to tuffaceous matrix.
Montery Formation (*Tm*)	Formed during middle to late Miocene age.	White to dark brown.	Thin bedded, platy, siliceous shale.
Older Surficial Sediments (*Qoa*)	Pleistocene-age	N/A	Alluvial sediments consisting of unconsolidated to weakly consolidated, pebble-cobble gravel, sand, and silt.
Landslide Debris (*Qls*)	Older landslide debris associated with the Monterey Formation.	N/A	Displaced blocks of alluvial sediments, terrace deposits, and/or volcanics.
Residual Soils	Formed over volcanic bedrock formation are present where volcanics have not been cut as part of PCH.	Dark to medium brown.	Plastic, clayey and silty sand.
Artificial Fill	Associated with the grading of PCH and/or repair of past localized slumps, erosion features, or with existing beach erosion.	N/A	N/A

The project area is considered to have high shrink and swell soil characteristics by the *Los Angeles County General Soils Map,* and the residual soils may be expansive. The proposed project would develop only minor structures and is not expected to create a significant hazard associated with expansive soils. The proposed project would be in compliance with the Uniform Building Code (1994). Thus, no significant impacts are expected to occur with the construction of the proposed project.

(Sources: Los Angeles County General Soils Map and Geotechnical Reconnaissance Report)

H. Would the project 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?

No Impact. The proposed project would not include a septic tank. The proposed restroom facility would include chemical toilets. Thus, no impacts associated with soils suitable for septic systems would occur.

(Sources: Project Description and Project Location Map)

3.7 HAZARDS AND HAZARDOUS MATERIALS

A hazardous material is defined as any substance that may be hazardous to humans, animals, or plants, and may include pesticides, herbicides, toxic metals and chemicals, volatile chemicals, explosives, and even nuclear fuels or low-level radioactive wastes. Although the City of Malibu does not contain a wide variety of industries and land use, there are still uses which generate or handle hazardous materials. These sites present hazards associated with accidental spills, contamination, fire, explosion, and improper disposal. Major truck routes on PCH also pose hazards associated with accidental spills during transport.

No underground storage tanks, clarifiers, or groundwater wells are located on the project site. Additionally, surface drains, drums or hazardous wastes are present. The site is not located near industrial land uses. Hazardous wastes handlers in the vicinity include Pepperdine University, located at 24255 PCH, approximately two miles east of the project site and a gas station, located at 23641 PCH, approximately 2.5 miles east of the project site. There is another gas station located to the immediate east of the project site and a photo lab, located at 23852 PCH, just over two miles east of the project site. Toxic waste has not been reported on any of the sites but these land uses utilize hazardous materials and generate hazardous wastes.

(Sources: Malibu General Plan, Site Survey and, EPA Envirofacts Database)

A. Would the project create a significant hazard to the public, or the environment through the routine transport, use, or disposal of hazardous materials?

No Impact. The proposed development would not use, generate, transport or dispose of hazardous material, nor be involved in the handling of hazardous materials, which might create public health hazards. No significant hazards to the public related to hazardous materials are anticipated as a result of the project.

(Sources: Project Description and Project Location Map)

B. Would the project create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. Construction activities associated with the development of the project amenities may involve some hazardous materials use, such as paints, thinners, cleaning solvents, oil, and grease. Additionally, during operation of the proposed project, some quantities of cleaning solvents may be used. Possible temporary use of pesticides and/or herbicides may also occur. However, due to the small scale of the development, quantities of hazardous materials would be minimal. Hazardous material use during construction and operation would be made in accordance with existing federal, state and local

regulations. Thus, no significant impact regarding the release of hazardous materials into the environment is expected from the project.

(Sources: Project Description and Project Location Map)

C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. The nearest school to the project site is Webster Elementary School located in the Civic Center Area, about 2.5 miles east of the site. The school is separated from the project site by vacant land, residential areas and open space. The proposed project includes the development of a parking area, beach access in the form of a ~~ramp~~stairway, park site amenities and a restroom facility. The proposed project is not expected to emit or handle hazardous materials other than small quantities of cleaning solvents and possible temporary use of pesticides and/or herbicides. Uses of these small amounts of hazardous materials would be in accordance with local, state and federal law. No impacts are anticipated regarding hazardous emissions to the surrounding schools.

(Sources: Malibu General Plan, Thomas Guide for Los Angeles County, and Site Location Map)

D. Would the project 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?

No Impact. The proposed site is currently open space and no hazardous materials are located on-site. There are land uses near the site which may utilize, generate, store, or dispose of hazardous materials. These include Pepperdine University, located at 24255 PCH approximately 2.0 miles east of the project site, and a gas station, located at 23641 PCH, approximately 2.5 miles east of the project site. There is another gas station located to the immediate east of the project site and a photo lab, located at 23852 PCH, just over two miles east of the project site. The gas station located immediately east of the project site is the only hazardous material operator within a one mile radius of the project site. Development on the proposed project site is not expected to create a significant hazard to the public or the environment.

(Sources: Site Survey and Cal-EPA Envirofacts Database)

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?

No Impact. The project site is located approximately 15 miles west of the Santa Monica Municipal Airport and approximately 17 miles southwest of Van Nuys Airport. The site is located outside the designated FAA clear zones and safety zones of the airports. Thus, the proposed development at Dan Blocker Beach would not be subject to the hazards associated with the surrounding airports.

(Sources: Cal-EPA Envirofacts Database, Thomas Guide for Los Angeles County, Malibu General Plan, and Los Angeles County General Plan)

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?

No Impact. As indicated above, the project site is located approximately 15-17 miles from the nearest airports at Santa Monica and Van Nuys. There are no other airstrips located near the site. Thus, no impacts associated with private airstrips would occur as a result of the project.

(Sources: Cal-EPA Envirofacts Database, Thomas Guide for Los Angeles County, Malibu General Plan, and Los Angeles County General Plan)

G. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The proposed project includes development of a parking area, beach access in the form of a ~~ramp~~stairway, park site amenities and a restroom facility. The project site is located adjacent to PCH, which is the major arterial in the City of Malibu, as well as for coastal communities in the area. PCH may be used for evacuation and emergency response. The proposed project is not expected to interfere with evacuation of the site or surrounding area.

(Sources: Malibu General Plan, Project Description, and Site Survey)

H. Would the project 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?

Less Than Significant Impact. The proposed site is located in an area with a high proportion of undeveloped land and open space. The foothills of the Santa Monica Mountains are located to the north of the project site and have a high fire hazard potential. Additionally, the City of Malibu has been identified as an extreme fire hazard zone by the California Department of Forestry and the County Fire Department.

Wildland fires inevitably occur as a part of the natural revegetation cycle of the California landscape located near the proposed development. Often the loss of structures by fires is due to the inappropriate siting of structures or flammable landscaping. For the area adjacent to the project site there are records of woodland fires occurring frequently throughout the last ten years.

There is flammable brush, tall grass and shrubs adjacent to the site, which may create wildfire hazards. The proposed development would include a parking area, beach access in the form of a ~~ramp~~stairway, park site amenities and a restroom facility. The proposed development would not introduce either residential or commercial uses to the site and people would be using the site on a temporary basis. Additionally, PCH separates the site from the Santa Monica Mountains to the north of the project site. Thus, less than significant impacts are anticipated.

(Sources: Site Survey and Malibu General Plan)

3.8 HYDROLOGY AND WATER QUALITY

The coastal Los Angeles area is located within the Los Angeles Hydrologic Basin, encompassing as area of 500 miles. The Los Angeles Hydrologic Basin extends from the Santa Barbara – Ventura County line in the north to the Los Angeles – Orange County line in the south. The hydrologic basin can be further subdivided into Hydrologic units (HU), Hydrologic subunits (HSU) and Hydrologic subareas (HAS). The project site at Dan Blocker Beach falls under the hydrologic unit of Malibu, the hydrologic area of Point Dume and the hydrologic subareas of Corral Canyon and Solstice Canyon. The Malibu HU is located on the western slope of the Santa Monica Mountains and is therefore characterized by mountainous terrain and small stream valleys. On the

south side are sloping marine terraces and long sandy beaches along Santa Monica Bay. In several instances along the coast, the marine terrace is minimal and the mountain slopes descend to the shore.

The surface waters of the Malibu HU have typical coastal stream traits, in that the amount of natural runoff is highly variable. Most of the runoff is during and after the rains of late autumn and winter, flowing from January through April. As a result, the runoff is intermittent in many streams and more constant in higher mountain streams. The annual flow of runoff varies widely on an annual basis, and the region experiences both wet and dry periods.

Sixty-two watersheds have been identified within the boundaries of the City of Malibu, including small, coastal terrace watersheds located within a few hundred feet of the ocean and large watersheds, which drain the Santa Monica Mountains. The largest watershed is the Malibu Creek Coastal watershed, which drains approximately 74, 000 acres (115 square miles).

The Corral Creek Watershed is located within the project area. The Corral Creek Watershed is associated with a small coastal stream draining Corral Canyon and a small number of tributary streams also. The stream reaches the ocean at Dan Blocker Beach, and the highway spans the creek with a low bridge. The watershed is small, totaling 2,800 acres. Dan Blocker Beach is just a small portion of the Corral Canyon watershed and is located on its coastal edge. The Solstice Creek Watershed is also a small coastal creek adjacent to the west portion of Dan Blocker Beach and, like Corral Creek, has several small tributary streams. The Solstice Creek Watershed is mountainous. The Solstice Creek traverses the eastern area of Dan Blocker Beach and flows under PCH through a 20-foot culvert, with a watershed area equivalent to 2,800 acres.

Due to the very steep and impervious nature of various small watersheds within the Malibu Coastal Zone (MCZ), accompanied by the rapid runoff of low and variable rainfall, there are no local dependable surface water supplies and very limited groundwater supplies within the MCZ. The factors affecting groundwater in project area are seasonal and annual precipitation patterns, topography, soil and rock permeability and faults. Rock formations in the area are not conducive to holding groundwater, and the dominant groundwater recharge in the City is groundwater flow from the upper portions of the watersheds. Other sources of recharge include rainfall, streamflow, irrigation runoff and septic system disposal. There is difficulty in quantifying the Malibu area's subsurface recharge and discharge due to the complexity of the area's subsurface flow. No designated groundwater basins occur in the area.

Dan Blocker Beach is located in the 5-year and 100-year flood plains for Corral Creek and Solstice Creek. Stream flows increase rapidly in response to heavy rains. The coastline edge of the project is also within the 100-year coastal flood zone. Storms can also generate waves that reach heights of 15 feet and cause coastal flooding. When combined with high tides and strong winds, higher than normal elevations along the coastline can be affected. Coastal flooding and shoreline erosion results, which can damage structures and facilities located along low-lying portions of the shoreline.

(Sources: Malibu General Plan and Los Angeles County Plan)

A. Would the project violate any water quality standards or waste discharge requirements?

Less than Significant Impact. The proposed project includes the construction of a parking area, beach access in the form of a ~~ramp~~stairway, park site amenities and a restroom facility. The proposed project would include paving, such as asphalt and/or decomposed granite, in portions of the project site. The increase in pavement on-site would increase the amount of storm water runoff from the proposed site, as well as grease and oil from the parked cars. The proposed project would not involve soil sedimentation or

pollutants that are generally associated with heavy industrial uses and activities. The amount of oil, grease, and storm water associated with the parking area development would be small and is not expected to significantly impact water quality. The proposed project would be in compliance with Los Angeles County's water quality regulations. Additionally, storm water would be directed towards PCH and travel into an existing drainage system. No waste discharge is expected with the development of the project.

(Sources: Site Survey, Malibu General Plan and Regional Water Quality Control Board)

B. Would the project 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)?

Less Than Significant Impact. Typical sources of groundwater that may exist in the Dan Blocker Beach's coastal bluffs include natural groundwater migration from the highland areas just north of the bluffs and infiltration of bedrock material on the platform surface above the bluffs by rainfall. In a rainy month, it can be anticipated that groundwater seepage existing in the bluff would occur. The volume of groundwater existing in the bluff face throughout the project site boundaries would vary from location to location, and between rainy seasons and drought years.

The proposed project site does not serve as a recharge area for local groundwater. The proposed project would include the development of a parking area, beach access in the form of a ~~ramp~~stairway, park site amenities and restroom facilities on the currently vacant site. Development on-site would cause some of the rainwater that would otherwise have percolated to the groundwater to become runoff. The surface of impermeable areas on the project site would be proportionately very small to the surrounding area. No substantial impact on the groundwater level of nearby wells is anticipated with the proposed project.

(Sources: Malibu General Plan and Geotechnical Reconnaissance Report)

C. Would the project 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?

Less Than Significant Impact with Mitigation. Storm water runoff flowing through the project area from Dan Blocker Beach, PCH, and adjacent watersheds, such as Corral and Solstice Canyons. The runoff flows directly from the mountainsides to the beach, most being channeled into drainage control structures to protect the highway. Soil compaction, paving and other constructed improvements in the area have greatly increased surface runoff, necessitating storm drain structures to accommodate the flows. Large channels have been cut across the beach by periodic releases from storm drains which outlet on to the beach. There are currently eight storm drains on the entire length of Dan Blocker Beach, ranging from two feet to 50 feet in width. These are operated by the Department of Beaches and Harbors in conjunction with Caltrans and Public Works. The drains and existing vegetation help to alleviate bluff erosion. Currently, there are no storm drains on the proposed project site. Drainage from the project site runs over the cliff face and onto the beach located south of the site. Gullies along steeper parts of Dan Blocker Beach are evidence of this process at work, such as those occurring within the project site.

The proposed development would include construction of a parking area, access ~~ramp~~stairway, park amenities and a restroom facility. The proposed site would be altered from vacant land with small areas of deteriorated pavement to areas of pavement, decomposed granite gravel, and landscaping. This would result

in a slight decrease in the amount of water percolation and increase the amount of runoff, erosion and drainage on-site. Storm water would be directed towards PCH and travel into an existing drainage system. As stated in Section 3.6, Geology and Soils, mitigation to decrease erosion impacts must be implemented to reduce erosion impacts to below a level of significance. Some of these mitigation measures are stated below and would reduce any impacts associated with the runoff erosion to a level below significance.

- ***Driveways and parking areas should be setback a minimum of 20 feet from the bluff face.***
- ***During grading of the parking area, any gullies identified in the parking area or other areas to be developed should be filled with properly compacted soils and should be modified to drain any flows away from the bluff face.***
- ***Any areas between the new parking area and driveways that is not well vegetated should be planted with drought-tolerant vegetation to minimize interim erosion.***

(Sources: Malibu General Plan and Site Location Map)

D. Would the project 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?

Less Than Significant Impact. The site is vacant and drainage consists primarily of on-site ground percolation and drainage running over the face of the bluff. The proposed project would include the construction of a parking area, park site amenities and a restroom facility. Storm water would be directed towards PCH and travel into an existing drainage system. While ground percolation would be limited due to the introduction of paved areas on the site, the change in drainage patterns is not expected to lead to flooding. Thus impacts associated with the cause of flooding due to the increase of surface runoff would be less than significant.

(Sources: Site Survey, Los Angeles County Plan, Malibu General Plan, and Site Visit)

E. Would the project 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?

Less Than Significant Impact. The construction of proposed improvements to the site would lead to paved areas and changes to the drainage patterns on the site. There would be an increase in runoff volume. Storm water would be directed towards PCH and travel into an existing drainage system. The amount of runoff from the proposed project site is not expected to be substantial enough to create impacts to an existing drainage system along PCH.

(Sources: Site Survey and Site Location Map, Malibu General Plan)

F. Would the project otherwise substantially degrade water quality?

No Impact. The proposed project would lead to a new paved surface area on the site, park site amenities and a restroom facility. The proposed development would incrementally increase the amount of runoff, which may contain pollutants from the parked cars, such as oil and grease. Such an increase is not expected to be substantial due to the small size of the project. The proposed project would be in compliance with Los Angeles County's water quality regulations for storm water drainage. Thus, the proposed project is not expected to substantially degrade water quality.

(Sources: Site Survey and Site Location Map)

G. Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary of Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. Dan Blocker Beach is encompassed with the 100-year floodplain for Corral and Solstice Creek as designated in the FEMA Flood Insurance Rate Map and City of Malibu General Plan. No residential development would be proposed as part of the project; therefore, no housing would be placed within a flood hazard area.

Another possible cause of flooding for the area along the Pacific Coast is tsunamis, a series of tidal waves generated by large submarine earthquakes. Tsunamis may be generated immediately offshore of Malibu by surface ground rupture of the faulting just offshore or by the occurrence of submarine landslides. However as there is no residential development included within the project, this latter cause of flooding is not of significant concern.

(Sources: Malibu General Plan Safety Element, FEMA Flood Insurance Rate Map, and Site Location Map)

H. Would the project place structures within a 100-year flood hazard area, which would impede or redirect flood flows?

Less than Significant Impact. Although the project site is located within the 100-year flood area, the proposed development would include one small structure for the restroom facility. The restroom facility is not expected to impede or redirect flood flows. The proposed project would redirect storm water on-site into existing drains on PCH. However, this is not expected to significantly impact flood flow in the project vicinity.

(Sources: Site Survey, Los Angeles County Safety Element, Malibu General Plan Safety Element, FEMA Flood Insurance Rate Map, and Site Location Map)

I. Would the project 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?

No Impact. The proposed project site is located outside designated dam inundation areas for Lake Malibu, approximately five miles to the northwest of Dan Blocker Beach. Thus, no risk of loss, injury, or property damage involving dam inundation would occur with the proposed project.

(Sources: Thomas Guide, Malibu General Plan Safety Element, and Site Location Map)

J. Would the project expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?

Less than Significant Impact. Tsunamis, or seismic waves, are large oceanic waves that may be generated by earthquakes, submarine volcanic eruptions, or large submarine landslides. Tsunamis causing disastrous destruction have been found to have been caused by earthquakes with magnitudes greater than 7.75. The 500-year tsunami wave runup heights may be as high as 30 feet in Southern California. With the project site elevation ranging from about 20 to 25 feet above Mean Sea Level, the project site could potentially be impacted by a large tsunami wave. Mudflows could potentially occur from the Santa Monica Mountains located north of the project site, which may also impact the project site. The proposed project would not

include any residential or commercial development and would be used for parking. There are no dams or water located near the site, which may pose inundation or seiche hazards. Impacts are expected to be less than significant.

(Sources: Los Angeles County Safety Element, Malibu General Plan Safety Element, and Site Location Map)

3.9 LAND USE AND PLANNING

Dan Blocker Beach and the proposed project site is located within the County of Los Angeles and in the City of Malibu. Los Angeles County encompasses approximately 2,613,000 acres (4,083square miles) in southern California, north of Orange County, south of Kern County, east of Ventura County and west of San Bernadino County. Development of Los Angeles County started in the 1900's and over 70 percent of the urban development has occurred since the 1940's. Approximately 1,133 square miles has been devoted to urban use, more than 97 percent of which is located south of the San Gabriel Mountains. Dan Blocker Beach, including the proposed project site, is designated as Open Space in the Los Angeles County General Plan and zoned Public Open Space.

The project site is located within the City of Malibu. The City of Malibu includes approximately 12,552 acres of land. Approximately 60 percent of land in the City is undeveloped. Approximately 22 percent of the City is residential land uses and 15 percent is open space and the remainder of land uses consists of public facilities and horticulture uses. The City of Malibu has a low rate of development as a result of environmental constraints including steep hillsides and sensitive environmental resources and the high cost of land.

Dan Blocker Beach is identified as open space in the City of Malibu General Plan. The adjacent land use, to the north of the project site includes vacant land and commercial uses; to the east, land uses include mobile home residential uses, multi-family residential uses and commercial uses; and to the west of the project site are mobile home residential uses and open space.

The entire City of Malibu and the proposed project site is located within the coastal zone. In accordance with the California Coastal Act, a Local Coastal Program (LCP) is currently being prepared for the City of Malibu. Under the Los Angeles County General Plan, (Open Space Policy) and the Malibu General Plan, the site is part of a broad special management area and also part of the Santa Monica Mountains National Recreation Area (SMMNRA). The SMMNRA was established in 1978 by Congress and consists of County, State and Federally owned park lands.

(*Sources: Malibu General Plan, Los Angeles County General Plan and Site Survey*)

A. Would the project physically divide an established community?

No Impact. The proposed project involves the development of a parking area, beach access in the form of a ~~ramp~~stairway, park site amenities and a restroom facility. The project site is designated as Open Space in both the County of Los Angeles and City of Malibu General Plans. The project site is located approximately 2.5 miles west of the City of Malibu's civic center. There is a single-family residence immediately adjacent to and east of the project site. and further Residential development also occurs farther down the coast west of the site. Since residential development is scattered in the vicinity of the project area, the proposed projeet would not physically divide the surrounding residential neighborhood or the surrounding established community.

(Sources: Site Location Map and Site Survey)

B. Would the project 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?

Less than Significant Impact. The proposed site is designated as Open Space in the Los Angeles County General Plan and the Malibu General Plan. Open space accounts for 1,869.9 acres of land use in Malibu and 902,700 acres of public and private Open Space in the County of Los Angeles.

The project site is located within the coastal zone, which extends several miles north of the City of Malibu limits. A Local Coastal Program (LCP) is currently being prepared for the Malibu area in accordance with the California Coastal Act. Prior to the adoption of a LCP, specific development proposals will be subject to compliance with applicable policies of adopted countywide and local plans and in accordance with the California Coastal Act.

Under the Los Angeles County General Plan and the Malibu General Plan, the site is part of the SMMNRA, which was established in 1978 by Congress. The National Park Service works toward acquiring lands which offer significant natural, cultural and recreational resources and which are not already under government jurisdiction or private preservation/recreation-oriented use. The entire City of Malibu and the project site is located within the borders of the park. Regulating activities within the park is the responsibility of the local jurisdiction.

Under Special Management Areas, the County identifies the project site as a Significant Ecological Area (SEA). The County General Plan states that in SEA area's, where no other alternative site is possible, public use, as essential to public health and safety is allowable. The General Plan includes SEA Design Compatibility Criteria and Performance Review, which the project would follow. Currently, access to the site is limited to a stairway belonging to existing residential units or by climbing down a cliff. The proposed development would provide safe access to the beach through the construction of ~~an aluminum rampa~~ stairway and safety railing. A guardrail would also be built to separate PCH and to provide a safe parking area for the public. The proposed development is, therefore, in compliance with the goals and objectives of the County of Los Angeles General Plan.

The Los Angeles County General Plan also identifies PCH, which runs directly parallel to the project site, as a scenic highway. The County general plan eMPHasizes the importance of new developments being designed to maintain a harmonious visual relationship with the existing development, vegetation and natural terrain, and structures and landscaping should complement and enhance scenic views. The proposed project would be small scale and would include landscaping of native vegetation, which would blend in with the natural coastal area. The proposed project would not include large buildings or development, which could obstruct views from PCH. The proposed project would also implement the County's General Plan policy of providing transportation planning, services and facilities that offer access to recreational opportunities by providing parking and access to the beach.

(Sources: Malibu General Plan and Los Angeles ~~County~~ General Plan)

C. Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The project site is surrounded by vacant land, residential development and a small portion of commercial development. The site is currently vacant and includes vegetation and deteriorated pavement. The site is located in the coastal zone for which an LCP is currently being prepared. The project site is described as a special management area SEA in the Los Angeles County General Plan. The proposed project would be designed in accordance with SEA standards. Thus, no impact is expected.

(Sources: Malibu General Plan, Los Angeles County General Plan and Site Survey)

3.10 MINERAL RESOURCES

The proposed project is located within the County of Los Angeles and in the City of Malibu. Mineral Resources including sand and gravel, have been identified within West Los Angeles County. Although not identified in the Malibu General Plan, sand and gravel resources are thought to occur in the Malibu Coastal Zone.

(Sources: Malibu General Plan, Los Angeles County General Plan and Site Survey,)

A. Would the project 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?

No Impact. Mineral Resources within Los Angeles County are not located on the project site. The proposed project site is not located in an area designated to have these significant mineral resources, and development of the site would not affect the availability of mineral resources in the project area. Thus, no impact is expected.

(Sources: Malibu General Plan, Los Angeles County General Plan)

B. Would the project 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?

No Impact. The project site and surrounding area are not subject to mineral resource recovery operations. Due to the small scale of the proposed development, the construction materials that would be needed for Dan Blocker Beach improvement would be minor when compared to regional resources. Thus, the proposed project would not affect locally and important mining operations nor would it result in the loss of availability of regional sand and gravel resources.

(Sources: Site Location Map, Site Survey, and Malibu General Plan)

3.11 NOISE

The project site is vacant bluff area overlooking Dan Blocker Beach, and does not generate any noise. The noise environment in the project area is relatively quiet, with vehicle noise along PCH dominating the ambient noise levels. Adjacent residential uses to the west and east of the site occasionally generate stationary noises, along with intermittent noise from beachgoers of the nearby beaches. The Santa Monica Mountains rise up from PCH, just north of the site, and the adjacent areas to the north are more than 360 feet above the site. The Malibu General Plan states that noise levels along PCH, major canyon roads, and local arterials are the major sources of noise in the City. The project site is located within the projected 70 to 65 decibels (dB) noise contour along PCH.

The Noise Element of the Malibu General Plan states that outdoor activity areas, such as playgrounds and neighborhood parks, have a maximum allowable noise exposure level of 70 dB Community Noise Equivalent

Level (CNEL) from transportation noise sources. Residential areas have a maximum allowable noise exposure level of 50 dB CNEL. Noise from non-transportation sources in residential areas are set at an ambient noise level of 55 dB from 7 AM to 7 PM, 50 dB from 7 PM to 10 PM, and 45 dB from 10 PM to 7 AM. The noise regulations of the City of Malibu (Municipal Code Chapter 2) prohibits unnecessary noises and the disturbance of the peace, quiet or repose of persons of ordinary and normal sensitiveness. Outdoor activities at public playgrounds are exempt from the regulations. Use of construction equipment is limited to the hours of 7 AM to 7 PM on weekdays and 8 AM to 5 PM on Saturdays.

The noise control regulations of Los Angeles County (Title 12, Chapter 12.08 of the Los Angeles County Code) sets the exterior and interior noise standards for residential areas at 45 dBA from 10 PM to 7 AM. Outdoor activities conducted on public playgrounds are exempt from the regulations. In multi-family residential areas, construction noise standards for mobile equipment are set at 80 dBA from 7 AM to 8 PM on Mondays to Saturdays (except Sundays and holidays), and 64 dBA from 8 PM to 7 AM on Mondays to Saturdays and all day Sunday and holidays. Construction noise standards for stationary equipment are set at 65 dBA from 7 AM to 8 PM on Mondays to Saturdays (except Sundays and holidays), and 55 dBA from 8 PM to 7 AM on Mondays to Saturdays and all day Sunday and holidays.

(Sources: Site Survey, USGS Point Dume and Malibu Beach Quadrangles, Los Angeles County Code, and Malibu General Plan)

A. Would the project result in 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?

Less than Significant Impact. Construction activities associated with the proposed beach improvements would result in noise impacts associated with the use of construction equipment and construction vehicle trips. On-site construction activities would create noise from construction equipment and vibration from excavation and grading activities. Temporary construction noise impacts would vary in noise level according to the type of construction equipment and activity level. Short-term construction noise impacts tend to occur in separate phases, with large, earth-moving equipment generating 85 dBA at 50 feet from the source and finish construction activities and equipment generating less noise.

The proposed project would involve limited construction activities associated with the construction of the picnic table areas and toilet pads, walkways, parking area, and stairway ~~ramp~~. Other facilities (tables, chemical toilets, drinking fountains, signs, railing, monument, parking ticket machine, and trash receptacles) would be brought onto the site as finished components and would be installed or placed on-site. Construction would also be confined to an approximately 90-day period. Thus, construction noise impacts would not be significant.

Residents of the adjacent dwelling units to the east and west would be subject to construction noise on a short-term (90 days) and temporary basis only. Construction activities would occur during the daytime hours, and would comply with the noise regulations of the City of Malibu (time limits on construction activities) and the County of Los Angeles (noise standards for mobile and stationary construction equipment). Thus, noise from the limited construction activities on the site are not expected to adversely affect the residences to the east and west and would not violate the City or County noise regulations. There are no land uses to the north ~~(cliff)~~ and south (open sea) that would be affected by on-site construction noise.

PCH is a major noise source near the site. PCH is a four-lane roadway, with shoulder parking on the southbound side. There is a raised three-foot wide median along the segment of PCH near the site. The

speed limit near the site is 50 MPH. Pacific Coast Highway carries an average of 35,000 vehicles per day with 39,500 trips per day during peak months. Traffic noise along PCH is not expected to adversely affect outdoor activities at Dan Blocker Beach, since playgrounds and parks are normally acceptable within areas with noise levels of up to 70 CNEL and water recreation areas up to 75 CNEL. In addition, the activities at the bluff would be limited to parking, picnicking, and toilet use, with beach activities conducted at the seaside, approximately 100 feet away from PCH and approximately 16 feet below the bluff area (project site).

Vehicle trips associated with the use of the Dan Blocker Beach would add to vehicle noise levels on PCH. Due to the high traffic volumes on PCH, the vehicle noise impacts of the project would not be perceptible and are expected to be insignificant. Table 4, *Projected Noise Levels*, shows that the increase in noise levels would only be 0.02 dB (be less than 1.0 dB) during the peak season.

TABLE 4
PROJECTED NOISE LEVELS

Roadway	Distance of Contour from Roadway Centerline				Noise Level at 50 feet of roadway centerline
	70 CNEL	65 CNEL	60 CNEL	*55 CNEL*	
PCH Existing – 35,000 ADT Peak - 39,500 ADT	136.2 153.0	422.3 476.3	1332.4 1503.7	4212.3 4753.9	72.61 73.13
With Project – 39,740 ADT	153.9	479.2	1512.8	4782.7	73.16
Source: FHWA Noise Prediction Model					

This estimate assumes that trips to the proposed beach are new trips on PCH. However, it is anticipated that existing users of the proposed project are existing beachgoers who would be utilizing Dan Blocker Beach rather than other nearby beaches or beaches located farther away from the urban areas of Los Angeles. Thus, no increase in vehicle noise would occur if these vehicle trips are currently part of the daily volumes on PCH.

While increase in existing noise levels may occur, the proposed project would not violate existing noise regulations or standards.

(Sources: Malibu General Plan, Site Survey, Caltrans Freeway Traffic Volumes, FHWA, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, and Site Location Map)

B. Would the project result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. On-site construction activities would create noise from construction equipment and vibration from excavation and grading activities. Temporary construction noise impacts would vary in noise level according to the type of construction equipment and activity level. Short-term construction noise impacts tend to occur in separate phases, with large, earth-moving equipment generating greater noise and finish construction activities and equipment generating less noise.

Due to the limited improvements that are proposed at the site (parking area, table pads, toilet pads, walkways and stairway ~~ramp~~) and the use of finished components (picnic table and benches, chemical toilets, drinking fountains, parking ticket machine, railings, monument and signs), construction noise impacts are not expected to be significant. In addition, construction activities would be short term

(approximately 90 days) and would comply with the construction noise time limits imposed by the City of Malibu and the construction equipment noise limits of the Los Angeles County Code. Thus, noise impacts on adjacent residents to the east and west would be short term and less than significant.

(Sources: Site Survey, Malibu General Plan, Site Location Map, and Noise from Construction Equipment and Operations, Building Equipment and Home Appliances)

C. Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact. The increase in vehicle trips associated with the proposed project would not lead to any perceptible increase in noise levels along PCH. Also, since the vehicle trips to and from the site may be assumed as existing trips that would be diverted from beaches located farther away, no increase in vehicle noise levels on PCH would be expected.

Noises from on-site activities are expected to be limited to noise from parking vehicles and the use of picnic tables and toilets. These activities generally do not create excessive noise that may disturb adjacent residents. In addition, outdoor activities (such as those that would occur at Dan Blocker Beach) are exempt from existing noise regulations. The beach would also be closed from 10PM to 7AM, confining any on-site noise generation to the daytime hours. The proposed beach improvements would also limit public access through residences located near the site; thus reducing nuisance impacts associated with the public's existing use of access at these residences. On-site activities would not adversely affect adjacent residents in terms of noise.

(Sources: Site Survey, Site Location Map, and FHWA Noise Prediction Model)

D. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact. The proposed project would involve construction activities, which may lead to periodic increases in noise levels during the 90-day construction period. However, the construction noise would be limited due to the nature and type of improvements proposed (parking area, tables, chemical toilets and stairway ~~ramp~~). The location of the beach to the south, as well as dominant noise level created by vehicular noise on PCH, would mask some of the noise from construction activities. Compliance with existing noise regulations of the City of Malibu and Los Angeles County would ensure that construction noise impacts do not adverse affect adjacent residents.

The increase in noise levels due to the increase in the number of beachgoers at the site has the potential to affect adjacent residents. However, the availability of parking and direct beach access at the site would eliminate the use of stairway ~~ramps~~ and on-street parking at the adjacent homes. Thus, while noise impacts may occur at the site, the more direct noise and nuisance impacts at the adjacent residences would be eliminated and directed to the site. This impact would generally be confined to warm, sunny days and from the hours of 7 AM to 10 PM and is considered less than significant.

(Sources: Site Location Map and Site Survey)

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?

No Impact. There are no airports located near the site, which generate aircraft noise. The nearest airport is the Santa Monica Airport in the City of Santa Monica. This airport is located approximately 15 miles southeast of the site. The noise contours of this airport do not extend into the project site. The proposed beach improvements would not expose people to excessive noise levels associated with aircraft and airport operations.

Sources: Site Survey, Malibu General Plan, and Thomas Guide for Los Angeles County)

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?

No Impact. There are no private airstrips located near the site which may expose beachgoers to excessive aircraft noise levels. The proposed project would not increase on-site exposure to aircraft noise.

(Sources: Site Survey, Thomas Guide for Los Angeles County, and Malibu General Plan)

3.12 POPULATION AND HOUSING

The project site is located within Los Angles County, which currently has a population of 9,884,300. According to the County General Plan, it is estimated that the County will have a population of 9,900,000 in the year 2010. This is an increase of 1,691,000 persons from the year 1987 to the year 2010. In 1987 the County had a housing stock of approximately 3,023,500 and is estimated to have a housing stock of 3,702,500 by the year 2010. The housing stock is estimated to have a 22.5 percent change from the year 1987 to the year 2010.

The project site is located within the City of Malibu. The current resident population of Malibu is estimated to be approximately 12,063 residents and the housing stock approximately totals 6010 units. Population growth over the last decade has occurred at a rate of 12.6 percent.

There are no housing units on the project site. Residential units are found to the immediate east of the project site and further down the coast to the west of the project site. The proposed development would include the construction of a parking area, beach access in the form of a ~~ramp~~stairway, park site amenities and a restroom facility.

(Sources: Malibu General Plan and Site Survey)

A. Would the project 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)?

No Impact. The proposed project does not involve the construction of any new homes or businesses. The project has been designed to meet the demand for use of Dan Blocker Beach. Some potential does exist for an increase in the number of visitors to the site and surrounding area due to its increased accessibility. This increase would not be considered significant, and no impacts are expected to occur.

(Sources: Malibu General Plan, ~~Los~~ Angeles General Plan, and Site Survey)

B. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The site is currently vacant open space, with residential units found to the immediate east of the project site and further down the coast to the west of the project site. The proposed project includes the construction of a parking area, beach access in the form of a ~~ramp~~stairway, park site amenities and a restroom facility. Adjacent housing units would not be demolished, and no displacement would occur with the project.

(Sources: Malibu General Plan and Site Survey)

C. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. The project site is vacant and the proposed project would not displace any households or residents in the area. The project would include improvements to a portion of a bluff top located at Dan Blocker Beach. No households would be displaced and no replacement housing is needed for the proposed project.

(Sources: Malibu General Plan and Site Survey)

3.13 PUBLIC SERVICES

The Los Angeles County Fire Department provides fire protection service to the City of Malibu. There are four stations that serve the City of Malibu including Station No.'s 70, 71, 88 and 99. The nearest station to the project site is Station 88, located at 23720 W. Malibu Road. This station is located approximately 2.5 miles east of the project site. Other fire stations in the area may also respond to the site according to need and type of emergency. There are no plans for new stations in the area. The Ventura County Fire Department and United States Park Service provide fire prevention services to the Santa Monica Mountains. The fire hazards in the area are principally brush fires. There is currently a Brush Inspection Program that requires homeowners and businesses to remove the brush from close to their properties.

The proposed site along with the City of Malibu is served by the Los Angeles County Sheriff's Department. The Sheriff operates a station in the Lost Hills area, north of the City of Malibu. The Lost Hills Sheriff's Station provides law enforcement and police protection services for the project site and the surrounding area. An estimated average response time for the general area is 6.1 minutes; however, this period would be reduced due to the central location of the project site. A new police station is scheduled to open by February 2002, where the existing Malibu City Hall is located at 23555 Civic Center Way, approximately two miles east of the project site.

The crime rate in the vicinity of the project site is currently low and in the last nine years has been reduced by 65 percent. As Malibu is primarily a residential community, the main crimes are burglary, traffic and tourist-related crimes. The main crimes committed in the project area are thefts related to wallets and purses left on the beach and unlocked vehicles. There are regular beach patrols on Latigo Canyon and Corral Canyon, in proximity to the site.

(Sources: Site Survey, Lost Hills Police Station, Station 88 and Malibu General Plan).

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 in terms of fire protection?

Less than Significant Impact. The proposed project would increase the demand for fire protection services in case of a fire emergency. The nearest station to the project site is Station 88, located 2.5 miles east from the project site at 23720 W. Malibu Road. There are five firefighters, one fire engine and one paramedic rescue located at Station 88. An average response time to the site is estimated to be four to six minutes. Compliance with the requirements of the Uniform Fire Code for fire safety and fire emergency response would be implemented as part of the project. Impacts on fire protection services would be less than significant.

(Sources: Station 88 – Malibu Fire Prevention and Site Location Map)

B. 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 in terms of police protection?

Less than Significant Impact. The proposed project involves the construction of a new parking area, park site amenities and restroom facility. The Lost Hills Sheriff's Station in Malibu provides law enforcement and police protection services for the project site and the surrounding area. An estimated average response time for the general area is 6.1 minutes; however, this period would be reduced due to the central location of the project site. The demand for police protection services in the area is not expected to significantly increase with the proposed development at Dan Blocker Beach. A need to alter or expand police service in the area is not anticipated as a result of the project. The project would not have an adverse effect on existing police services or response times.

(Sources: Site Location Map and Lost Hills Police Station, Malibu)

C. 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 in terms of school services?

No Impact. The proposed development at Dan Blocker Beach includes the construction of a parking area, park site amenities and a restroom facility. The project would not involve housing development and thus, no direct student generation is anticipated. The proposed project is not expected to have any impact relative to school services.

(Sources: Malibu General Plan and Site Location Map)

D. 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 in terms of parks?

Less than Significant Impact. Dan Blocker Beach is used by beachgoers for swimming, surfing, and other recreational activities. The project site is fenced off and is not currently used by visitors to Dan Blocker Beach. The nearest park facilities to the project site include Malibu Bluff State Park, Malibu Lagoon Sate Beach, Corral Canyon Park, Point Dume State Beach and Malibu Community Center. The proposed project would increase the number of visitors to Dan Blocker Beach. The proposed project would include trash bins to discourage beachgoers from littering on the beach. The increase in visitors to the beach in the project vicinity is not expected to significantly alter Dan Blocker Beach or the near by park facilities.

(Sources: Thomas Guide for Los Angeles County, Malibu General Plan, Los Angeles County General Plan and Site Survey)

E. 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 in terms of other public facilities?

No Impact. The project would include the construction of a parking area, park site amenities and a restroom facility. The project is not expected to create a demand for other public facilities. The Malibu Library, a branch of the Los Angeles County library system, is located at 23519 Civic Center Way. The library is approximately 2.5 miles east of the project site. There is also a community center located at Point Dume, approximately four miles south-west of the project site. The visitors that would use the proposed project development are not expected to significantly impact the library or civic center facilities.

(Sources: Malibu General Plan, Los Angeles County General Plan Site Survey, and Site Location Map)

3.14 RECREATION

The project site is located in Los Angeles County. The beach environment of Los Angeles County is a very important recreational resource and has millions of visitors every year. The beaches of Los Angeles County are some of the most popular in the State, and a high demand exists for a range of beach-related recreational activities.

The project site is located within the City of Malibu, which provides recreational services through local and regional parks. The City's Land Use Map designates 1,870 acres of open space, which accounts for approximately 15 percent of all land use. This includes regional and local parks, beach parks and public open space. Local and regional parks comprise of 743.7 acres and beach parks and public open space collectively make up 201 acres of land.

There are several park facilities close to the project site including Malibu Bluff State Park, Malibu Lagoon Beach, Corral Canyon Park, Point Dume Beach and Malibu Community Center. Point Dume Beach, located approximately three miles southwest of the project site and encompasses 30 acres, including Point Dume Natural Reserve. The Point Dume Beach is designated as an area of special biological significance and

includes 200-foot sandy bluffs, tide pools, offshore reefs and a kelp bed, creating a habitat for seal and marine fowl. Malibu Community Center, also located at Point Dume, is a 6.5-acre park with children's play equipment, volleyball, tennis and basketball courts. Malibu Bluff State Park, located approximately one mile east of the project site is heavily used by local residents and considered a community park. Its facilities include hiking trails, picnicking, soccer and baseball fields and a jogging track. Malibu Lagoon Beach is approximately 3.5 acres in total and is located just east of the Malibu Civic Center, about 2.5 miles east of Dan Blocker Beach. It provides restrooms, hiking and nature trails with disabled access. The lagoon is also an important bird refuge and is supported by diverse marsh vegetation. To the immediate east of Malibu Lagoon Beach is Surfrider Beach, a widely recognized surf beach renown for the hollow peeling Malibu wave formed by the cobble contours of the ocean's floor. Corral Canyon Park is located on PCH between Puerco Canyon and Corral Canyon, and less than 0.5 of a mile east of the project site. The park, managed by Santa Monica Conservancy provides hiking, equestrian trails and parking.

The City of Malibu makes up the major part of the coastal section of the Santa Monica Mountains National Recreation Area (SMMNRA), which is comprised of State, County and Federally owned park lands. It extends from Griffith Park in the City of Los Angeles to Point Mugu in Ventura County. The lands are both privately and publicly owned and accessible to the public.

A trail system located in close proximity is also developed by the Santa Monica Mountains Trail Council (SMMTC). The adoption of the Comprehensive Trail Plan by Los Angeles County proposing 23 trails which connect to other recreational facilities in the County. The Corral Canyon Trail, located immediately north of the project site, is the closest part of the trail network to the proposed project.

Dan Blocker Beach provides opportunities for a variety of ocean and beach oriented recreational activities. These activities include swimming, sunbathing, picnicking, surf fishing, scuba diving and jogging. These recreational activities occur all year; however, the majority of beachgoers visit the beach during the summer months. Activities such as wildlife observation and contemplation are most common on the beach during the winter. The rock formations projecting from portions of the beach prevent activities such as boating and surfing.

(Sources: Site Survey, Los Angeles County Plan and Malibu General Plan, Vicinity Map)

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?

Less than Significant Impact. The proposed project includes the construction of a parking area, beach access in the form of a ~~ramp~~stairway, park site amenities and a restroom facility. Park site amenities include tables, bench seating and walkways. It is not expected that the development would cause a major increase in the use of existing neighborhood or regional parks. Currently, visitors to the beach located south of the site and west down the coast park along PCH and access the beach through stairways located at the nearby residential developments west and east of the site. Additionally, visitors to the beach near the project vicinity hike down the steep bluff faces located west of the project site. As a result of the proposed development (safe access, available parking and park site amenities), more people may visit Dan Blocker Beach. The possible increase in beachgoers is not expected to significantly alter or impact Dan Blocker Beach.

(Sources: Site Survey, Site Location Map and Malibu General Plan)

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?

Less Than Significant Impact. The proposed project includes the construction of a parking area, beach access in the form of a ~~ramp~~stairway, park site amenities and a restroom facility. Dan Blocker Beach is a popular recreational destination for beach-goers and surfers. The project has been designed to integrate with the existing environment through the planting of native species in the landscaped areas. As analyzed in this initial study, the proposed project would impact air quality, geological resources and hydrology. However, these impacts can be lowered to a level below significance through mitigation listed in Sections *3.3 Air Quality, 3.3.6 Geology and Soils, and 3.8 Hydrology and Water Quality* of this Initial Study.

(Sources: Site Survey and Malibu General Plan)

3.15 TRANSPORTATION/TRAFFIC

A traffic study has been prepared for the project to analyze the impacts of the proposed facility on traffic, circulation, and transportation. This study is provided in Appendix F and its findings summarized below.

The proposed project site is located within Los Angeles County and the City of Malibu. Roadways in the area include:

Pacific Coast Highway (State Route 1) is a four-lane state highway traveling in an east to west direction along the Pacific Coast. The Pacific Coast Highway (PCH) is approximately 25 miles long through the City of Malibu with a posted speed limit of 45 MPH and 55 MPH. PCH is the major arterial within the City of Malibu and serves mostly commuters during weekday peak hours. In the summer months, it also serves as an access route to the beaches along the coast. PCH carries, an average of 35,000 vehicles per day with peak hour traffic of 3,200 vehicles. Traffic increases to 39,500 trips per day during peak months.

Corral Canyon Road is a two-lane north-south arterial connecting the Santa Monica Mountains National Recreation Area, located north of the City of Malibu with Dan Blocker Beach and Solstice Canyon Park. Farther north, the road provides access to Malibu Creek State Park, where the road terminates. Corral Canyon Road carries approximately 120 vehicles during AM Peak Hours. The intersection of Corral Canyon Road and PCH operates at a Level of Service (LOS) of A in the AM and PM peak hours.

Latigo Canyon Road is a two-lane roadway oriented in the southeast/northwest direction. It begins at PCH and goes northwest across the Santa Monica Mountains, meeting Kanan Dume Road near the intersection at Mulholland Highway. This road serves mostly residents of Latigo Canyon. The posted speed limit varies from 10 to 20 MPH. It is estimated that Latigo Canyon Road carries approximately 1,000 vehicles per a day north of PCH and approximately 300 vehicles per a day near Kanan Dume Road. The intersection of Latigo Canyon Road and PCH operates at a Level of Service (LOS) of A in the AM and PM peak hours.

The project site is located approximately 15 miles west of the Santa Monica Municipal Airport and approximately 17 miles southwest of Van Nuys Airport. The site is located outside the designated FAA clear zones and safety zones of the airports.

The City of Malibu is currently served by the Los Angeles County Metropolitan Transit Authority (MTA), which operates an inner city express bus route from Los Angeles to Trancas Canyon Road. The service runs hourly from 6:12 AM – 9:17 PM. The route mainly follows PCH, serving the project site and passing through Malibu Civic Center on the way to downtown Los Angeles. Additionally, Paratransit service for the disabled

are provided locally within the City of Malibu, which is operated by Babaeian Transportation under contract with the City of Malibu.

PCH is designated as a bike route. A series of pedestrian trails are planned throughout the City of Malibu and in the project vicinity by the Santa Monica Mountains Trail Council. The Corral Canyon Trail runs through Corral Canyon and would connect to the Coastal Slope Trail and as well as the Solstice Canyon Trail. The Coastal Slope Trail is designated to be located north of the project site. The Solstice Canyon Trail is also designated to be located north of the project site and would terminate at the coast in close proximity to the project site.

(Sources: Site Survey, Los Angeles County General Plan, Parks, Recreation and Special Events, and Antelope Valley Transit Authority, MTA Metrolink)

A. Would the project 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)?

Less than Significant Impact. The proposed project would lead to additional vehicle trips from construction equipment and crew during the construction period. This traffic would be limited and temporary and would not be considered significant. The proposed project would include development of up to a 30-space parking area, beach access, park site amenities and a restroom facility.

The proposed parking improvements would not be expected to generate additional trips during the weekday AM and PM commuter peak periods. In addition, the project would not attract trips during periods of inclement weather. Instead, the project site would be expected to generate the most traffic during summer weekends on sunny days, or on days of good surf. In general, access improvements to the beach, the addition of picnic tables, paving of walkways and addition of chemical toilets would not be expected to attract a significant number of additional trips, since similar facilities are available at adjacent beaches.

The number of increased trips would be expected to be directly proportional to the number of additional parking spaces available to beach goers. The project might be expected to generate ~~240~~104 daily trips. Many of these trips may be trips diverted from adjacent beaches due to the availability of on-site parking. Assuming regular turnover of the parking spaces throughout the day, the project would be expected to generate approximately 20 hourly trips.

Because of the raised median island on PCH, left turns into or out of the site would not be feasible. Vehicle movements would be restricted to right turns into the parking area, right turns out of the parking area, and parallel parking maneuvers at the shoulder of PCH. While some of the increased trips would be expected to make U-turns at the Latigo Canyon and Corral Canyon intersections, the relative volume would be small, and would not create adverse operating conditions. The movement causing perhaps the greatest potential for traffic impact would be the parallel parking maneuvers at the shoulder. With random turnover of parallel parking spaces, these maneuvers would occur on the average of once every six minutes. This impact would be no greater than at other roadside parking areas in Malibu with coastal access.

During the peak summer months, PCH is heavily used on weekends; however, an increase of 20 hourly trips during weekend hours would not be expected to have capacity impacts PCH or cross-mountain roadways like Kanan-Dume Road or Malibu Canyon Road.

(Sources: Site Survey, City of Malibu General Plan, Los Angeles County General Plan and Traffic Study).

B. Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

Less than Significant Impact. The concept of level of service (LOS) is used to describe the ability of a roadway to accommodate prevailing traffic volumes at critical intersections based on the physical characteristics of the roadway. LOS ranges from "A", which represents uncongested free-flow conditions to "F", which represents total break down with stop-and-go operation. The Malibu General Plan states that Caltrans has established that State Highways intersections have reached capacity when their LOS declines to E and that acceptable operation on PCH is LOS D.

The intersection of Latigo Canyon Road and PCH currently operates at a Level of Service (LOS) of A in the AM peak hour and at a LOS of A at the PM peak hour. Additionally the intersection of Corral Canyon Road and PCH currently operates at a Level of Service (LOS) of A in the AM peak hour and at a LOS of A at the PM peak hour. The proposed project would generate approximately 20-trips per an hour. During the peak summer months, PCH is heavily used on weekends; however, an increase of 20 hourly trips during weekend hours would not be expected to have capacity impacts Pacific Coast Highway or cross-mountain roadways. No impacts to existing intersection and roadway levels of service, which may be considered individually or cumulatively significant impacts, are anticipated from the project.

(Sources: Malibu General Plan and Traffic Study)

C. Would the project 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?

No Impact. The project site is located approximately 15 miles west of the Santa Monica Municipal Airport and approximately 17 miles southwest of Van Nuys Airport. The site is located outside the designated FAA clear zones and safety zones of the airports. The proposed project would include the construction of a parking area, access to the beach in the form of a ~~ramp~~stairway, park site amenities, and a restroom facility. The proposed project would not involve air transportation nor affect air traffic at the surrounding airports. Thus, no impact on air traffic patterns would occur with the project. The project site is not located within the approach zones for the nearby airports. Thus, no impact on air traffic patterns is expected.

(Sources: Site Survey and Los Angeles General Plan)

D. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact. Vehicle access to the site would be provided by a driveway on PCH. Because of the raised median island on PCH, left turns into or out of the site would not be feasible. Vehicle movements would be restricted to right turns into the parking area, right turns out of the parking area, and parallel parking maneuvers at the shoulder of PCH. The movement of vehicles existing and/or entering the parking area is not expected to create a significant impact.

(Sources: Site Survey and Traffic Report)

E. Would the project result in inadequate emergency access?

No Impact. Adequate emergency vehicle access would be provided to the site via the proposed on-site driveways. The proposed project would not alter emergency access to properties surrounding the site. Thus, emergency access to the site or to adjacent uses would not be affected by the proposed project.

(Sources: Site Location Map and Site Survey)

F. Would the project result in inadequate parking capacity?

No Impact. The proposed project includes the construction of ~~a maximum 30-space parking area~~an approximate 13-space parking area and beach access for the public. Currently, PCH has exacerbated peak hour traffic congestion as beach visitors look for parking spaces and get in and out of their vehicles. The parking pattern along PCH has resulted in jay walking, creating hazards to for pedestrians and drivers. The Malibu General Plan states that the Local Coastal Program, which is currently being drafted, must include sufficient parking for visitors. The proposed project would provide parking for visitors and thus partially alleviate traffic created from beach visitors looking for parking on PCH in the project area. No impact is expected.

(Sources: Malibu General Plan and Site Survey)

G. Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

No Impact. As discussed above, the City of Malibu is currently served by the Los Angeles County Metropolitan Transit Authority (MTA), which operates an inner city express bus route from Los Angeles to Trancas Canyon Road. The service runs hourly from 6:12 AM – 9:17 PM. The route mainly follows PCH, serving the project site and passing through Malibu Civic Center on the way to downtown Los Angeles. Additionally, Para transit services, for the disabled are provided locally within the City of Malibu, which is operated by Babaeian Transportation under contract with the City of Malibu.

PCH is designated as a bike route. The proposed project would not impact traffic on PCH and is not expected to interfere with the bike route on PCH. The proposed project would not impact any bus turnouts, bicycle racks, or otherwise conflict with adopted policies, plans, or programs supporting alternative transportation.

(Sources: Site Survey, Malibu General Plan, Los Angeles County General Plan and MTA)

3.16 UTILITIES AND SERVICE SYSTEMS

The proposed site is located within the County of Los Angeles and the City of Malibu. Water services are supplied to the City of Malibu by County Waterworks District No. 29 from the Metropolitan Water District of Southern California (MWD). Water is obtained from the State Water Project and the Colorado River. The closest water line to the site is a 10-inch water line that changes to an 8-inch water line, which runs along PCH. There are also several private wells that supply water within the City. However, since 1965, when water became available through the MWD, their usage has declined. The wells are still considered a valuable resource of inexpensive water for uses such as agriculture.

Solid waste disposal in the City of Malibu and areas including the project site is managed by four private hauling companies. All solid wastes are taken to the Calabasas Landfill, which is owned and operated by Los Angeles County Sanitation District. The landfill, as of 1990, has a remaining capacity of 12 million tons of waste. It is estimated that the landfill can accommodate approximately 500,000 tons of waste each year until its scheduled closure date in 2015. Less than 10 percent of this amount has been contributed by Malibu.

The Malibu area is served by the Southern California Edison Company, (SCE) which provide electricity from three primary stations and three secondary stations. The Southern California Gas Company provides natural gas. Telephone services are provided by General Telephone.

(Source: Site Survey and Malibu General Plan)

A. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less than Significant Impact. The project would involve the development of a parking area, and would provide beach access in the form of a ~~ramp~~stairway, park site amenities and a restroom facility. Additionally, potable drinking fountains would be provided as part of the project. No wastewater generation is expected from chemical toilets or the drinking fountains.

(Sources: Site Location Map and Project Description)

B. Would the project 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?

No Impact. The proposed project would involve the development of a parking area, beach access in the form of a ~~ramp~~stairway, park site amenities and a restroom facility with chemical toilets. The proposed project would not require connection to an existing sewer lines. No impacts would be expected.

(Sources: Project Site Plan and Malibu General Plan)

C. Would the project 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?

Less than Significant Impact with Mitigation. Currently, runoff from the proposed site runs over the bluff face onto the beach below. The project would involve the development of a parking area and provide beach access in the form of a ~~ramp~~stairway, park site amenities and a restroom facility on approximately 1.92 acres of land. The project would replace vacant land with a building, parking area and landscaping. The proposed project would increase the amount of storm water and runoff on-site. There are no storm water drainage facilities on-site and none proposed with the project. Drainage would be directed towards PCH and into existing drainage system. The project would not require the expansion of existing facilities located along PCH.

(Sources: Site Survey , Malibu General Plan and Los Angeles County General Plan)

D. Would the project have sufficient water supplies available from existing entitlements and resources, or are new or expanded entitlements needed?

Less than Significant Impact. The proposed project involves the construction of a parking area, park site amenities and a restroom facility. The restroom facility would include chemical toilets. Water supplies would be needed for the proposed potable drinking fountains. Water services are supplied to the City of Malibu by County Waterworks District No. 29 from the MWD. Water is obtained from the State Water Project and the Colorado River. The site would be served by a 10-inch water line that changes to an 8-inch water line, which

runs along PCH. Possible expansion of the water facilities to serve the potable drinking fountains is not expected to create significant impacts.

(Sources: Site Survey and Project Description)

E. Would the project 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?

Less than Significant Impact. The proposed project would include potable drinking fountains. The proposed restroom facility would include chemical toilets, which would not generate any wastewater. The proposed project is not expected to create any wastewater. Thus, no impacts are expected.

(Sources: Site Location Map, City of Malibu and Project Description)

F. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less than Significant Impact. Construction of the proposed project would involve the development of a parking area, beach access in the form of a ~~ramp~~stairway, park site amenities and a restroom facility. As a result of the development, construction debris would be generated which would need to be disposed at area landfills. The new facilities at Dan Blocker Beach would also generate solid wastes. G.I. Industries provides waste collection services to the project area and would serve the proposed project site. A substantial increase in the amount of waste being generated by the project is not anticipated due to the small scale of the proposed development. The Calabasas Landfill, located at off of Lost Hills Road) in the City of Calabasas, would serve the project and has the capacity to operate for the next 15 years. It is estimated that the landfill can accommodate approximately 500,000 tons of waste each year until its scheduled closure date. Thus, landfill capacity would not be adversely affected by the proposed project.

(Sources: Site Survey, Site Location Map, and G.I. Industries)

G. Would the project comply with federal, state, and local statutes and regulations related to solid waste?

Less than Significant Impact. Solid waste disposal in Malibu is managed by four private hauling companies. G.I. Industries would serve the proposed project. All solid wastes are taken to the Calabasas Landfill, which is owned and operated by Los Angeles County Sanitation District. This landfill has remaining capacity to operate for the next 15 years. Solid waste from the project is expected to be limited to that generated by trash from the picnic areas and beach. Also, this solid waste generation is not expected to be substantial. In addition, G.I.Industries operates waste recycling programs, whereby recycling boxes are emptied on a weekly basis. A "single-stream" operation allows recyclable materials to be collected at the project site and later sorted at the plant. Impacts on waste generation are not expected to be significant and no conflict with solid waste regulations is expected.

(Sources: Site Location Map, Malibu General Plan, and G.I. Industries)

4.1 FINDINGS

The environmental analysis in Section 3 of this document indicates that the proposed Dan Blocker Beach project may have the potential for significant adverse environmental impacts on a number of issue areas, including air quality, geology and soils, hydrology and water quality. Mitigation measures will be incorporated into the project, which would mitigate potentially significant adverse impacts to below a level of significance. The following findings can be made regarding the mandatory findings of significance set forth in Section 15065 of the CEQA Guidelines, as based on the results of this environmental assessment:

- The proposed project will not have the potential to substantially degrade the quality of the environment. There are no sensitive plant or animal species on site, and the project will not 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, or reduce the number or restrict the range of a rare or endangered plant or animal. Also, there are no cultural resources on or near the site which may be affected by the proposed project. The project will not eliminate important examples of the major periods of California history or prehistory.

- The proposed project will not have the potential to achieve short-term goals to the disadvantage of long term environmental goals. The development of the project site would lead to a parking lot, park site amenities, and beach access in the form of an access stairway on the site. Mitigation measures would lessen impacts associated with geology and soils, hydrology and construction impacts associated with air quality to a level below significance. With the implementation of the mitigation measures, the project would not significantly impact the environment and the project would be in concurrence with long term environmental goals.

- The proposed project will not have environmental impacts which are individually limited but cumulatively considerable, when considering planned or proposed developments in the project vicinity. The limited size of development associated with the proposed project will not be large enough to cumulatively lead to significant adverse impacts, when added to proposed, planned or anticipated development in the area. The potential air quality of the project would be confined to the construction period and would be short term. Mitigation measures have been recommended to reduce construction impacts. Cumulative impacts related to construction pollutant emissions are not expected to be significant. The potential impact of increased erosion that would impact the sensitive coastline and the geotechnical impacts have been reduced to below a level of significant through mitigation measures. Other development projects would likewise be required to implement geotechnical and hydrological measures to address site-specific geological constraints and erosion. No cumulative impacts would be expected.

- The proposed project will not have environmental impacts which may have adverse effects on humans, either directly or indirectly, with implementation of the recommended mitigation measures. Adverse impacts are expected to be mitigated to less than significant levels.

The Los Angeles County Department of Public Works and Department of Beaches and Harbors has determined that a Mitigated Negative Declaration shall be adequate for the environmental review of the proposed project. The recommended mitigation measures presented in Section 4.2, below, shall be incorporated as part of the project to prevent the potential for significant adverse impacts.

4.2 MITIGATION MEASURES

A number of mitigation measures have been recommended to avoid and reduce potentially significant adverse impacts to levels considered less than significant. The incorporation of these measures as part of the project and their implementation would allow the proposed Dan Blocker Beach project to qualify for a Mitigated Negative Declaration (MND). To mitigate the project's impacts, the following mitigation measures will be implemented as part of the project:

Air Quality

To ensure that construction emissions do not affect adjacent residents, the following measures are recommended:

- Use of watering for dust control during clearing, grading and construction.
- Soil disturbance should be terminated when high winds (>25 mph) make dust control extremely difficult.
- Limiting grading/soil disturbance to as small an area as practical at any one time.

Geology and Soils/ Hydrology and Water Quality

To ensure impacts associated with erosion and structural stability of the development, the following measures are recommended:

- Driveways and parking areas should be setback a minimum of 20 feet from the bluff face.
- Fencing along the bluff face should be constructed to discourage foot traffic down the face of the bluff.
- During grading of the parking area, any gullies identified in the parking area or other areas to be developed should be filled with properly compacted soils and should be modified to drain any flows away from the bluff face.
- Any areas between the new parking area and driveways that are not well vegetated should be planted with drought-tolerant vegetation to minimize interim erosion.
- A sufficiently deep concrete pile or foundation system for a concrete landing for the access stairway should be constructed to undermine wave action and/or beach erosion.
- The access stairway should be designed to accommodate ongoing marine and subaerial erosion processes.
- The recommendations presented in the Geotechnical Reconnaissance Report for Dan Blocker Beach prepared by Group Delta dated December 26, 2000 should be followed.
- Drill borings at the project site and soil samples should be taken of subgrade before final design of the stairway and parking lot. After these samples are taken the recommendations in the Geotechnical Reconnaissance Report for Dan Blocker Beach prepared by Group Delta dated December 26, 2000 may be modified depending on the findings. If modified findings result from the samples, those findings should be implemented, as modified.

5.1 PREPARERS OF THE MND/INITIAL STUDY

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5.2 REFERENCES

The following references were used in the preparation of this MND/Initial Study and are available for review by the public at the offices of the Project Management Division of the Los Angeles County Department of Public Works at 900 South Fremont Avenue, in Alhambra, California 91803 or at the offices of David Evans and Associates at 800 North Haven Avenue, Suite 300, Ontario, California 91764 during normal business hours.

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U.S. Geological Survey, 7 ½ Quadrangle Malibu Beach, 1995

U.S. Geological Survey, 7 ½ Quadrangle Point Dume, 1995

5.3 PERSONS CONTACTED

City of Malibu, Andrew Ho
City of Malibu, Rick Morgan
City of Malibu, Florencio Signo
Department of Beaches & Harbors, Dean Smith
Department of Beaches & Harbors, Greg Woodell
G.I. Industries, Suzanne Suef
Lost Hills Sheriffs Station, Captain O'Brien
Malibu Fire Prevention, Inspector Monahan
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6.1 MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

In accordance with the California Environmental Quality Act (CEQA), the Los Angeles County Department of Public Works (Department) prepared a Mitigated Negative Declaration (MND) and Initial Study (IS) for the proposed Dan Blocker Beach project located on approximately 1.92 acres on a bluff top at Dan Blocker Beach. Dan Blocker Beach is located within the City of Malibu south of Pacific Coast Highway, north of the Santa Monica Bay and the Pacific Ocean, west of Corral Canyon Road, and east of Latigo Point.

The MND/IS indicated that the proposed project would result in the potential for significant environmental impacts associated with air quality, geology and soils, and hydrology and water quality. Mitigation measures have been incorporated into the project to reduce impacts to below a level of significance. The mitigation measures for the proposed project must be adopted by the County of Los Angeles, in conjunction with adoption of the MND/IS.

Section 21081.6 of the Public Resources Code (PRC) and CEQA Guidelines section 15097 require the Lead Agency for each project that is subject to the CEQA to monitor performance of the mitigation measures included in any environmental document to ensure that implementation does, in fact, take place. The PRC requires the Lead Agency to adopt a monitoring and reporting program for assessing and ensuring the implementation of required mitigation measures. Specific reporting and/or monitoring requirements that will be enforced during project implementation shall be adopted coincidental to final approval of the project by the responsible decision maker(s).

In accordance with PRC Section 21081.6, the Department has developed this Mitigation Monitoring and Reporting Program (MMRP) for the Dan Blocker Beach project. The purpose of the MMRP is to ensure that the proposed parking area, beach access, park site amenities, and restroom facility comply with all applicable environmental mitigation and permit requirements.

Mitigation measures incorporated into the proposed project include measures that would reduce short-term environmental impacts associated with construction activities on the site, as well as minimize impacts by restoring the affected environment. These measures will be implemented during grading and construction activities.

The monitoring table below lists the mitigation measures, which will be implemented as part of the project. Responsible parties, the time frame for implementation, and the monitoring parties are also identified. A column is provided for the monitoring party to sign-off on the implementation of each mitigation measure.

The Los Angeles County Department of Public Works is responsible for review of all monitoring actions, enforcement actions, and document disposition. The Los Angeles County Department of Public Works will rely on information provided by the monitor as accurate and up to date and will field check mitigation measure status as required.

Measure No.	Mitigation Measure	Responsible Party	Monitoring Party	Method of Verification	Timing of Verification	Verification of Completion	
						Initials	Date
Air Quality							
MM-1	• ***Use of watering for dust control during clearing, grading and construction.*** • ***Soil disturbance should be terminated when high winds (> 25 MPH) make dust control extremely difficult.*** • ***Limiting grading/soil disturbance to as small an area as practical at any one time.***	Building Contractor	LA County Department of Public Works	Regular field inspections	During clearing, grading, and construction operations		
Geology and Soils							
MM-2	• ***Driveways and parking areas should be setback a minimum of 20 feet from the bluff face.*** • ***Fencing along the bluff face should be constructed to discourage foot traffic down the face of the bluff.*** • ***During grading of the parking area, any gullies identified in the parking area or other areas to be developed should be filled with properly compacted soils and should be modified to drain any flows away from the bluff face.*** • ***Any areas between the new parking area and driveways that is not well vegetated should be planted with drought-tolerant vegetation to minimize interim erosion.*** • ***A sufficiently deep concrete pile or foundation system for a concrete landing for the access stairway should be constructed to undermine wave action and/or beach erosion.*** • ***The access stairway should be designed to accommodate ongoing marine and subaerial erosion process.***	Building Contractor	LA County Department of Public Works	Regular field inspections	During grading, and construction operations		

Measure No.	Mitigation Measure	Responsible Party	Monitoring Party	Method of Verification	Timing of Verification	Verification of Completion	
						Initials	Date
MM-3	• ***The recommendations presented in the Geotechnical Reconnaissance Report for Dan Blocker Beach prepared by Group Delta dated December 26, 2000 should be followed.*** • ***Drill borings at the project site and soil samples should be taken of subgrade before final design of the stairway and parking area. After these samples are taken the recommendations in the Geotechnical Reconnaissance Report for Dan Blocker Beach prepared by Group Delta dated December 26, 2000 may be modified depending on the findings. If modified findings result from the samples they should than be implemented.***	Building Contractor	LA County Department of Public Works	Regular field inspections	Prior to final design of the stairway and parking area		
Hydrology and Water Quality							
MM-4	• ***Driveways and parking areas should be setback a minimum of 20 feet from the bluff face.*** • ***During grading of the parking area, any gullies identified in the parking area or other areas to be developed should be filled with properly compacted soils and should be modified to drain any flows away from the bluff face.*** • ***Any areas between the new parking area and driveways that is not well vegetated should be planted with drought-tolerant vegetation to minimize interim erosion.***	Building Contracor	LA County Department of Public Works	Regular field inspections	During clearing, grading, and construction operations		

TECHNICAL APPENDIX
for the
MITIGATED NEGATIVE DECLARATION/INITIAL STUDY
for the proposed
DAN BLOCKER BEACH PROJECT

Prepared for:

Los Angeles County Department of Beaches and Harbors
13837 Fiji Way
Marina del Rey, California 90292

Prepared by:

David Evans and Associates
800 North Haven Avenue, Suite 300
Ontario, California 91764
Karen Ruggels, Project Manager
(909) 481-5750

Draft: **April 12, 2001**
Final: **March 2003**

Appendix A - Environmental Checklist

BACKGROUND

1.	Name of Proponent:	Los Angeles County Department of Public Works Project Management Division
2.	Address:	900 South Fremont Avenue, 5th Floor Alhambra, CA 91803
3.	Telephone Number:	(626) 300-2318
4.	Project Title:	Dan Blocker Beach Project
5.	Project Address	26000 Pacific Coast Highway

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture Resources	■ Air Quality
☐ Biological Resources	☐ Cultural Resources	■ Geology /Soils
☐ Hazards & Hazardous Materials	■ Hydrology / Water Quality	☐ Land Use / Planning
☐ Mineral Resources	☐ Noise	☐ Population / Housing
☐ Public Services	☐ Recreation	☐ Transportation/Traffic
☐ Utilities / Service Systems	■ Mandatory Findings of Significance	

DETERMINATION: (To be completed by the Lead Agency)
On the basis of this initial evaluation:

____ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

__X__ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

____ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

____ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

____ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Donna Stone

Signature

Donna Stone, Project Manager

Printed name

April 10, 2001

Date

Los Angeles County Department of Public Works

For

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses", may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated", describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and

   b) the mitigation measure identified, if any, to reduce the impact to less than significance

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	■	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	■	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	■	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	■	☐
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:				
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?	☐	☐	☐	■
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	■
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?	☐	☐	☐	■
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?	☐	☐	☐	■
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	■	☐	☐
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)?	☐	☐	■	☐
d) Expose sensitive receptors to substantial pollutant concentrations? Need more information!	☐	☐	■	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	■
IV. BIOLOGICAL RESOURCES. Would the project:				
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?	☐	☐	■	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	■	☐
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?	☐	☐	■	☐
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?	☐	☐	■	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	■
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?	☐	☐	■	☐
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☐	☐	☐	■
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☐	■
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	■
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	■
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or	☐	☐	■	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
death involving:				
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.				
b) Strong seismic ground shaking?	☐	☐	■	☐
c) Seismic-related ground failure, including liquefaction?	☐	☐	☐	■
d) Landslides?	☐	☐	☐	■
e) Result in substantial soil erosion or the loss of topsoil?	☐	■	☐	☐
f) 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?	☐	■	☐	☐
g) 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?	☐	☐	☐	■
h) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■
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?	☐	☐	☐	■
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?	☐	☐	■	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	■
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?	☐	☐	☐	■
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	☐	☐	☐	■

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
the project area?				
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?	☐	☐	☐	■
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
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?	☐	☐	■	☐
VIII. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	■	☐
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)?	☐	☐	■	☐
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?	☐	■	☐	☐
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?	☐	☐	■	☐
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?	☐	☐	■	☐
f) Otherwise substantially degrade water quality?	☐	☐	☐	■
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?	☐	☐	☐	■
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	■	☐
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a	☐	☐	☐	■

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
result of the failure of a levee or dam?				
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	■	☐
IX. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	☐	☐	☐	■
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?	☐	☐	■	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	■
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?	☐	☐	☐	■
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?	☐	☐	☐	■
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?	☐	☐	■	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	■	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	■	☐
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?	☐	☐	☐	■
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?	☐	☐	☐	■

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	☐	☐	☐	■
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■
XIII. PUBLIC SERVICES. 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?	☐	☐	■	☐
Police protection?	☐	☐	■	☐
Schools?	☐	☐	☐	■
Parks?	☐	☐	■	☐
Other public facilities?	☐	☐	☐	■
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?	☐	☐	■	☐
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?	☐	☐	■	☐
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)?	☐	☐	■	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	■	☐
c) Result in a change in air traffic patterns, including	☐	☐	☐	■

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
either an increase in traffic levels or a change in location that results in substantial safety risks?				
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	■	☐
e) Result in inadequate emergency access?	☐	☐	☐	■
f) Result in inadequate parking capacity?	☐	☐	☐	■
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	■
XVI. UTILITIES & SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	■	☐
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?	☐	☐	☐	■
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?	☐	☐	■	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	■	☐
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?	☐	☐	■	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	■	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	■	☐
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 period of California history or prehistory?	☐	☐	■	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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.)	☐	☐	☐	■
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	■

Appendix B – Air Quality Worksheet

URBEMIS 7G: Version 3.1

File Name: blocker.URB
Project Name: Dan Blocker Beach
Project Location: South Coast Air Basin (Los Angeles area)

DETAILED REPORT
(Pounds/Day - Summer)

Total Land Use Area to be Developed (Estimated): 2 acres
Retail/Office/Institutional Square Footage: 36808.2
Single Family Units 0 Multi-family Units 0

CONSTRUCTION EMISSION ESTIMATES

Source	ROG	NOx	CO	PM10
Demolition				0.00
Site Grading	2.15	15.63	-	18.75
Const. Worker Trips	0.10	0.14	0.26	0.03
Stationary Equip.	0.17	0.14	-	0.01
Mobile Equip. - Gas	0.00	0.00	-	0.00
Mobile Equip. - Diesel	2.88	45.68	-	2.82
Architectural Coatings	0.00			
Asphalt Offgasing	0.00			
TOTALS (ppd, unmitigated)	5.30	61.59	0.26	21.61

CONSTRUCTION EMISSION ESTIMATES

Source	ROG	NOx	CO	PM10
Demolition				0.00
Site Grading	2.04	14.85	-	8.35
Const. Worker Trips	0.10	0.14	0.26	0.03
Stationary Equip.	0.17	0.14	-	0.01
Mobile Equip. - Gas	0.00	0.00	-	0.00
Mobile Equip. - Diesel	2.74	43.40	-	2.68
Architectural Coatings	0.00			
Asphalt Offgasing	0.00			
TOTALS (ppd, mitigated)	5.04	58.52	0.26	11.06

Construction-Related Mitigation Measures

Soil Erosion Measures: Replace Ground Cover in Disturbed Areas Quickly:
Percent Reduction(ROG 0% NOx 0% CO 0% PM10 49%)
Properly Maintain Equipment:
Percent Reduction(ROG 5% NOx 5% CO 0% PM10 5%)
Implement Water/Paved Road Measures: Water All Haul Roads 2x Per Day:
Percent Reduction(ROG 0% NOx 0% CO 0% PM10 3%)
Reduce Speeds on Unpaved Roads to 15 mph or less:
Percent Reduction(ROG 0% NOx 0% CO 0% PM10 70%)
Mobile Equipment: Properly Maintain Equipment:
Percent Reduction(ROG 5% NOx 5% CO 5% PM10 5%)
Architectural Coatings: Use Low VOC Coatings:
Percent Reduction(ROG 5% NOx 0% CO 0% PM10 0%)
Asphalt Paving: Use Low VOC Asphalt:
Percent Reduction(ROG 5% NOx 0% CO 0% PM10 0%)

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2001 Temperature (F): 90 Season: Summer

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Beach	142.10 trips / acre	1.69	240.15

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	10.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	5.00			100.00
Urban Buses	2.00			100.00
Motorcycles	3.00	100.00 % all fuels		

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.6	4.5	5.6	9.5	5.1	5.1
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35	40	40	40	40	40
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Beach				20.0	10.0	70.0

UNMITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Beach	2.56	5.68	20.46	1.79

	ROG	NOx	CO	PM10
TOTAL EMISSIONS (lbs/day)	2.56	5.68	20.46	1.79

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

MITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Beach	2.56	5.68	20.46	1.79

	ROG	NOx	CO	PM10
TOTAL EMISSIONS (lbs/day)	2.56	5.68	20.46	1.79

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

ENVIRONMENTAL FACTORS APPLICABLE TO THE PROJECT

Pedestrian Environment

0	Side Walks/Paths: No Sidewalks
0	Street Trees Provide Shade: No Coverage
0	Pedestrian Circulation Access: No Destinations
0	Visually Interesting Uses: No Uses Within Walking Distance
0	Street System Enhances Safety: No Streets
0	Pedestrian Safety from Crime: No Degree of Safety
0	Visually Interesting Walking Routes: No Visual Interest

0.0 <- Pedestrian Environmental Credit
0.0 /19 = 0.00 <- Pedestrian Effectiveness Factor

Transit Service

0	Transit Service: Dial-A-Ride or No Transit Service

0.0 <- Transit Effectiveness
0.0 <- Pedestrian Factor
0.0 <-Total
0.0 /110 = 0.00 <-Transit Effectiveness Factor

Bicycle Environment

0	Interconnected Bikeways: No Bikeway Coverage
0	Bike Routes Provide Paved Shoulders: No Routes
0.0	Safe Vehicle Speed Limits: No Routes Provided
0	Safe School Routes: No Schools
0	Uses w/in Cycling Distance: No Uses w/in Cycling Distance
0	Bike Parking Ordinance: No Ordinance or Unenforceable

0.0 <- Bike Environmental Credit
0.0 /20 = 0.00 <- Bike Effectiveness Factor

MITIGATION MEASURES SELECTED FOR THIS PROJECT
(All mitigation measures are printed, even if
the selected land uses do not constitute a mixed use.)

Transit Infrastructure Measures

% Trips Reduced	Measure
15	Credit for Existing or Planned Community Transit Service
15	<- Totals

Pedestrian Enhancing Infrastructure Measures (Residential)

% Trips Reduced	Measure
2	Credit for Surrounding Pedestrian Environment
2	<- Totals

Pedestrian Enhancing Infrastructure Measures (Non-Residential)

% Trips Reduced	Measure
2	Credit for Surrounding Pedestrian Environment
2	<- Totals

Bicycle Enhancing Infratructure Measures (Residential)

% Trips Reduced	Measure
7	Credit for Surrounding Bicycle Environment
7	<- Totals

Bike Enhancing Infrastructure Measures (Non-Residential)

% Trips Reduced	Measure
5	Credit for Surrounding Area Bike Environment
5	<- Totals

Operational Measures (Applying to Commute Trips)

% Trips Reduced	Measure
0	<- Totals

Operational Measures (Applying to Employee Non-Commute Trips)

% Trips Reduced	Measure
0	<- Totals

Operational Measures (Applying to Customer Trips)

% Trips Reduced	Measure
0	<- Totals

Measures Reducing VMT (Non-Residential)

VMT Reduced	Measure
0	Park and Ride Lots
0	<- Totals

Measures Reducing VMT (Residential)

VMT Reduced	Measure
0	<- Totals

Total Percentage Trip Reduction
with Environmental Factors and Mitigation Measures

Travel Mode	Home-Work Trips	Home-Shop Trips	Home-Other Trips
Pedestrian	0.00	0.00	0.00
Transit	0.00	0.00	0.00
Bicycle	0.00	0.00	0.00
Totals	0.00	0.00	0.00

Travel Mode	Work Trips	Employee Trips	Customer Trips
Pedestrian	0.00	0.00	0.00
Transit	0.00	0.00	0.00
Bicycle	0.00	0.00	0.00
Other	0.00	0.00	0.00
Totals	0.00	0.00	0.00

Changes made to the default values

The user has turned off the area source emissions default switch.
The demolition emissions option switch has been changed
The asphalt option switch has been changed
The architectural coatings option switch has been changed

Appendix C –Biological Resource Report

Pacific Southwest Biological Services, Inc.

Post Office Box 985, National City, California 91951-0985 • **(619) 477-5333** • FAX (619) 477-5380

Dan Blocker County Beach
26000 Pacific Coast Highway
Malibu, California
Biological Resources Assessment and Impacts Analysis

UTM: 11-S: 338,900mE; 3,766,900mN

Prepared for

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Alhambra CA 91803-1331
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PSBS #T669
18 January 2001

Cornelius W Bouscaren
for R. Mitchel Beauchamp, M. Sc., President

Dan Blocker County Beach
Biological Resources Assessment and Impacts Analysis

18 January 2001

MANAGEMENT SUMMARY

A general biological survey of the 1.69-acre bluff area overlooking Dan Blocker County Beach revealed a Disturbed Habitat with remnant Coastal Sage Scrub vegetation. No sensitive plants were encountered. One sensitive animal, the Southern California Rufous-crowned Sparrow, was observed on the site.

INTRODUCTION

At the request of David Evans and Associates, Inc., Pacific Southwest Biological Services, Inc., (Pacific Southwest) conducted a general biological survey of site. The purpose of the survey was to inventory and evaluate the biological resources on the site, to identify areas constrained for development based on biological resources and regulations, and to recognize measures available to minimize impacts to existing natural assets.

LOCATION

The site consists of 1.69 acres on a bluff overlooking Dan Blocker County Beach. The site is located along the south side of Pacific Coast Highway (State Highway 1), within the City of Malibu, west of Corral Canyon Road and east of Seagull Way, and can be located on the USGS 7.5' Malibu Beach, California at UTM: 11-S: 338,900mE; 3,766,900mN (Figures 1 & 2). The site lies in unsectioned lands of Rancho Topanga Malibu Sequit. Access to the site is directly from Pacific Coast Highway.

GENERAL PHYSIOGRAPHY

Elevation ranges from 35 feet along the top of the bluff down to sea level. A chain link fence with gates runs the length of the site along Pacific Coast Highway. At the time of the survey gates for vehicle access were locked; however, one unlocked gate provided easy pedestrian access. Width of the bluff from the curb along Pacific Coast Highway varies from approximately six feet, where a partially eroded drainage occurs approximately 200 feet from the west end of the site, to approximately 90 feet near the east end. A concrete culvert carries flows under Pacific Coast Highway adjacent to the north, and is visible halfway down the ocean-side bluff face. Soils mapped for the site are Castaic silty clay loam, 30% to 40% eroded (USDA 1967). Surficial geology is indicated as igneous Miocene volcanics and sedimentary middle Miocene marine (Jennings and Strand 1969). The site boasts a spectacular overlook of Santa Monica Bay from the southern base of the Santa Monica Mountains.

PROJECT DESCRIPTION

The proposed project consists of development of a public access beach facility involving removal of the existing chain link fence, demolition of existing pavement, construction of a parking lot, and development of park amenities. Proposed amenities include a bluff-top picnic area with picnic tables, portable drinking fountains, and a

memorial monument and plaque. The project includes the construction of a ramp to allow beach access, and paved walkways, with bench seating, connecting the parking area with park site amenities and beach access. Access from Pacific Coast Highway would be provided through two gated driveways. Park directory and highway entrance signage would be provided. K-rail barriers would be installed adjacent to Pacific Coast Highway for safety, as would a railing system at the edge of the bluff. Erosion control planting of new and existing slopes with appropriate vegetation, and installation of a temporary irrigation system, are also planned.

METHODS, SURVEY LIMITATIONS, AND DEFINITIONS

Prior to field work, Pacific Southwest conducted a search of the California Department of Fish and Game (CDFG) Natural Diversity Data Base (CNDDB) for the USGS 7.5' Malibu Beach and Point Dume, California Quadrangles. This search revealed several federally- or state-listed species that may occur in the vicinity of the property. Also reviewed were reports of previous surveys conducted by Pacific Southwest in the vicinity. Prior surveys in the area included acreage about Escondido Canyon, just north of the site, as well as a beach bluff stabilization assessment of a private residence to the west (Pacific Southwest 1989,1997).

Pacific Southwest biologist Cornelius W. Bouscaren performed a general zoological and botanical assessment of the site 3 January 2001 during the hours 0650-0915. The temperature range was 57-65°F, skies were clear, and winds were westerly 5-10 mph. Methods consisted of walking slowly throughout the entire site while watching and listening for wildlife, and recording fauna and flora upon observation. The strand below the bluff was surveyed for wildlife only, from the top of the bluff. "Pishing," a technique commonly used to attract the interest of passerines and draw them into view, was occasionally employed. Binoculars (8.5x44 power) were used to assist in the detection and identification of wildlife. Visual and/or auditory detection, tracks, scats, bones, dens, and burrows confirmed species presence.

SURVEY LIMITATIONS AND DEFINITIONS

Complete biological inventories of large sites may require a large number of field hours during different seasons as well as nocturnal sampling for some animal groups, such as small mammals or migratory or nomadic birds. Depending on the season during which the field survey is conducted, amphibians, snakes, many mammals, owls and other nocturnal birds, and annual plants are groups that can be difficult to inventory. The effects of drought may cause temporary shifts in the local distribution of species, which may recolonize the site in question when more normal rainfall patterns resume. Conversely, precipitation above the usual, such as those frequently referred to as El Niño events, may also bring about a temporary change in the normal distribution mosaic. However, through literature review, study of museum records, and knowledge of the habitat requirements and distribution patterns of individual species, the probability of a given species being present on a site can often be fairly accurately predicted by an experienced field biologist.

Due to the seasonal timing of the surveys, not all plant species would be observed on the site. However, sensitive plants with a strong potential to occur on the site are usually identifiable during most of the year by an experienced botanist. The surveys performed for this assessment are considered complete and accurate for the species of concern, unless otherwise noted.

The scientific nomenclature used in this report is from the following standard references: vascular plants (Beauchamp 1986, Hickman 1993, Munz 1974); vegetation communities (Holland 1986, Skinner and Pavlik 1994); wildlife habitats (Mayer et al. 1988); amphibians and reptiles (Jennings 1983 and Stebbins 1985); birds (American Ornithologists' Union 1998); and mammals (Jameson and Peeters 1988, Jones et al. 1992).

Vegetation Communities

Vegetation communities are assemblages of plant species that usually coexist in the same area. The classification of vegetation communities is based upon the life form of the dominant species within that community and the associated flora.

Wildlife Habitats

Wildlife habitats differ from vegetation communities in that a wildlife habitat may contain several vegetation communities that are similar in structure but different in the plant species composition, location and soil substrate. This distinction becomes an important factor when assessing the sensitivity of a particular wildlife habitat. In addition, the interaction of various wildlife species occurs between many different wildlife habitats. This becomes more evident where these habitats overlap in areas known as ecotones. These ecotones support a combination of the species from two or more adjoining habitats, which generally increases the number and diversity of species within these areas.

RESULTS

BOTANICAL RESOURCES

Vegetation

The site is characterized by an infestation of several non-native weed plants mixed with remnant Venturan Coastal Sage Scrub vegetation, which consists of Beach Buckwheat (*Eriogonum parviflorum)*, California Sagebrush (*Artemisia californica*), Goldenbush (*Isocoma menziesii*), California Sunflower (*Encelia californica*), Laurel-leaf Sumac (*Malosma laurina*), and Coyote Brush (*Baccharis pilularis*). The more conspicuous non-native weeds of the site include Hottentot-fig (*Carpobrotus edulis*), Sweet Fennel (*Foeniculum vulgare*), Short-pod Mustard *(Hirschfeldia incana*), Castor-bean (*Ricinus communis*), and African Fountain Grass (*Pennisetum setaceum*), the latter being a dominant species on the slopes all about the site and adjacent ocean-side slopes. Substantial areas are covered with pavement and devoid of vegetation of any kind. In others pavement rubble is only partially obscured by the weedy species. Modest amounts of trash occur.

Flora

The 30 plant taxa observed at the site, including 13 non-native species (43%), are typical of disturbed and remnant Scrub habitats of the region (Appendix 1). None of the observed taxa are sensitive in any state, federal or conservation organization listing.

ZOOLOGICAL RESOURCES

Sixteen species of fauna were observed during the survey (Appendix 2). These include one reptile and fifteen birds.

Reptiles

The Western Fence Lizard (*Sceloporus occidentalis*), one of the most common western lizards, was observed.

Birds

Common and widespread resident species observed atop the bluff include the House Finch (*Carpodacus mexicanus*), California Towhee (*Pipilo crissalis*), American Crow (*Corvus brachyrynchos*), Rock Dove (*Columba livia*), Black Phoebe (*Sayornis nigricans*), and Anna's Hummingbird (*Calypte anna*). Also observed was an abundant migrant and frequent winter visitor, the White-crowned Sparrow (*Zonotrichia leucophrys*). Observed on the beach and flying just offshore were the Heerman's Gull (*Larus heermani*), Ring-billed Gull (*Larus delawarensis*), and California Gull (*Larus californicus*). Shorebirds observed on the beach were the Black-bellied Plover (*Pluvialis squatarola*), Marbled Godwit (*Limosa fedoa*) and Sanderling (*Calidris alba*). Observed on the water just offshore was the California Brown Pelican (*Pelecanus occidentalis californicus*), a common to very common non-breeding visitor. Nesting colonies of this species are listed as Endangered by the U.S. Fish and Wildlife Service (Service) and the California Department of Fish and Game (CDFG). However, nesting occurs only on off-shore islands, generally uninhabited, without mammalian predators.

SENSITIVE BIOTIC RESOURCES

Appendix 3 lists those sensitive plant and animal taxa reported from the Malibu Beach and Point Dume, California quadrangles in the CNDDB. Only one of these, the Southern California Rufous-crowned Sparrow, was observed on the site. Due to the high degree of disturbance of the site, none of these other organisms are expected to occur on the project site.

Southern California Rufous-crowned Sparrow (*Aimophila ruficeps canescens*)

LISTING:	USFWS - Species of Concern CDFG - Species of Special Concern
DISTRIBUTION:	Coastal southern California from Santa Barbara County south into Baja California, Mexico.
HABITAT:	Sparse, low scrub, often mixed with grasses on rocky slopes. California Sagebrush (*Artemisia californica*) is often present in scrub inhabited by this sparrow.
STATUS:	Uncommon to fairly common but localized resident. Listing is based on concern that this species is among the most sensitive to habitat fragmentation and edge effects.

One individual of this species was observed in the disturbed Scrub near the eastern boundary of the site. Because of the highly disturbed nature of the site the species is not expected to breed here.

POTENTIAL IMPACTS AND RECOMMENDATIONS FOR PROJECT IMPLEMENTATION

Provision of access to the beach area will generate additional disturbance in an otherwise dynamic littoral strand habitat. The increase of human presence on the beach strand is anticipated to have minimal impact due to the dynamic nature of the habitat. Impacts to the project site, *per se*, are not significant due to the currently highly disturbed nature of the site. Removal of any vegetation, without proactive revegetation, will allow for invasion or reinvasion by the noxious African Fountain Grass. For this reason revegetation of the site immediately upon completion of development is mandatory, both for erosion control and to prevent recurrence of undesirable weedy species. Also recommended, as an addition to the railing system at the bluff-top edge, is low wire fencing, such as hardware cloth, with the capability of preventing trash from the park area from reaching the beach and ocean.

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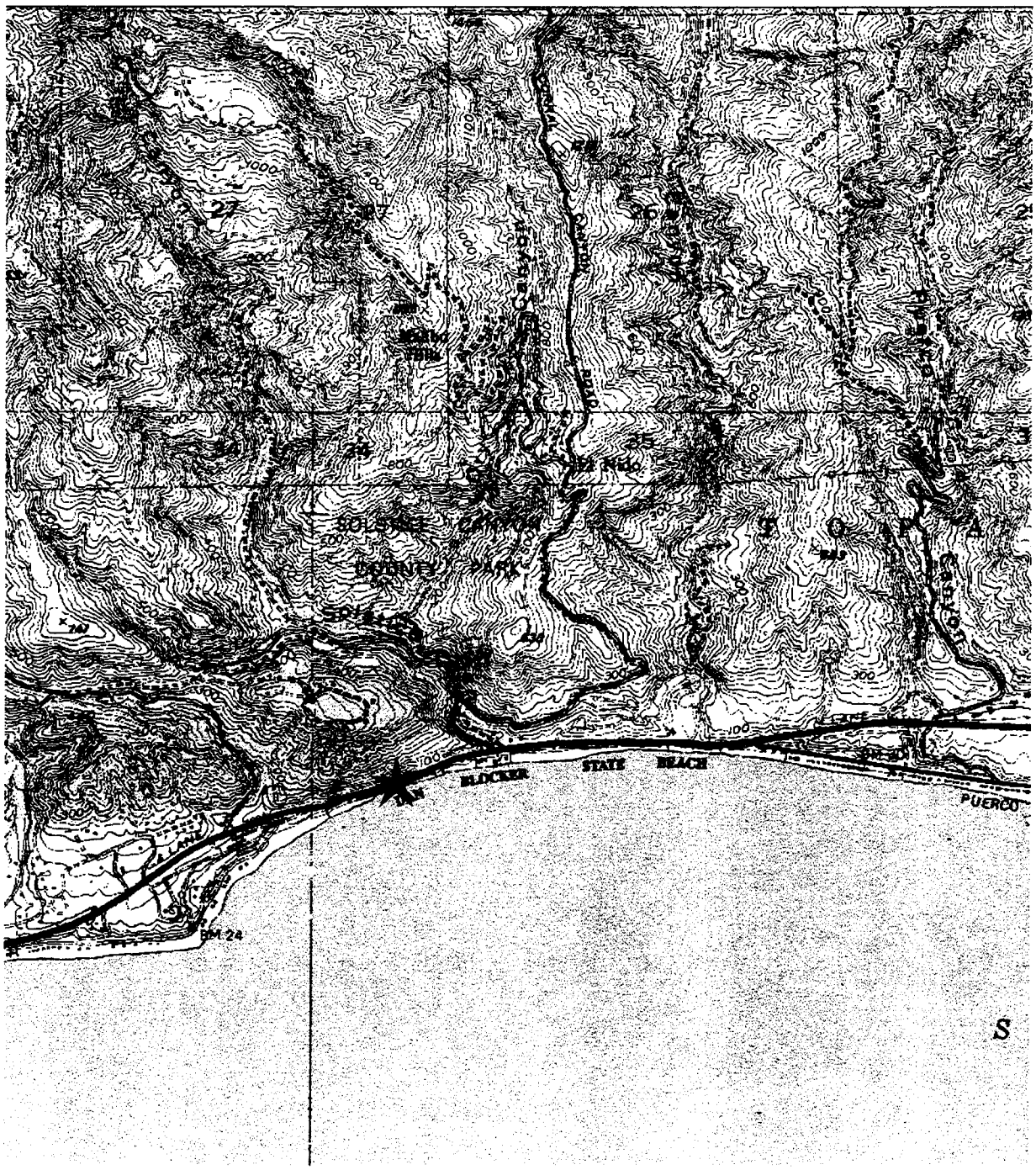

Figure 1. Project Vicinity

★ Dan Blocker County Beach

N
1"=2,000

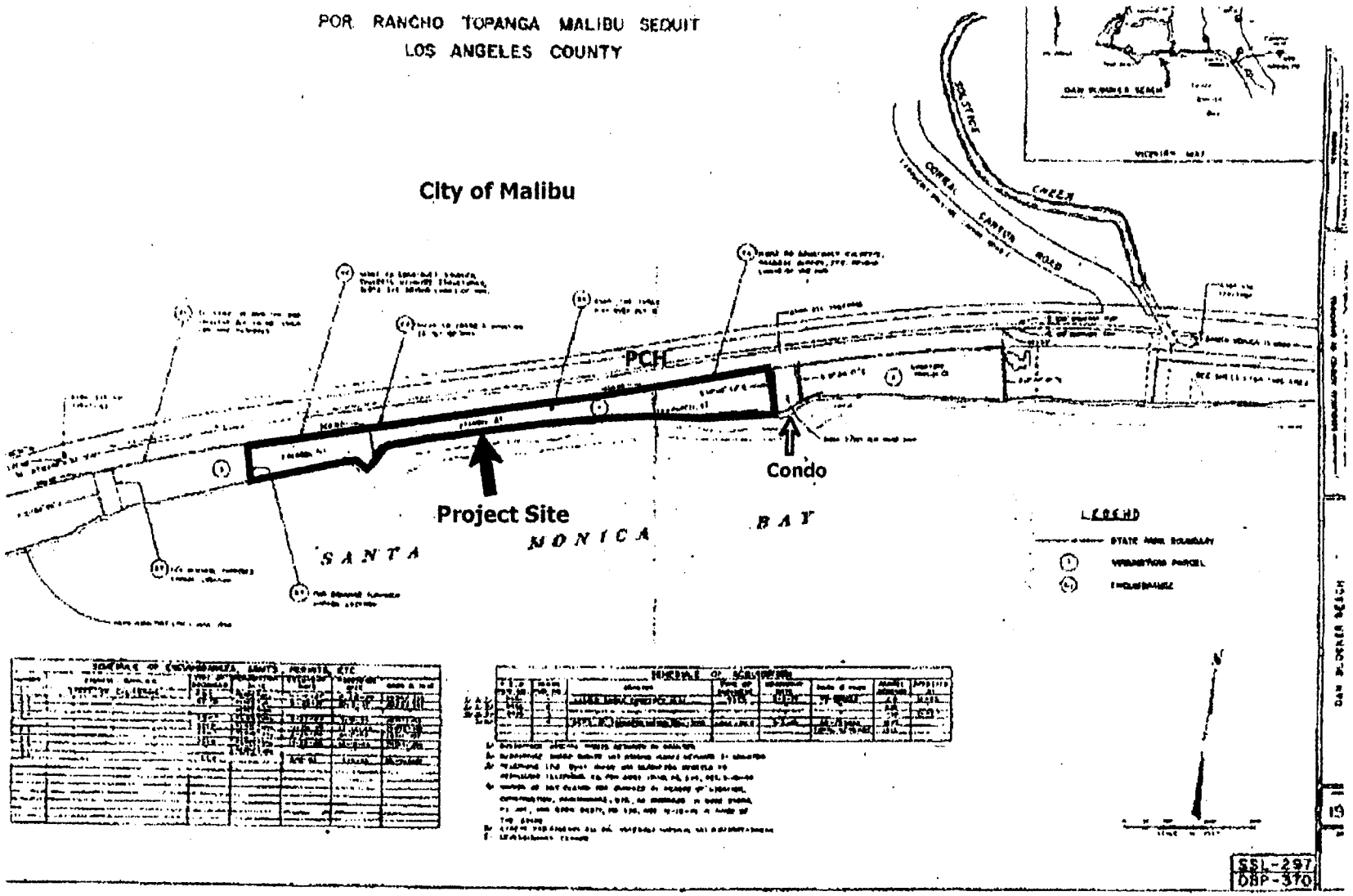

FIGURE 2. PROJECT LOCATION

Source: David Evans & Associates, Inc.

Pacific Southwest Biological Services, Inc

APPENDIX 1. FLORAL CHECKLIST OF SPECIES OBSERVED

GYMNOSPERMS

Cupressaceae - Cypress Family
* *Cupressus sempervirens* L. Italian Cypress

DICOTYLEDONS

Aizoaceae - Carpet-weed Family
* *Carpobrotus edulis* (Molina) N.E. Brit. Hottentot-fig
* *Drosanthemum hispidum* (L.) Schwant. Rosea Iceplant
* *Mesembryanthemum crystallinum* L. Crystalline Iceplant

Anacardiaceae - Sumac Family
Malosma laurina (Torr. & Gray) Abrams Laurel-leaf Sumac

Apiaceae - Carrot Family
* *Foeniculum vulgare* Mill. Sweet Fennel

Asteraceae - Sunflower Family
Artemisia californica Less. California Sagebrush
Baccharis pilularis DC. Coyote Brush
Brickellia californica (Torrey & Gray) Gray California Brickellbush
Encelia californica Nutt. California Encelia
Gnaphalium bicolor Bioletti Bicolor Cudweed
Heterotheca grandiflora Nutt. Telegraph Weed
Isocoma menziesii (Hook. & Arn.) Nesom Goldenbush
Malacothrix saxatilis (Nutt.) Torrey & A.Gray ssp. *tenuifolia* Nutt. & Gray Cliff Malacothrix
* *Sonchus oleraceus* L. Common Sow Thistle

Brassicaceae - Mustard Family
* *Hirschfeldia incana* (L.) Lagr.-Fossat Short-pod Mustard

Chenopodiaceae - Goosefoot Family
Atriplex lentiformis (Torr.) Wats. ssp. *breweri* (Wats.) Hall & Clem. Brewer's Saltbush
* *Atriplex semibaccata* R. Br. Australian Saltbush

Euphorbiaceae - Spurge Family
Chamaesyce polycarpa (Benth.) Millsp. Small-seed Sandmat
* *Ricinus communis* L. Castor-bean

Fabaceae - Legume Family
Lotus scoparius (Nutt.) Ottley var. *scoparius* Coastal Deerweed
* *Medicago polymorpha* L. California Burclover

Lamiaceae - Mint Family
Salvia mellifera Greene Black Sage

Polygonaceae - Buckwheat Family
Eriogonum parvifolium Smith Coast Buckwheat

Scrophulariaceae - Figwort Family
Mimulus aurantiacus Curtis Monkeyflower
Penstemon centranthifolius Benth. Scarlet Bugler

Solanaceae - Nightshade Family
* *Nicotiana glauca* Grah. Tree Tobacco

MONOCOTYLEDONS

Liliaceae - Lily Family
Yucca whipplei Torr. Our Lord's Candle

Poaceae - Grass Family
* *Cynodon dactylon* (L.) Pers. Bermuda Grass
* *Pennisetum setaceum* Forsk. African Fountain Grass

* - Denotes non-native plant taxa

Appendix 2. Animals Observed or Detected

COMMON NAME	SCIENTIFIC NAME
VERTEBRATES	
REPTILES	
Iguanidae (Iguanids)	
Western Fence Lizard	*Sceloporus occidentalis*
BIRDS	
Pelecanidae (Pelicans)	
Brown Pelican	*Pelecanus occidentalis californicus*
Phalacrocoracidae (Cormorants)	
Double-crested Cormorant	*Phalacrocorax auritus*
Charadriidae (Lapwings, Plovers)	
Black-bellied Plover	*Pluvialis squatarola*
Scolopacidae (Sandpipers, Phalaropes)	
Marbled Godwit	*Limosa fedoa*
Sanderling	*Calidris alba*
Laridae (Skuas, Gulls, Terns, Skimmers)	
Heermann's Gull	*Larus heermanni*
Ring-billed Gull	*Larus delawarensis*
Western Gull	*Larus occidentalis*
Columbidae (Pigeons, Doves)	
Rock Dove	*Columba livia*
Trochilidae (Hummingbirds)	
Anna's Hummingbird	*Calypte anna*
Tyrannidae (Tyrant Flycatchers)	
Black Phoebe	*Sayornis nigricans*
Corvidae (Jays, Magpies, and Crows)	
American Crow	*Corvus brachyrhynchos*
Emberizidae (Emberizids)	
California Towhee	*Pipilo crissalis*
White-crowned Sparrow	*Zonotrichia leucophrys*
Fringillidae (Finches)	
House Finch	*Carpodacus mexicanus*

Appendix 3. Sensitive Plants and Animals of the USGS 7.5' Malibu Beach and Point Dume, California quadrangles.

SPECIES NAME	STATUS Federal/State/CNPS	HABITAT REQUIREMENTS	POTENTIAL FOR OCCURRENCE
Blochman's Dudleya (*Dudleya blochmaniae* ssp *blochmaniae*)	SOC/None/1B(2-3-2)	Coastal scrub, coastal bluff scrub, valley and foothill grassland, open rocky slopes	L. No habitat
Braunton's Milk-vetch (*Astragalus brauntonii*)	FE/None/1B(3-3-3)	Stiff gravelly clay soils overlying granite or limestone	L. No habitat
Coulter's Saltbush (*Atriplex coulteri*)	None/None/1B(2-2-2)	Ocean bluffs, ridgetops, alkaline low places	L. Single observation from the quads is at elevation 203'.
Lyon's Pentachaeta (*Pentachaeta lyonii*)	FE/CE/1B(3-3-3)	Edges of clearings in Chaparral	L. No habitat
Malibu Baccharis (*Baccharis malibuensis*)	None/None/1B(3-3-3)	Coastal scrub, chaparral, cismontane woodland	L. Too much disturbance
Marescent Dudleya (*Dudleya cymosa* ssp *marcescens*)	FT/Rare/1B(3-2-3)	Chaparral, on sheer rock surfaces and rocky volcanic cliffs	L. No habitat
Plummer's Mariposa Lily (*Calochortus plummerae*)	SOC/None/1B(2-2-3)	Rocky and sandy sites, usually of granitic or alluvial material	L. No habitat
Santa Monica Mountains Dudleya (*Dudleya cymosa* ssp *ovatifolia*)	FT/None/1B(3-2-3)	Chaparral, coastal scrub on volcanic cliff faces and rocky outcrops, primarily on north-facing slopes	L. Minimal habitat, site has level or south-facing aspect. Only one report (1980) from the two quads
Santa Susana Tarplant (*Deinandra minthornii*)	SOC/Rare/1B(2-2-3)	Chaparral, Coastal scrub on sandstone outcrops and crevices	L. No sandstone
Sonoran Maiden Fern (*Thylpteris puberula* var *sonorensis*)	None/None/2(2-2-1)	Meadows, streams, seepage areas	L. No habitat

Status Codes

Federal

FE = Federally listed as Endangered

FT = Federally listed as Threatened

SOC = Federal Species of Concern

State

CE = State listed as Endangered

CNPS 1B = Plants Rare, Threatened or Endangered in California and Elsewhere

Potential for Occurrence (PFO)

L = Low potential for Occurrence - No present or historical records cite the species occurrence in or near the survey area and the habitat strongly associated with the species do not occur in or near the vicinity.

M = Moderate Potential for Occurrence - Either an historical record exists of the species in or near the survey area or the habitat associated with the species occur in or near the survey vicinity.

H = High Potential for Occurrence - An historical record cites the species in or near the survey area and the habitat strongly associated with the species occur in or near the survey vicinity.

O = Occurs on-site - The species was observed within the site boundaries.

Sources

California Natural Diversity Data Base (CNDDB) Malibu Beach and Point Dume CA quadrangles 2000.

Skinner, M.W. and B.M. Pavlik, Eds. 1994. CNPS Inventory of Rare and Endangered Vascular Plants of California. 5th ed. California Native Plant Society, Sacramento CA.

Nomenclature *fide* Hickman 1993, CNDDB (revised 2000).

SPECIES NAME	STATUS Federal/State/CDFG	HABITAT REQUIREMENTS	POTENTIAL FOR OCCURRENCE
Monarch Butterfly (*Danaus plexippus*)	None/None/None	Winter roost sites extend along coast from N. Mendocino to Baja Calif.; roosts located in wind-protected tree groves (Eucalyptus, Monterey Pine, Cypress), with nectar and water sources nearby	M. May roost in single Italian Cypress on-site
Tidewater Goby (*Eucyclogobius newberryi*)	FE/None/SC	Brackish water along coast from Agua Hedionda Lagoon to mouth of Smith River, esp. in shallow lagoons and lower stream reaches	L. No habitat
Southwestern Pond Turtle (*Clemmys marmorata pallida*)	SOC/None/SC	Permanent or nearly permanent water in many habitat types; below 6000 ft, esp w/basking sites	L. No habitat
San Diego Horned Lizard (*Phrynosoma coronatum blainvillei*)	SOC/None/SC	Coastal Sage Scrub, Chaparral in arid and semi-arid climate, esp. friable, rocky, or shallow sandy soils	M. Adequate habitat
California Horned Lizard (*Phrynosoma coronatum frontale*)	SOC/None/SC	Frequents wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes	L. Minimal habitat
Coastal Western Whiptail (*Cnemidophorus tigris multiscutatus*)	SOC/None/None	Deserts & semiarid areas w. sparse vegetation & open areas, also in woodland & riparian areas, esp. where ground may be firm soil, sandy, or rocky	L. No habitat
San Bernardino Ringneck Snake (*Diadophis punctatus modestus*)	None/None/None	Most common in open relatively rocky areas. Often in somewhat moist microhabitats near intermittent streams	L. No habitat
San Diego Mountain Kingsnake (*Lampropeltis zonata pulchra*)	SOC/None/SC	Variety of habitats, incl. Valley-foothill hardwood, coniferous, chaparral, riparian and wet meadows.	L. No habitat
Bank Swallow (*Riparia riparia*)	None/CT/None	Colonial nester, primarily in riparian or lowland habitats, esp., vertical banks, cliffs w/fine or sandy textured soils, near wetlands	L. Minimal habitat. Most recent report in the two quads: egg collection in 1864
San Diego Desert Woodrat (*Neotoma lepida intermedia*)	SOC/None/SC	Mixed and chamise-redshank chaparral, sagebrush and other habitats. Prefers rocky areas to build stick nest.	L. Minimal habitat. No rocky areas. Nest(s) would have been observed if present

Southern Steelhead—So. Calif ESU (*Oncorhynchus mykiss irideus*)	FE/None/SC	Freshwater Stream	L. No habitat

Status Codes:

Federal:
FE = Federally-listed as Endangered
FT = Federally-listed as Threatened
SOC = Federal Species of Concern

State:
CE = State-listed as Endangered
CT = State-listed as Threatened

CDFG:
SC = Species of Special Concern

Potential for Occurrence (PFO):

L = Low potential for Occurrence - No present or historical records cite the species' occurrence in or near the survey area, and the habitats strongly associated with the species do not occur in or near the vicinity.
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H = High Potential for Occurrence - An historical record cites the species in or near the survey area, and the habitats strongly associated with the species occur in or near the survey vicinity.
O = Occurs onsite. The species was observed within the site boundaries.

Sources:
California Natural Diversity Data Base (CNDDB) 7.5 Malibu Beach and Point Dume California quadrangles, 2000

Appendix D –
Records Search and Cultural Resource Report

South Central Coastal Information Center
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Los Angeles
Orange
Ventura

December 6, 2000

Natasha Ali-Khan
David Evans and Associates, Inc.
8989 Rio San Diego Dr., Suite 335
San Diego, CA 92108

RE: Records Search for Dan BlockerBeach

Dear Ms. Ali-Khan,

As per your request received on December 6, we have conducted a records search for the above referenced project. This search included a review of all recorded historic and prehistoric archaeological sites within a half-mile radius of the project area, as well as a review of all known cultural resource reports. In addition, we have checked our file of historic maps, the California State Historic Resources Inventory, the National Register of Historic Places, the listing of California Historical Landmarks, and the California Points of Historical Interest. The following is a discussion of our findings for the project area.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

MALIBU BEACH QUADRANGLE

PREHISTORIC RESOURCES:

Four prehistoric sites (19-00210, 19-001569, 19-001570, 19-001571) have been identified within a half-mile radius of the project area.

HISTORIC RESOURCES:

No historic archaeological sites have been identified within a half-mile radius of the project area.

Inspection of our historic maps – Calabasas (1903) 15' series – indicated that there were some unimproved roads, and very few structures in place. Dry, Coral, Puerco, and Marie Canyons were in place.

The California State Historic Resources Inventory lists no properties that have been evaluated for historical significance within a half-mile radius of the project area.

The National Register of Historic Places lists no properties within a half-mile radius of the project area.

The California Historical Landmarks (1990) of the Office of Historic Preservation, California Department of Parks and Recreation, lists no landmarks within a half-mile radius of the project area.

The California Points of Historical Interest (1992), of the Office of Historic Preservation California Department of Parks and Recreation, lists no properties within a half-mile radius of the project area.

The listings of the City of Los Angeles Historic-Cultural Monuments indicated that there are no landmarks within a half-mile radius of the project area.

PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:

Ten studies have been conducted within a half-mile radius of the project area. Of these, three is located within the project area. There are nineteen additional investigations located on the Malibu Beach 7.5' USGS quadrangle and are potentially within a half-mile radius of the project area. These reports are not mapped due to insufficient locational information.

POINT DUME QUADRANGLE

PREHISTORIC RESOURCES:

No prehistoric sites have been identified within a half-mile radius of the project area.

HISTORIC RESOURCES:

No historic archaeological sites have been identified within a half-mile radius of the project area.

Inspection of our historic maps – Calabasas (1903) 15' series – indicated that there were some unimproved roads, and very few structures in place. Dry, Coral, Puerco, and Marie Canyons were in place.

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The California Points of Historical Interest (1992), of the Office of Historic Preservation California Department of Parks and Recreation, lists no properties within a half-mile radius of the project area.

The listings of the City of Los Angeles Historic-Cultural Monuments indicated that there are no landmarks within a half-mile radius of the project area.

PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:

Four studies have been conducted within a half-mile radius of the project area. Of these, three is located within the project area. There are 23 additional investigations located on the Point Dume 7.5' USGS quadrangle and are potentially within a half-mile radius of the project area. These reports are not mapped due to insufficient locational information.

RECOMMENDATIONS

Our records indicate the proposed project area has not been subject to a Phase I archaeological survey and is located along what is considered the culturally sensitive coastal zone. Several archaeological sites are located within a one-half mile radius, therefore we recommend a Phase I archaeological survey be conducted by a professional archaeologist.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (714) 278-5395.

Invoices are mailed approximately two weeks after records searches are completed. This enables your firm to request further information under the same invoice number. **Please reference the invoice number listed below when making inquiries.** Requests made after invoicing will involve the preparation of a separate invoice with a $15.00 handling fee.

Sincerely,

Esther Won
Staff Archaeologist

Enclosures:

( ) Primary Number Explanation
( ) Site list -
(X) SIS list - 8 pages
( ) HRI -
( ) National Register Status Code - 4pages
( ) Invoice #9034

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REFERRAL LIST FOR HISTORICAL RESOURCES CONSULTANTS

This is a partial, alphabetically ordered, list of individuals, firms and institutions which meet minimum qualifications to perform identification, evaluation, registration, and treatment activities within the profession under which they are listed, in compliance with federal and state environmental laws. It is composed of all individuals who have requested listing by this Information Center and who have satisfactorily documented that they meet the Secretary of the Interior's Standards (SIS) for that profession. Inclusion on this list is determined solely on this evaluation and not on a review of current work.

The first page of this listing is comprised of individuals who were certified by the Society of Professional Archaeologists and who were listed on this Information Center's Referral List as of August 11, 1995. These individuals may or may not meet the Secretary of the Interior's Standards.

The Information Center provides a copy of this list without charge when field inspection is recommended or upon request.

This list has been prepared in accordance with guidelines stipulated by the State. Inclusion on this list does not constitute endorsement or recommendation by the State or this Information Center.

Questions regarding this Referral List may be directed to John Thomas, Staff Archaeologist, or Jan Wooley, Staff Historian, Coordinators of the California Historical Resources Information System, Office of Historic Preservation, at (916) 653-6624.

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Design Aid Architects Giessinger, Lambert M., Whitley Court, 1722 N. Whitley Avenue, Hollywood, CA 90028 (213) 962-4585/ FAX (213) 962-8280

Appendix D –
Records Search and Cultural Resource Report

Chester King & Associates

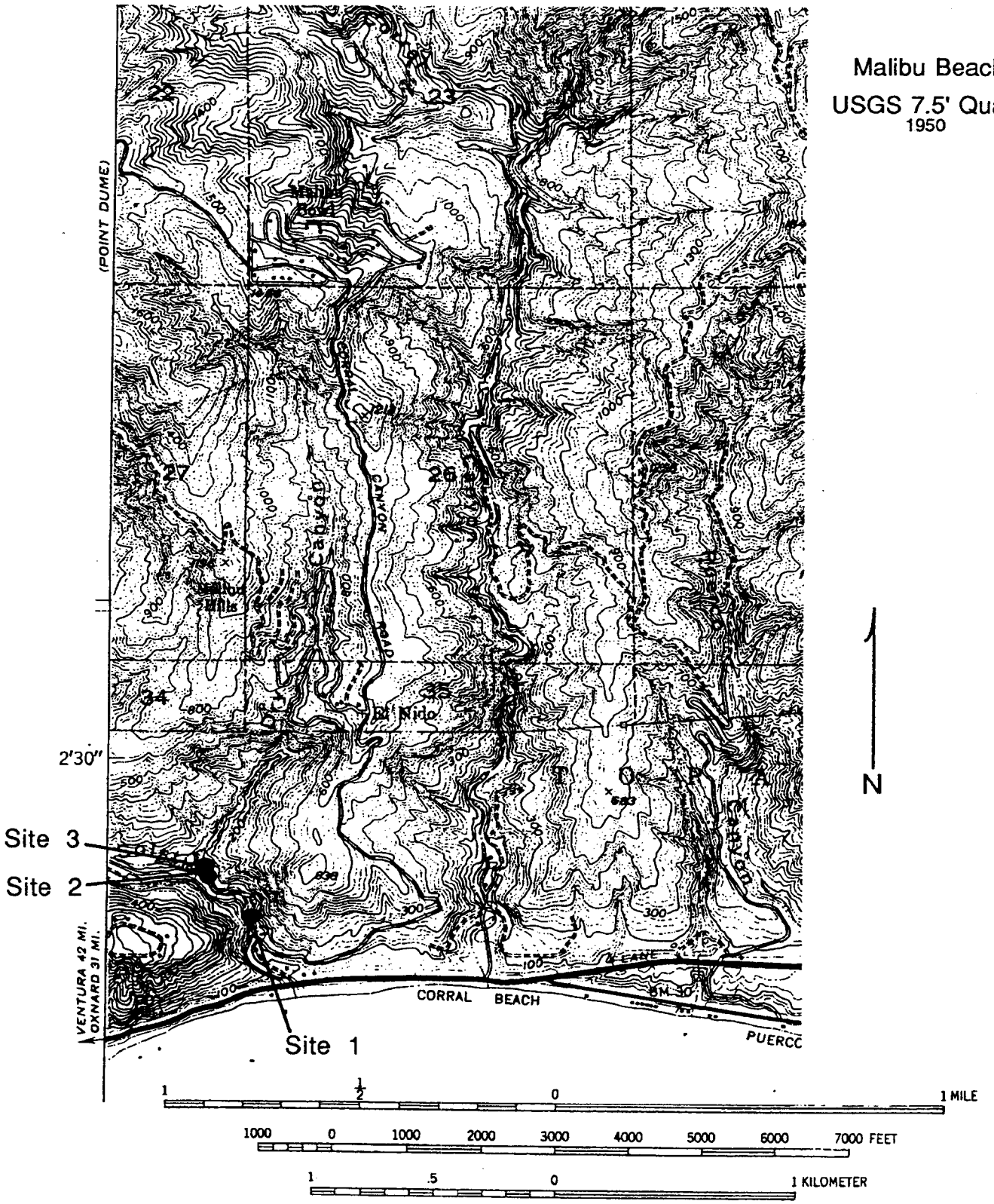
ARCHAEOLOGICAL SITE LOCATION MAP

Page 3 of 4

Permanent Trinomial: LAn-1570 mo. ____ yr. ____

Temporary Number: Site 2- Solstice Park

Agency Designation: ____



Panorama Form

Chester King & Associates

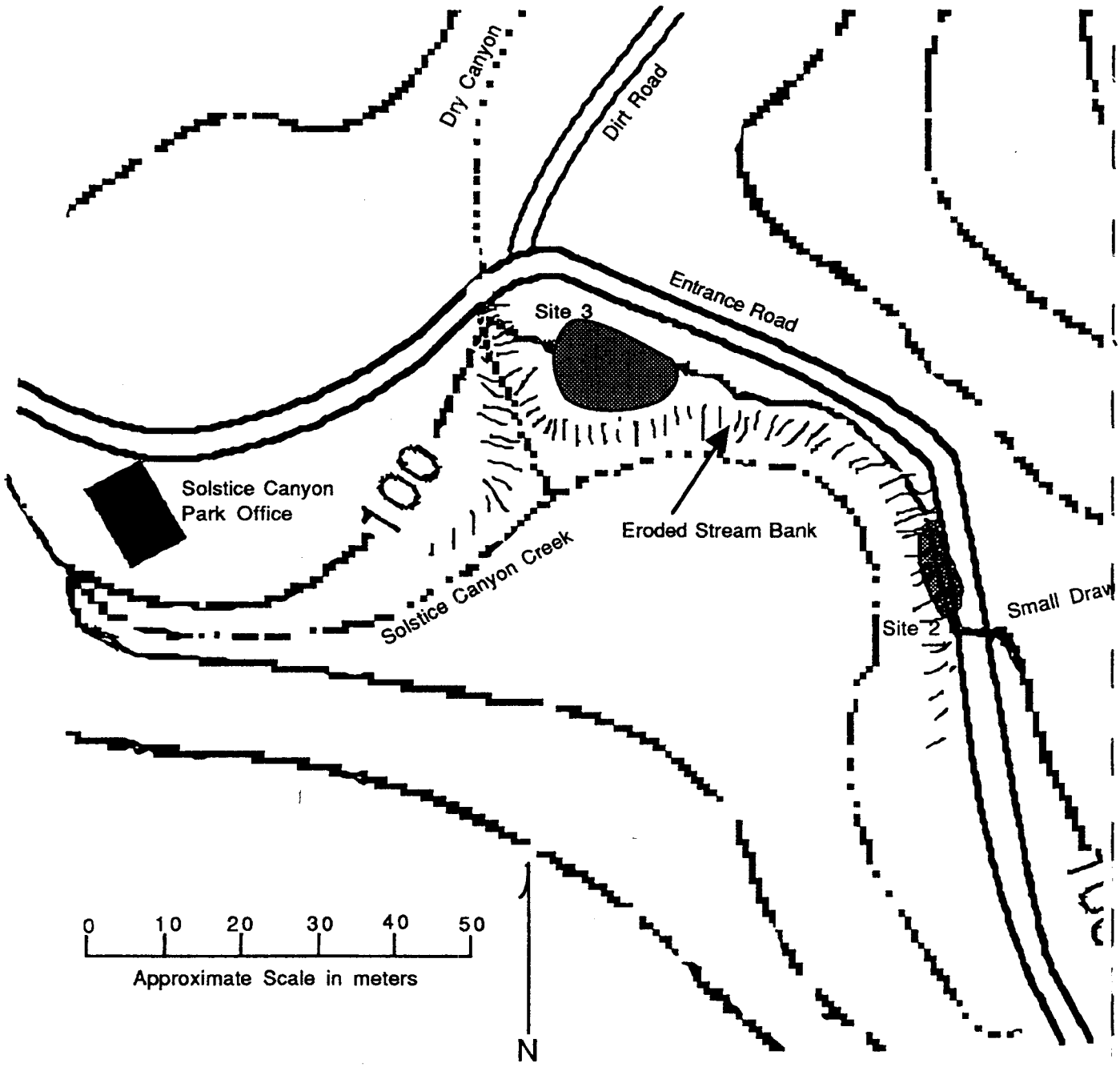
ARCHAEOLOGICAL SITE MAP

Page 4 of 4

Permanent Trinomial: LAn-1570 mo. ____ yr. ____

Temporary Number: Site 2- Solstice Park

Agency Designation: ____



Panorama Form

Chester King & Associates

ARCHAEOLOGICAL SITE RECORD

Permanent Trinomial: CA-LAn-1569 Supplement ☐

Temporary Number: Site 1- Solstice Park

Agency Designation:

Page 1 of 4

1. County: Los Angeles

2. USGS Quad: Malibu Beach (7.5') 1950 (15') _____ Photorevised _____

3. UTM Coordinates: Zone 11 / 339,080 Easting / 3,767,225 Northing

4. Township 18W Range 1S ___ 1/4 of ___ 1/4 of ___ 1/4 of ___ 1/4 of Section ___ Base (Mer.) SBM

5. Map Coordinates: 413 mmS 26 mmE (from NW corner of map) 6. Elevation 60 ft

7. Location: This site is evident in the eroded bank of the easternmost channel on the east side of Solstice Canyon. It is approximately 25 meters ENE of the Solstice Canyon Park entrance gate and is within the Solstice Canyon Park administered by the Mountains Conservancy.

8. Prehistoric x Historic _____ Protohistoric _____ 9. Site Description: A buried midden with sparse mussel shell and one piece of fire altered rock exposed in creek bank

10. Area: 2+? m(length)x unknow m(width) _____ m2. Method of Determination observation of eroded

11. Depth: 10-30 cm cm Method of Determination observation of eroded creekbank

12. Features: none noted

13. Artifacts: 1 fire altered rock

14. Non-Artifactual Constituents: Mytilus california shells

15. Date Recorded 4-30-89 16. Recorded By: Chester King

17. Affiliation and Address C. King & Associates, P.O. Box 826, Topanga CA 90290 (213) 455-3131

Panorama Form

Chester King & Associates

ARCHAEOLOGICAL SITE RECORD

Page 2 of 4

Permanent Trinomial: LAn - 1569 mo. ____ yr. ____

Temporary Number: Site 1- Solstice Park

Agency Designation: ____

18. Human Remains: none noted

19. Site Integrity An unknown portion of the site has been washed away. The remaining portion of the site is buried and probably well preserved.

20. Nearest Water (type, distance and direction): Solstice Canyon permanent stream adjacent.

21. Largest Body of Water within 1 km (type, distance and direction): Solstice Canyon permanent stream adjacent.

22. Vegetation Community (site vicinity): Alder and willow in Canyon bottom. Coastal sage scrub above site.

23. Vegetation Community (on site): Sage

References for above: Munz

24. Site Soil: Dark gray brown clayey loam.

25. Surrounding Soil: Gray and Yellowish brown soil also boulders and stream gravels.

26. Geology: Boulders and gravels under site. Shale bedrock.

27 Landform: Stream terrace

28. Slope: slight

29. Exposure: SW

30. Landowner(s) (and/or tenants) and Addresses: Mountains Conservancy Foundation, 3800 Solstice Canyon Road, Malibu CA 90265 (213) 456-7154.

31. Remarks: Burial by overburden greatly limited obsrevation of this site.

32. References: ____

33. Name of Project: Survey of park entrance road widening

34. Type of investigation: surface inventory

35. Site Accession Number: none

Curated At: ____

36. Photos: none

Taken By: ____

37. Photo Accession Number: ____

On File At: ____

Chester King & Associates

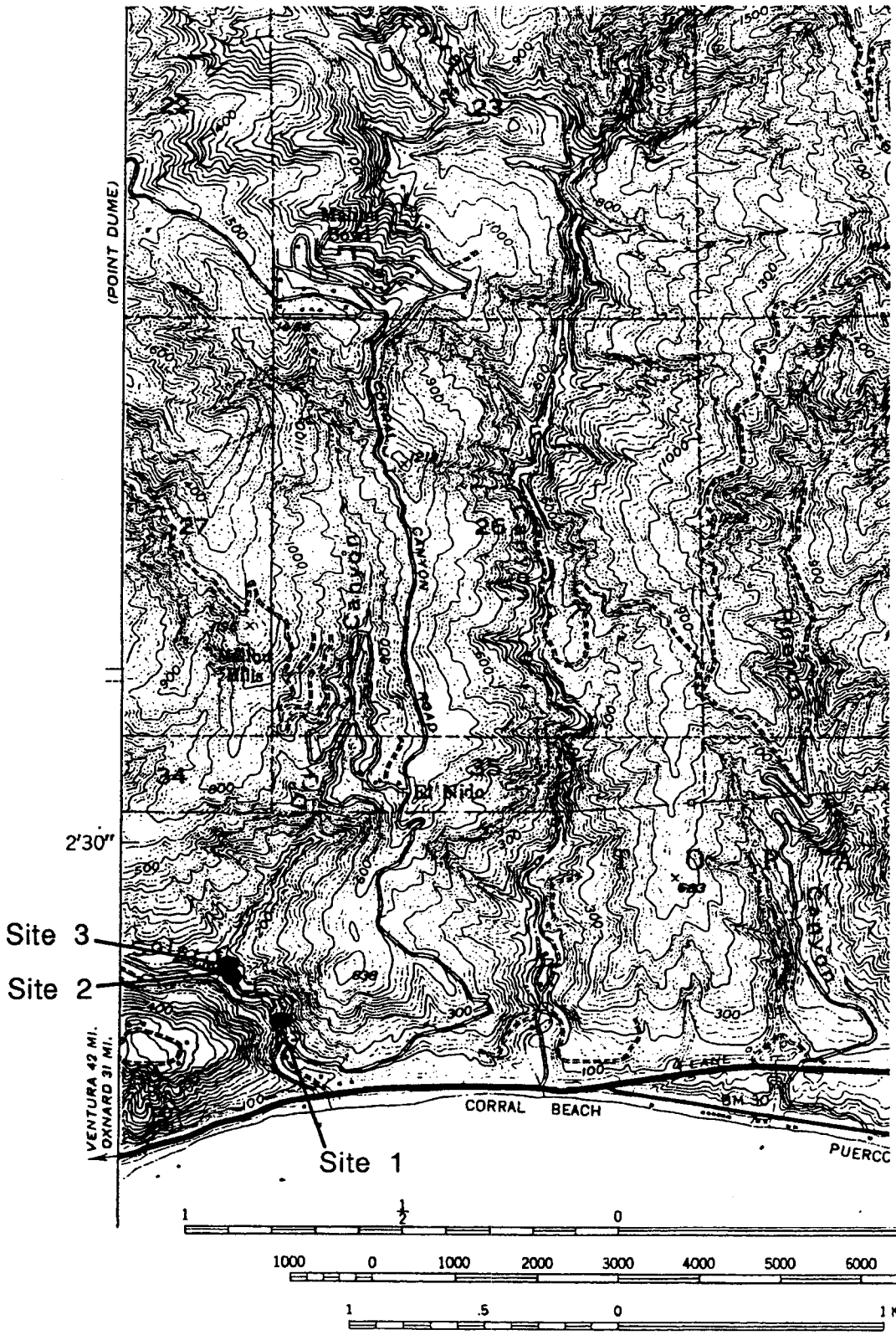
ARCHAEOLOGICAL SITE LOCATION MAP

Page 3 of 4

Permanent Trinomial: LAn-1569 mo. ____ yr. ____

Temporary Number: Site 1- Solstice Park

Agency Designation: ____



Panorama Form

Chester King & Associates

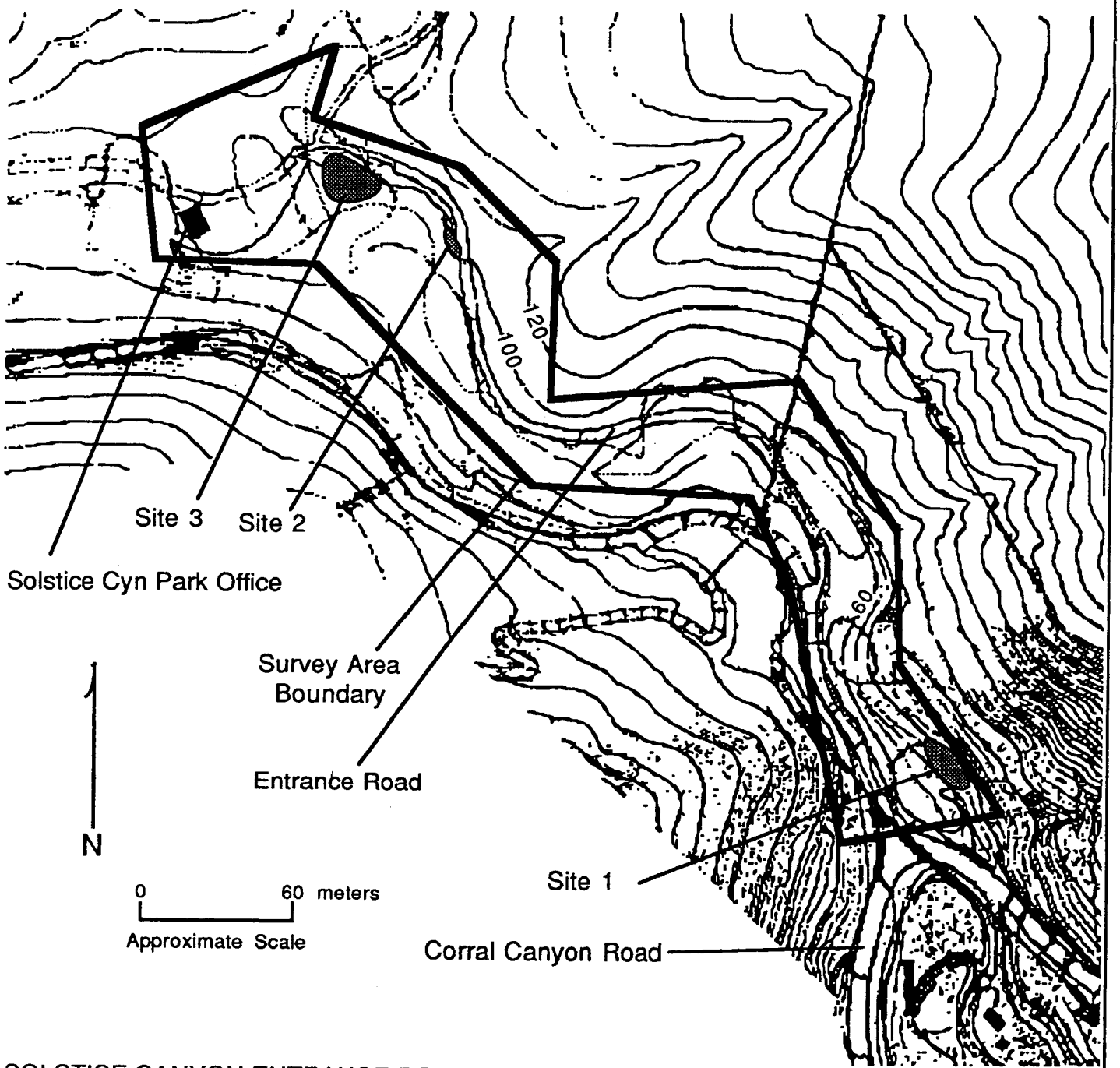
ARCHAEOLOGICAL SITE MAP

Page 4 of 4

Permanent Trinomial: LAn-1569 mo. ____ yr. ____

Temporary Number: Site 1- Solstice Park

Agency Designation: ____



SOLSTICE CANYON ENTRANCE ROAD AND ARCHAEOLOGICAL SITES

Panorama Form

11,339210 E.
3767080 N.
Supp!

University of California

ARCHAEOLOGICAL SITE SURVEY RECORD

U.S.G.S. 7.5 min (1950)

1. Site LAn-210 2. Map Malibu Beach 3. County Los Angeles

4. Twp. 1 S Range 18 W; _____ 1/4 of _____ 1/4 of Sec. _____

5. Location _____

6. On contour elevation _____

7. Previous designations for site Solstice Cyn Site

8. Owner A.S. DOWNS 9. Address 26039 PCH, MALIBU

10. Previous owners, dates ph. GL 6-2476, E/3-79

11. Present tenant _____

12. Attitude toward excavation _____

13. Description of site _____

14. Area _____ 15. Depth _____ 16. Height _____

17. Vegetation _____ 18. Nearest water _____

19. Soil of site _____ 20. Surrounding soil type _____

21. Previous excavation _____

22. Cultivation _____ 23. Erosion _____

24. Buildings, roads, etc. _____

25. Possibility of destruction _____

26. House pits _____

27. Other features _____

28. Burials _____

29. Artifacts Most of site destroyed in 30's small area 25 X 20 feet around shed may be relatively undisturbed. This area is ca. 100 yrds up the cyn. from P.C.H on the east bank. This area may not have been connected with site at mouth (not continuous midden)

30. Remarks _____

31. Published references _____

32. Accession No. _____ 33. Sketch map _____

34. Date April 1973 35. Recorded by _____ 36. Photos _____

Chert and quartzite flakes scattered in bulldozed area. There is approximately ~~100~~ 25 x 40 feet of site through most of it has been bulldozed almost to sterile.

body frag. of mortar and chert projectile were found in roadway to east of site

monterey chert proj. point

Surface of road

Normal size

LAN 210

incorrectly located - actually at SC 1985
mouth of Solstice Canyon

MAPPED

State of California – The Resources Agency 11/339210E.
DEPARTMENT OF PARKS AND RECREATION 3767080N.

ARCHEOLOGICAL SITE SURVEY RECORD

LAn 210

University of California, Los Angeles Regional Office

SITE NO. CA-LAn-~~0001111~~

County Los Angeles

1. Previous Site Designation _____ 2. Temporary Field No. _____

3. USGS Quad Malibu 7½' X 15' ____ Year 1967 photo revised

4. UTM Coordinates 11/E340060/N3766970 ✓

5. Twp. 1 S Range 18 W ; ____ ¼ of ____ ¼ of Sec. ____

6. Location Corral Beach, West of the Pacific Coast Hwy, on the beach, approximately 3 miles West of the Malibu Lagoon.

7. Contour _____ 8. Owner & Address _____

9. Prehistoric X Ethnographic ____ Historic ____ 10. Site Description An inland stream, acqueduct drainage, approximately 10 yards across. Two 15-18' bluffs on either side of the drainage, and a beach outcrop. ((see attached report))

11. Area ____ x ____ meters, ____ square meters. 12. Depth of Midden _____

13. Site Vegetation grass Surrounding Vegetation grass, some plants

14. Location & Proximity of Water immediately adjacent to the site.

15. Site Soil shell midden Surrounding Soil clay, sand, & building cong.

16. Previous Excavation doubtful- no recorded reports for this site location.

17. Site Disturbance beach and stream erosion, public use, possible PCH const.

18. Destruction Possibility imminent from erosion and public use.

19. Features exposed middens

20. Burials human flange- surface find- identified by G. Kennedy, PH.D. UCLA

21. Artifacts black chert, milling stone with traces of asphaltum present, bone, mano fragments, a clear piece like mica or gypsum, not quartz.

22. Faunal Remains large quanties of shell present. Some animal vertebrae also present.

23. Comments unable to ascertain the definite depth of the midden. a sand terrace obstructs the bottom level of the midden. Also see L-1653 excav report

24. Accession No. _____ 25. Sketch Map X by J.S.E where _____

26. Date Recorded 2/22/81 27. Recorded By Fred Ghiradelli

28. Photo Roll No. 89409 Frame No. 3-13 Film Type(s) _____ Taken By Fred Ghiradelli
Kodachrome 64, Color Slides

DPR 422 (Rev. 9/76)

LAN 210

SITE STATUS:

Site No. LAn-111

% Destroyed _____ How _____ Test Excavated _____%, if known.

National Register Status: Listed _____ Potential _____ No Determination _____ Nominated _____ Ineligible _____

State Historical Landmark (No.) _____ Point of Historical Interest _____

SPECIAL ATTRIBUTES (Place an X in only those spaces which pertain to the site)

Midden/Habitation Debris X, Lithic and/or Ceramic Scatter X

Bedrock Mortars/Milling Surfaces X, Petroglyphs/Pictographs _____, Stone Features _____

Burials _____, Caches _____, Hearths/Roasting Pits _____, Housepits _____, Structure Remains _____,

Underwater _____, Open Air X, Rockshelter _____, Cave _____, Quarry _____, Trails _____

REMARKS See sketch map and summary included with this report.

Published References None known

SKETCH LOCATION MAP (Include permanent reference markers, North Arrow, and Scale)
(sketch details from U.S.G.S. map or provide copy of topo)

SKETCH SITE MAP (Same criteria as above)

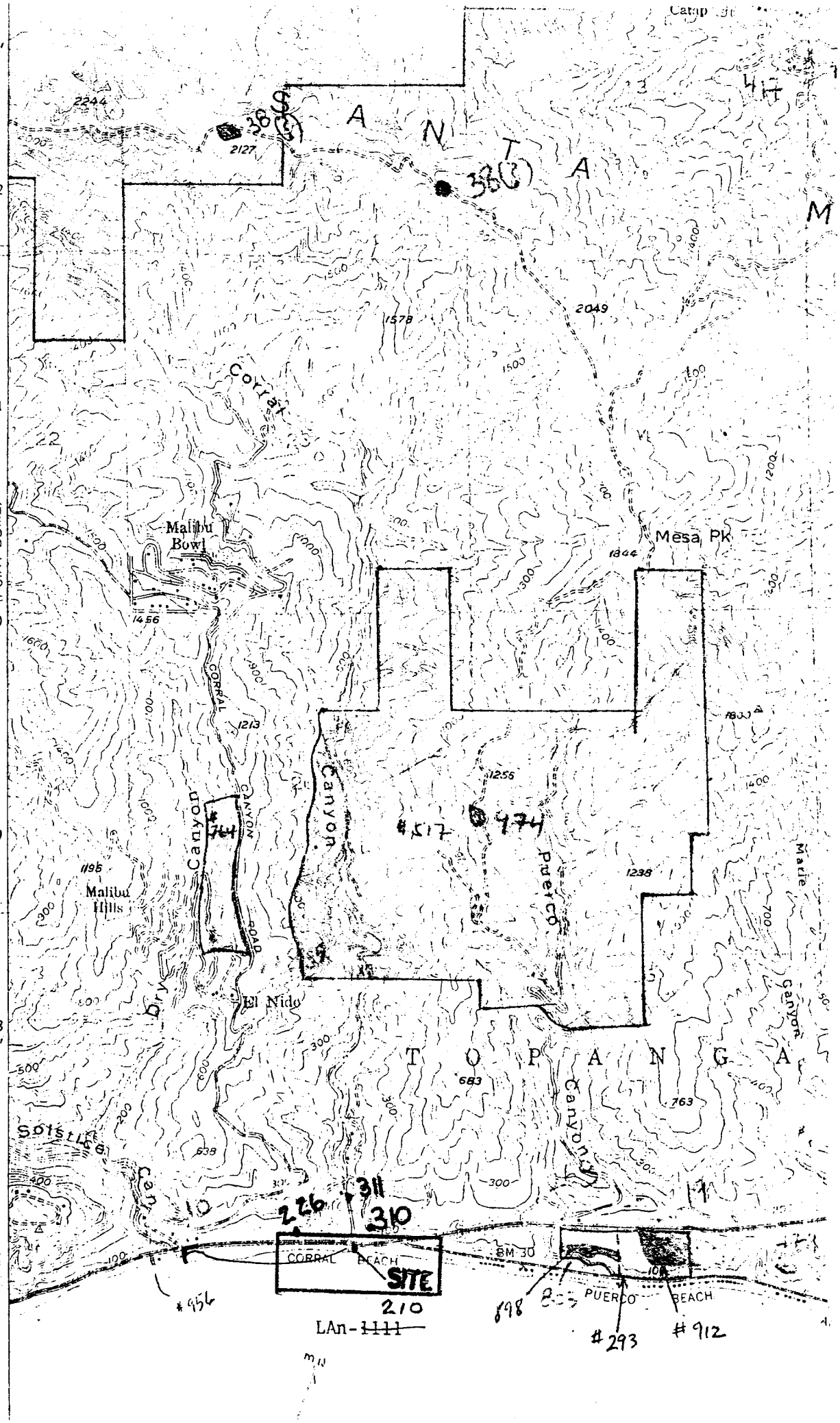
525

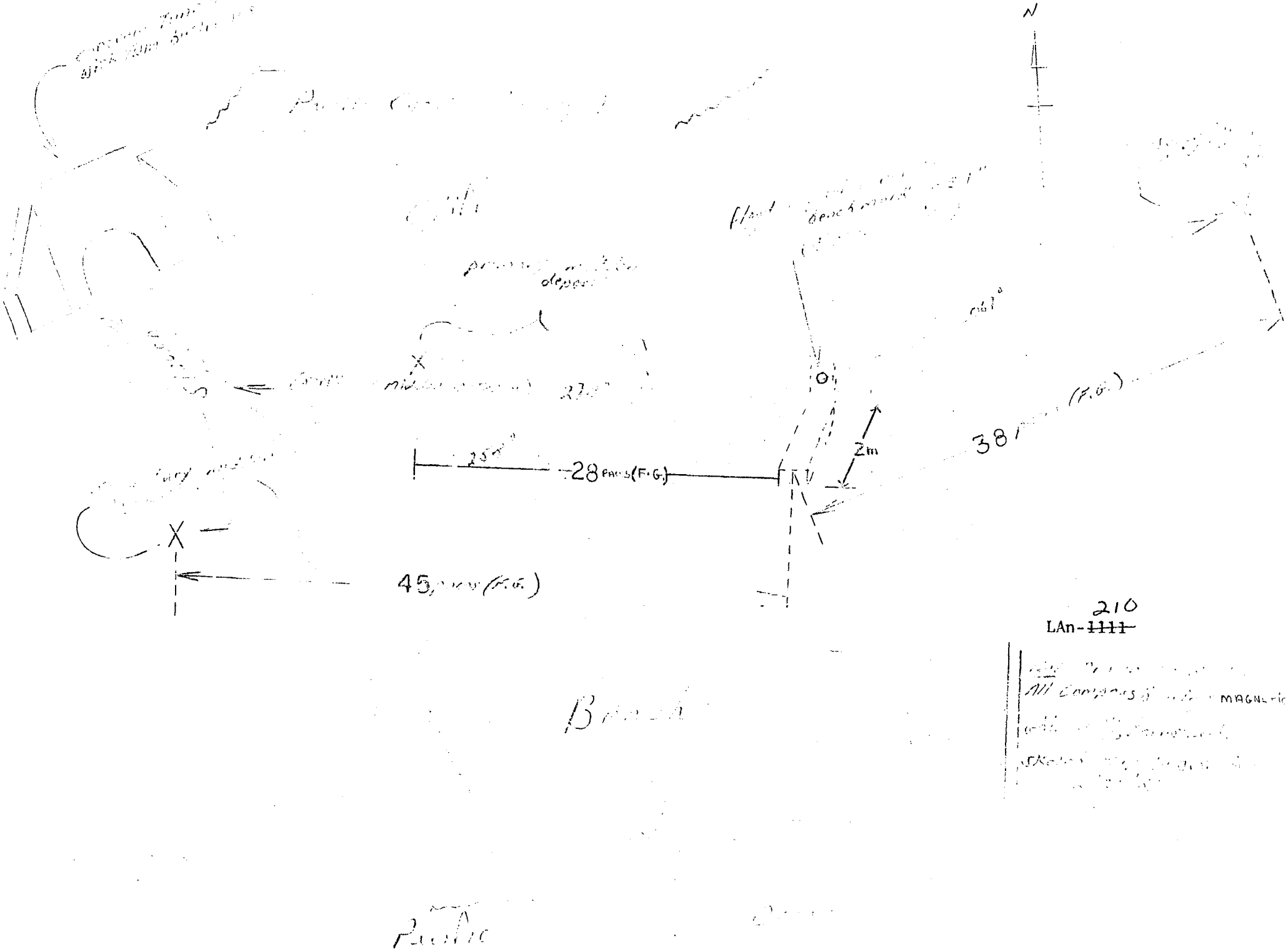
702

337

#764
#517
#10B

#743
#740
#10
#715
#701
#738
#735
#293
#723
#790





LAn-~~1111~~ 210

The following is a summary of a site report which was completed on 2/22/81. This summary is a description of the site.

The primary midden deposit (see sketch map) varies in thickness and length. It is difficult to determine its exact depth or boundaries as it is intermittent. The middenaceous earth is very black and rich and stands out considerably from the surrounding soil. The thickest lens measured app. 46cm. in depth. Other lenses of 30cm. and 7cm. were also observed. The 30cm. lens showed the heaviest concentration of shell. This level rested on a small sand terrace at the bottom level of the 18' bluff the site is primarily located on. The midden extends at least another 7cm. below the surface. Two additional secondary deposits were found. The secondary deposit, "B", seems to be the remnant of a beach terrace. It measures 110cm. in height and is all midden. The secondary deposit, "A", is located in the middle of a bank across from the primary deposit. Its depth or size could not be determined. As we were surveying the site, the local life guard approached us and from him we learned that other sites in the area were present. He confessed in passing that he was a, "collector" of indian artifacts and that he had a rather sizeable collection.

He said that he lived in one of the canyons not far from the Corral Beach Site. He seemed to be sympathetic to our endeavors as archaeologists and offered to assist us in the future if he could. He could prove to be an excellent source for determining the location of other sites in the area. His name and phone number will be included at the end of this summary.

Further excavation of this site would prove difficult, not just because of the political situation, but because the site is located directly in the center of a popular beach. In the short span of time we were there, we were approached by several people inquiring as to what we were doing. The amount of attention that we drew was very uncomfortable and we numbered only three. To show up there with a field class would be even worse. It would be reasonable to say that if the site was excavated, it would have to be done in one or two days with people staying on the site to avoid, "collectors" from making off with samples. Surface collections were made and the materials are now located in the Archaeological Collections, Haines Hall, of the UCLA Campus.

The following names were obtained:

Scott W. Hubbell
(213) 457-4308
Corral Beach Life Guard

John Patrick Kearney
(213) 545-4502
County Environmentalist
Supr. of Life Guards

We were also informed by Mr. Hubbell that if we wanted to do any further investigation or excavation of this site, we would have to obtain a permit from Mr. Kearney.

Participating in this survey with me were Mr. J.S.Eisenlauer, and Mr. P. Farnsworth, both graduate students in the Archaeology Dept. at UCLA.

Fred Ghiradelli

LAN 1111
has been
retired
LAN 210

INSTITUTE OF ARCHAEOLOGY
405 HILGARD AVENUE
LOS ANGELES, CALIFORNIA 90024

DEAR SUSAN

OCT 1 1985

This letter is to inform you that an error has been made in the recordation of site CA-LAN-0001111. This site already has a trinomial (CA-LAN-210).The site record filed by Mr. Ghiradelli has erroneously placed the site at the mouth of Corral Creek, however; the description of the site as well as the sketch of the concrete tunnel with twin buttresses is clearly referring to LAN 210 located at the mouth of Solstice Creek. In short, there is no LAN 000111, it has been mistakenly identified as a new site. This error should be rectified in your records.

Sincerely yours

John Romani
Caltrans Dist 7
Archaeologist

P.S
Leonard (1970) Published
a radio carbon date for LAN 210

University of California

MAPPED

ARCHAEOLOGICAL SITE SURVEY RECORD

1. Site LAn 210 2. Map ~~Calabasas~~ Malibu Beach 7.5' 3. County L.A.

4. Twp. 1 S Range 18W ; — 1/4 of — 1/4 of Sec. —

5. Location ~~Highway 101 A st mouth of Solstice Canyon.~~

6. On contour elevation c. 50'

7. Previous designations for site LA-28 (Solstice Canyon)

8. Owner Government 9. Address

10. Previous owners, dates

11. Present tenant

12. Attitude toward excavation

13. Description of site Burial; shell midden.

14. Area 15. Depth 16. Height

17. Vegetation 18. Nearest water

19. Soil of site 20. Surrounding soil type

21. Previous excavation

22. Cultivation 23. Erosion

24. Buildings, roads, etc.

25. Possibility of destruction Probably destroyed.

26. House pits

27. Other features

28. Burials Yes

29. Artifacts Shell; food remains. Points; shell beads and ornaments. Bowls; stone beads.

30. Remarks "This site was visited 12-28-53. For all practical purposes it is destroyed. Som midden remains between the highway and the beach but it has been badly disturbed bh road building operations and mos of it is under overburden up to 10 feet."--Hal Eberhart

31. Published references Burnett, E.K.: "Inlaid Stone and Bone Artifacts from Southern Calif." Museum of the American Indian, Heye Foundation. Contributions 13. 1944.

32. Accession No. Heye Museum 33. ~~Sketch map~~

34. Date ~~12-11-50 (Eberhart)~~ 35. Recorded by 36. Photos

Appendix E – Geotechnical Reconnaissance

GEOTECHNICAL RECONNAISSANCE
DAN BLOCKER BEACH
26000 PACIFIC COAST HIGHWAY
COUNTY OF LOS ANGELES, CALIFORNIA

Prepared for
DAVID EVANS AND ASSOCIATES
San Diego, California

GROUP DELTA CONSULTANTS

Prepared by
GROUP DELTA CONSULTANTS, INC.
San Diego, California

Project No. 2020
December 26, 2000

GROUP DELTA CONSULTANTS

Certified DBE/MBE

Geotechnical Engineering
Geology
Hydrogeology
Coastal Engineering
Hydrology
Hydraulics
Environmental Engineering

Project No. 2020
December 26, 2000

Rebecca Smirniotis
DAVID EVANS AND ASSOCIATES
8989 Rio San Diego Drive, Suite 335
San Diego, California 92108

GEOTECHNICAL RECONNAISSANCE
DAN BLOCKER BEACH
26000 PACIFIC COAST HIGHWAY
COUNTY OF LOS ANGELES, CALIFORNIA

Dear Rebecca:

In accordance with your request, we are pleased to provide our Geotechnical Reconnaissance Report for the subject project. Pertinent geotechnical issues identified include geologic hazards, coastal bluff stability, marine erosion, and foundation design.

Geologic hazards and coastal bluff stability present a potential for environmental impacts, if not mitigated. The mitigation measures presented will reduce these impacts to below the level of significance.

We appreciate the opportunity to work with you on this project. If you have any questions or require additional information, please give us a call.

Very truly yours,

GROUP DELTA CONSULTANTS, INC.

Donald A. Cords, Senior Engineer
R.C.E. 046564

Braven R. Smillie, Principal Geologist
C.E.G. 207, R.G. 402

DAC/BRS/sd
Attachments

(6) Addressee

REGISTERED PROFESSIONAL ENGINEER
DONALD A. CORDS
C-048564
Ren. 6/30/00
CIVIL
STATE OF CALIFORNIA

REGISTERED GEOLOGIST
BRAVEN R. SMILLIE
No. 207
Exp. _____
CERTIFIED ENGINEERING GEOLOGIST
STATE OF CALIFORNIA

4455 Murphy Canyon Road, Suite 100 ▲ San Diego, California 92123-4379 ▲ (858) 573-1777 *voice* ▲ (858) 573-0069 *fax*
Aliso Viejo, California ▲ (949) 609-1020 Torrance, California ▲ (310) 320-5100
www.GroupDelta.com

TABLE OF CONTENTS

1 INTRODUCTION 1
1.1 Project Description 1
1.2 Scope of Work 2
2 EXISTING CONDITIONS 3
2.1 Soils and Geologic Formations 4
2.2 Geologic Hazards 6
2.2.1 Faults and Seismicity 6
2.2.2 Liquefaction 7
2.2.3 Slope Stability/Landslides 7
2.2.4 Groundwater 8
2.2.5 Drainage 8
2.3 Coastal Bluff Geomorphology 9
2.3.1 Terminology for the Bluff and Adjacent Shore 9
2.3.2 Geomorphic Analyses 9
3 WAVE CLIMATE 11
4 SHORT-TERM SEA LEVEL CHANGE 13
4.1 Tides 13
4.2 Storm Surge 13
4.3 Wave Setup 13
4.4 Design Stillwater 14
5 MECHANISM OF COASTAL BLUFF RETREAT 14
5.1 Marine Erosion Processes 15
5.2 Subaerial Erosion 16
6 SLOPE STABILITY 16
7 DISCUSSION 17
7.1 Access Ramp/Stairways 18
7.2 Parking Lot 21
7.3 Erosion 21
7.3.1 Overview 21
7.3.2 Non-Structural Alternatives 23
7.3.3 Structural Alternatives 24
8 LIMITATIONS 24

REFERENCES

TABLE 1 - SUMMARY OF NEARBY FAULTS

TABLE OF CONTENTS
-continued-

FIGURE 1 - SITE LOCATION MAP
FIGURE 2 - SITE PLAN
FIGURE 3 - GEOLOGIC MAP
FIGURE 4 - GEOLOGIC CROSS-SECTION
FIGURE 5 - TYPICAL COASTAL BLUFF PROFILE
FIGURE 6 - HISTORICAL SHORELINE CHANGES (1933-1969)
FIGURE 7 - HISTORICAL SHORELINE CHANGES (1970-1979)
FIGURE 8 - HISTORICAL SHORELINE CHANGES (1980-1989)

APPENDIX A - SITE PHOTOGRAPHS
APPENDIX B - EQFAULT OUTPUT

GEOTECHNICAL RECONNAISSANCE
DAN BLOCKER BEACH
26000 PACIFIC COAST HIGHWAY
COUNTY OF LOS ANGELES, CALIFORNIA

1 INTRODUCTION

1.1 Project Description

The Los Angeles County Departments of Beaches and Harbors and Public Works is proposing the construction of a parking lot with approximately thirty (30) diagonal parking spaces, park site amenities, and an aluminum ramp for beach access on a bluff top at Dan Blocker Beach. The proposed site is located west of and adjacent to Pacific Coast Highway (PCH), west of the City of Malibu, west of Puerco Beach, and east of Latigo Point. The location of the site is shown in Figure 1.

The proposed project site consists of approximately 2 acres of vacant bluff-top land, fencing, and deteriorated paving. The existing deteriorated paving and fencing would be removed as part of the Phase 1 project. The proposed project would provide a parking lot, park site amenities, and beach access for visitors. Beach visitors currently park along PCH and access the beach by a stairway located at adjacent residential units. The residential units are located to the east and west of the project site.

The proposed project would be constructed in phases. Phase 1 would include development of a thirty space parking lot and park amenities located at the eastern portion of the bluff top at the project site. Phase 1 would encompass approximately 600 lineal feet of bluff top and would have a width of approximately 50 to 65 feet. Beach access, in the form of an aluminum ramp, would also be constructed during Phase 1. The ramp would extend from the bluff top to the beach level and would include concrete landings at each end. An approximate 100-foot setback would be provided between the residential unit and the parking lot area.

Phase 1 park site amenities would include picnic tables, bench seating, portable drinking fountains, and chemical toilets. The proposed chemical toilets would be

located on a concrete pad and would be enclosed in a cinder-block structure. The thirty diagonal parking stalls would face the Pacific Ocean along the eastern portion of the project site. Walkways would also be provided to join the parking area with the park site amenities and beach access. Bench seating, overlooking the ocean, would be provided along the walkways. An anodized aluminum handrail would extend along the entire length of the proposed Phase 1 project site, parallel to the bluff.

Additional phases would include similar amenities as in Phase 1. A schedule has not yet been developed for future phases of development.

Access to the proposed project site would be provided from two driveways located off of PCH. The driveways would be one-way, allowing for vehicles to enter through one of the driveways and exit through the other.

Landscaping would also be provided as part of the proposed project. Landscaping would include native species to provide erosion control. Temporary irrigation would be provided to the landscaped areas of the site and would be removed upon establishment of the native species landscaping. Drainage of the site would be directed toward PCH and would not drain onto the beach.

1.2 Scope of Work

This technical report is based on information available in previously prepared studies, and in the geologic and engineering literature. No new field work has been performed, other than a site visit, and no new data has been collected for preparation of this current technical report. It is anticipated that such work will be undertaken in future geotechnical studies.

We have made a preliminary evaluation and reconnaissance of the geotechnical conditions and coastal processes in the site vicinity that pertain to the proposed project. We have reviewed published geologic maps of the site, reviewed geotechnical reports of projects in the area on file with the City of Malibu, visited the site to review the geologic conditions, observed the existing conditions of the coastal bluffs, reviewed historical beach erosion data, and reviewed aerial photographs of the site. Review of the site

geology is presented followed by the various geomorphic factors responsible for forming the coastal bluffs. Mitigation measures are then provided, which are intended to reduce both marine and subaerial erosion currently occurring at the site. Additionally, limited geotechnical input is provided for the design and construction of the various improvements proposed at the site.

This report presents information on:

- Geologic and soil conditions;
- Potential geotechnical hazards that may affect, or be affected by, the proposed project;
- Identified potential environmental impacts; and
- Indicated areas that may require additional detailed investigation.

Pertinent geotechnical topics include:

- Local geology;
- Regional faulting and seismicity;
- Slope stability/landslides; and
- Erodible soils.

2 EXISTING CONDITIONS

The proposed project site can be characterized as a highway bench cut into a hillside in the lower slopes of the Santa Monica Mountains. The hillside extends down to the Pacific Ocean forming a coastal bluff over a narrow sandy beach. The site consists of approximately 2 acres of vacant land, fencing, and deteriorated paving. The beach is located in the northwestern portion of Santa Monica Bay about 5 miles east of Point Dume. The beach was formerly known as Solstice Canyon Beach before being named

Dan Blocker Beach. The narrow sandy beach has offshore rocks backed by a wave cut eroding cliff and a highway bench. Houses and condominiums adjacent to the site are built on piles and subject to damage during high wave conditions.

No topography for the project site was provided, but visual estimates of the height of the bluffs appear to be on the order of 10 to 20 feet high. The bluffs range from being near vertical in many areas to a slope of approximately 1:3 (horizontal:vertical). The bluff face supports little to no vegetation.

The platform above the coastal bluff where the future parking area will be constructed is vegetated with a moderate to thick growth of grasses, native chaparral, and ice plant, except in areas still covered by extremely deteriorated asphalt concrete left in place at former parking areas.

The Site Plan, Figure 2, utilizes an aerial photograph of the proposed project site. Appendix A provides photographs of the beach, bench and highway cut taken on December 8, 2000. The photographs were taken during the daily low tide between 1300 and 1400 hours with the tidal elevation approximately 0.0 feet MLLW.

2.1 Soils and Geologic Formations

The project area is situated in the western region of the Santa Monica Mountains near the base of the southerly descending flanks in the City of Malibu.

Geologic units present in the vicinity of the project site include Holocene beach sands, Pleistocene-age older alluvial sediment deposits on the top of the hillside north of the roadway, and Miocene-age volcanic rocks exposed in the coastal bluffs and roadway cuts (Dibblee, 1993). Within 2,000 feet of the project site, other geologic units include a middle to late Miocene-age meta-sedimentary formation and landslide debris. Minor isolated fills also exist throughout the site as gully infills, erosion repairs, and minor roadway grading. Figure 3 provides a geologic map of the site area (Dibblee, 1993). These soil units are described below from oldest to youngest.

Conejo Volcanics (*Tcvaz*): An andesitic breccia formed in the middle Miocene age, pinkish-gray to brown, composed of unsorted, very large to small, angular

fragments of andesitic in coherent andesitic to tuffaceous matrix. Originally, this was mapped as Zuma Volcanics by Yerkes and Campbell (1979, 1980).

Monterey Formation (*Tm*): A white weathering, thin-bedded, platy, siliceous shale, dark brown where fresh, moderately hard, formed during middle and late Miocene age.

Older Surficial Sediments (*Qoa*): These alluvial sediments consists of Pleistocene-age, unconsolidated to weakly-consolidated, pebble-cobble gravel, sand, and silt.

Landslide Debris (*Qls*): Old landslide debris, consisting of displaced blocks of alluvial sediments, terrace deposits, and/or volcanics, has been mapped in the area.

Residual Soils: Residual soils, formed over volcanic bedrock formation, are present where the volcanics have not been cut as part of the grading of PCH. The residual soils at the site are dark to medium brown, and appear to be slightly plastic, clayey to silty sand. The residual soils can be anticipated to be 1 to 2 feet thick.

Artificial Fill: Minimal fill may be associated with the grading of PCH based upon the high cuts north of the roadway. Minor fills are typically associated with either the repair of past localized slumps and erosion features or with the existing storm drains that convey water from the bluff top to the beach below.

The geologic map of the Malibu Quadrangle (Dibblee, 1993) contains a structural cross section plotted south to north through the project site. This cross section is included as Figure 4.

2.2 Geologic Hazards

2.2.1 *Faults and Seismicity*

The site is located within the seismically active area of Southern California, but outside a Special Studies Zone defined by the Alquist-Priolo Geologic Hazards Act of 1972. The project area will be subject to strong to very strong ground shaking should an earthquake occur on a nearby fault.

The nearest known active or potentially active fault is the Malibu Coast Fault system located about 2,000 feet north of the project area (Dibblee, 1993). Figure 3 shows the location of this mapped fault relative to the project site. There are no active or potentially active faults currently known to be mapped across the project site. A summary of nearby faults is shown in Table 1.

The Latigo Fault is mapped with an east-west trend through the site along the beach below the bluff. To the west, the fault turns inland, where it juxtaposes Conejo Volcanics against Monterey Formation to the south. Much of the shore platform at the site may be underlain by Monterey Formation. The Latigo Fault is not considered to be active and is not included as an Alquist-Priolo Zone.

We performed deterministic seismic hazard analysis using the computer program EQFAULT (Blake, 1995). We used the fault data file "CDMGSCE.dat" and the attenuation relationship by Idriss (1994) horizontal-rock/stiff soil. The Malibu Coast Fault controls the computed acceleration, with a maximum credible magnitude of 6.7 at a minimum distance of 1 mile. This attenuation relationship gives a maximum credible acceleration of 0.69 g at the closest point to the controlling fault. The results are generally consistent with the Caltrans Seismic Hazard Map (Mualchin, 1996), which gives accelerations of greater than 0.6 g. The output from EQFAULT is included as Appendix B.

Since segments of the active Malibu Coast Faults are not known to trend toward or through the project site, ground rupture is not anticipated.

Tsunamis, or seismic sea waves, are large oceanic waves that may be generated by earthquakes, submarine volcanic eruptions, or large submarine landslides. Earthquakes that generate tsunamis are typically followed by aftershocks, have magnitudes greater than 6, and have a relatively shallow focal depth. Tsunamis causing disastrous destruction have been found to have been caused by earthquakes with magnitudes greater than 7.75 (Weigel, 1964). The forces generated by a tsunami wave can be of such a large magnitude that the only means of protection is to avoid areas subject to tsunamis. The 500-year tsunami wave runup heights may be as high as 30 feet in Southern California (Synolakis et al., 1997). With the project site elevation ranging from about 20 to 25 feet above MSL, this area could potentially be impacted by a large tsunami wave.

2.2.2 *Liquefaction*

The potential for liquefaction is generally a function of the age, type, and looseness of cohesionless sediments, and the depth to groundwater. Relatively young (Quaternary), coarse-grained (sandy), loose sediments associated with a shallow depth to groundwater would have the highest susceptibility to liquefaction during a significant seismic event.

Since the soils at the project site are underlain by volcanic bedrock, liquefaction potential is considered very low.

2.2.3 *Slope Stability/Landslides*

The volcanics at the site exposed in the coastal bluffs and in the roadway cut appear to be stable at close to vertical cut inclinations. The minor instability of the bluff slopes along Dan Blocker Beach has been developed by the oversteepening and weathering of the bluff face due to wave erosion and/or subaerial erosion.

Landslide debris to the west and east of the project area has been mapped in the geologic map of the Malibu and Point Dume Quadrangles (Dibblee, 1993). Typically, landslides in this area are associated with Monterey Formation, a thin-bedded, platy

siliceous shale, which is not present within the project area, except, perhaps, underlying part of the shore platform.

A minor amount of colluvial material, which may be associated with an ancient landslide or debris flow from alluvial deposits, or dumped material associated with the grading of PCH, can be observed just west of the center of the site in the coastal bluffs. This material can be seen in Photographs No. 7 and No. 8 of Appendix A as the darker brown material in the bluff face.

2.2.4 *Groundwater*

No groundwater was observed during the field reconnaissance exiting the bedrock material in the face of the coastal bluffs. Typical sources of groundwater that may exit the coastal bluffs would include: 1) natural groundwater migration from the highland areas just north the project site; and 2) infiltration of the bedrock material on the platform surface above the bluffs by rainfall. In the rainy winter months, it can be anticipated that groundwater seepage exiting the bluff may occur, causing spring sapping and solution cavities along faults, joints, and bedding planes, locally accelerating marine erosion in these areas. Typically, the volume of groundwater exiting the bluff face throughout the site boundaries can be anticipated to vary from location to location, and between seasons, even during drought years.

The permanent groundwater in the area can be anticipated to be near sea level within the project site.

2.2.5 *Drainage*

Drainage on the site is achieved by sheet flow over the existing ground surface. This uncontrolled surface runoff results in over-bluff discharge, resulting in minor rilling and gullying of the bluff faces. Drainage of the adjacent four-lane PCH utilizes sheet flow to a storm drain system, which carries the water under the roadway and empties into the ocean.

2.3 Coastal Bluff Geomorphology

2.3.1 *Terminology for the Bluff and Adjacent Shore*

The geomorphology of a typical coastal bluff profile is shown in Figure 5, "Typical Coastal Bluff Profile". Depicted on Figure 5 are the shore platform, the lower near-vertical part of the bluff called the sea cliff, and the upper-bluff slope, which generally ranges in inclination between 35 and 65 degrees (measured from the horizontal). The bluff top is the boundary between the upper bluff and the coastal terrace.

Offshore from the sea cliff is an area of indefinite extent called the nearshore zone (see Figure 5). The bedrock surface in the nearshore zone, which extends out to sea from the base of the sea cliff, is the shore platform. Worldwide, the shore platform may vary in inclination from horizontal to a gradient of 3 horizontal to 1 vertical, or 33 percent (Trenhaile, 1987). Although we have performed no offshore profiles associated with this study, based on the results of nearby profiling, we estimate that the gradient of the shore platform ranges from approximately 4 to 6 percent in the site vicinity (USACE, 1992). The boundary between the sea cliff (the lower, vertical and near-vertical part of the bluff) and the shore platform is called the cliff-platform junction, or alternatively the shoreline angle.

Within the nearshore zone is a subdivision called the inshore zone, extending landward from the point where waves begin to break (Figure 5). The seaward boundary of the inshore zone varies with time because the point at which waves begin to break changes dramatically with changes in wave size and tidal level. During low tides, large waves will break far out to sea. During high tide, smaller waves may not break at all or they may break directly on the lower cliff. Closer to shore is the foreshore zone, that portion of the shore lying between the upper limit of wave wash at high tide and the ordinary low water mark. Both of these boundaries usually lie on a sand or shingle beach

2.3.2 *Geomorphic Analyses*

Geomorphic analyses include all factors that contribute to shaping coastal landforms. Coastal erosion and coastal bluff retreat are caused by both marine and terrestrial

processes. Surf action is usually the dominant marine agent producing both hydraulic (wave) impact and abrasion. Geomorphic factors that contribute to coastal erosion are mainly:

- Climate: Long-term climatic and short-term meteorologic conditions produce large waves, the energy source causing coastal erosion. Storm conditions may present a variety of wave directions, heights, and frequencies.

- Wave Energy: The amount of wave energy impacting a sea cliff is locally controlled by the offshore seafloor bathymetry of the shore platform. The shore platform causes large, deep-water waves to break before reaching the shoreline, thereby attenuating the amount of wave energy ultimately impacting the sea cliff. Variations in nearshore bathymetry also refract ocean waves, locally focusing damaging wave energy onto certain coastline segments (Munk and Traylor, 1947; Bradley and Griggs, 1976).

- Lithology and Structure of Coastal Bluffs: Lithology is the physical character of the rock, which determines the degree of erosion resistance. The term structure includes the discontinuities (such as faults and joints) in the rock that cause variations in erosion potential for a given rock type. These two factors may vary greatly along a stretch of coast, and are primary factors in site-specific rates of coastal retreat.

- Groundwater: The presence of groundwater may significantly impact the stability of certain geologic units and consequently accelerate bluff retreat. Groundwater seepage also tends to weaken intact geologic units (Kuhn and Shepard, 1980) by both chemical solution and by mechanical erosion, thus increasing susceptibility of soils in the bluff face to accelerated marine erosion.

- Bluff Geometry: Bluff geometry is the shape of the coastal bluff profile. Bluff geometry is influenced by marine erosion from coastal processes at the sea cliff, and subaerial erosion from terrestrial processes acting on the bluff (Emery and Kuhn, 1982). The rate of marine erosion at the sea cliff limits the decline of the bluff caused by subaerial erosion. Because the coastal bluffs along this portion

of the coastline are all subjected to similar terrestrial processes (excluding man's activity), a qualitative assessment of bluff retreat can be made based on variations in bluff geometry along the coastline.

Geomorphic techniques can be used to describe and evaluate the progressive nature of bluff-top retreat. Bluff retreat is episodic and site-specific, characteristically coinciding with major storm events. Continuing long-term retreat of the lower bluff gradually creates an oversteepened slope in the upper bluff, causing it to decline (by erosion and/or slope failure) to a more sustainable angle of repose. The process continues and repeats in a series of episodes. As the upper bluff slope approaches the high end of this range, episodes of massive slope failure are typically caused by the combined effects of groundwater seepage and winter storms.

3 WAVE CLIMATE

In evaluating the wave climate that controls coastal erosion, considerable hindcast data are available, which indicate likely future trends. Accordingly, it is feasible to establish geotechnical design criteria for coastal structures. Waves along the Southern California coast shoreline generally range in height from 2 to 5 feet; however, large waves ranging from 6 to 10 feet in height are not uncommon. These large waves can arrive at almost any time during the year and may continue for 3 to 4 days. These high-wave episodes are frequently unaccompanied by strong winds.

The wave climate in this region is moderate, being protected by Point Conception from waves generated by storms in the North Pacific. In addition, the Channel Islands provide substantial wave protection from Pacific Basin storms. The fetch from the Channel Islands allow the generation of energetic, shorter-period waves and ocean swells from a particular direction that can penetrate the islands and cause an increase in the local wave height.

The Malibu coastline is exposed to wave action, undiminished by island interference, through only two relatively narrow corridors of wave approach (USACE, 1977). Northern portions of Santa Monica Bay are highly sheltered from northwest swell by the

Channel Islands and Point Dume. Open wave windows exist from the west-southwest between the Channel Islands and San Nicholos Island and from the south between San Nicholos Island and Catalina Island. In a study of northern Santa Monica Bay, design waves for 42 ft depth were determined as 11-13 ft with a 9 second period from the south and 6-10 ft from the west-southwest with a period of 11 seconds (USACE, 1977).

Short-period waves, with periods of 8 seconds or shorter, generated from the nearshore waters within the various channel islands and offshore banks, have a fetch of 50 to 100 nautical miles, and approach the project area from the west through the southwest.

Seymour et al. (1984) have produced storm wave hindcast estimates for the period 1900-1984 with a hindcast location near 35°N, north of Point Conception and the Channel Islands. Only waves with deep-water-approach directions between southwest and west-northwest were considered because waves approaching more obliquely would be considerably diminished by refraction as they approached the shoreline. Further, the waves were ranked by their power (energy multiplied by period). This resulted in a list of 59 storms in which the resulting offshore significant wave height exceeded 10 feet, all having periods equal to or exceeding 12 seconds.

It is of interest to note that extreme deep-water wave episodes exceeding 19.5 feet (6 meters) were only reported on eight occasions during the period 1900 to 1979, while the period from February 1980 through February 1984 experienced a total of ten storm events with deep-water waves exceeding 19.5 feet. Further, the storm of January 17-18, 1988, produced the highest measured deep-water waves approaching the Southern California coast. The significant wave height was 32.8 feet (10.0 meters) (Seymour, 1989), higher than any reported in the 1900-1984 database. This storm was likely on the order of a 200-year storm, and was reported by Seymour to be remarkably similar to Richard Henry Dana's observations in "Two Years Before the Mast of the Dangerous Southeasters [significant storm arriving from the south] off this same coast."

4 SHORT-TERM SEA LEVEL CHANGE

The effect of waves on the coast is highly dependent on the sea level during the wave episode. Large waves at low sea level cause limited erosion since they break well offshore. When episodes of large waves combine with short-term high sea level from tides and other factors, rapid retreat may occur along vulnerable coastlines.

4.1 Tides

Tides are caused by the gravitational pull of astronomical bodies, primarily the moon, sun, and planets. Tides along the Malibu coast have a semi-diurnal inequality. Tidal ranges have a mean range of about 3.7 feet and diurnal range of 5.3 feet (USACE 1977). On an annual average basis, the lowest tide is about -1.6 feet Mean Lower Low Water (MLLW) datum or about -4.48 feet Mean Sea Level (MSL) datum, and the highest tide is about +7.1 feet MLLW datum (+4.22 feet MSL datum).

4.2 Storm Surge

Storm surge results from strong storms pushing sea water against the coast. Extreme storm surges are presented as a function of return period at selected California tide stations (NOAA, 1980), with those for Santa Monica shown below:

Return Period, yrs	Storm Surge, ft
5	1.9
10	1.9
25	2.0
50	2.0
100	2.0

4.3 Wave Setup

Wave setup results from superelevation of the water surface over the normal surge elevation due to onshore mass transport of the water by wave action alone. Wave setup is a function of both the stillwater level, and the elevation and slope of the shore platform. For the Malibu area, the typical maximum range in wave setup would likely

vary from 1/2 to 1 foot, which would be added to the extreme water elevation resulting from storm surge and astronomical tide.

4.4 Design Stillwater

For design of coastal structures, a conservative high sea level is determined that accounts for all of the factors that may increase sea level during the design life of the structure. Tides, storm surge, and wave setup add up to a 100-year high-water elevation of 5.2 to 5.7 feet (MSL datum). To this, an additional 0. 5 feet is added to account for long-term sea level rise based upon predictions of sea level rise over 100 years. Most designers use 0.5 feet, although estimates of expected long-term sea level rise in the next 100 years vary from 0.4 feet to 0.75 feet (Flick, 1998). For the Malibu coast, the design stillwater elevation can be approximated on the order of 5.7 to 6.2 feet (MSL datum).

5 MECHANISM OF COASTAL BLUFF RETREAT

The coastline at Dan Blocker Beach has not experienced a considerable amount of erosion in the last 20 to 30 years, but rather fluctuating periods of beach erosion and accretion caused by storm events. The coastal bluffs, which often support little or no vegetation, are subject to wave spray and splash, sometimes causing saturation of the outer layer and subsequent sloughing of oversteepened slopes. Wind, rain, irrigation, and uncontrolled surface runoff contribute to minor erosion of the coastal bluff, especially on the more exposed oversteepened portions. Where these processes are active, rilling and minor gullying has resulted along portions of the bluffs.

Geomorphic techniques can be used to describe and evaluate the progressive nature of bluff-top retreat. Bluff retreat is episodic and site-specific, characteristically coinciding with major storm events. Continuing long-term retreat of the lower bluff gradually creates an oversteepened slope in the upper bluff, causing it to decline (by erosion and/or slope failure) to a more sustainable angle of repose. The process continues and repeats in a series of episodes.

5.1 Marine Erosion Processes

The types and rate of erosion affecting the typical bluff profile will change with the tidal level and shore platform elevation. In addition, variations in seafloor bathymetry may result in wave focusing, further exacerbating erosive wave forces.

Mechanical erosion processes at the cliff-platform junction include water abrasion, rock abrasion, cavitation, water hammer, air compression in joints, breaking-wave shock, and alternation of hydrostatic pressure with the waves and tides. All of these processes are active in backwearing. Downwearing processes include all but breaking-wave shock (Trenhaile, 1987). Backwearing and downwearing by the mechanical processes described above are both augmented by bioerosion, the removal of rock by the direct action of organisms (Warme and Marshall, 1969; Trenhaile, 1987). Backwearing at the site can be assisted by algae in the intertidal and splash zones and by rock-boring mollusks in the tidal range.

The key factors affecting the marine erosion component of bluff-top retreat are water depth at the base of the cliff, breaking wave height, and the slope of the shore platform. Along the entire coastline, the sea cliff is subject to periodic attack by breaking and broken waves, which create the dynamic effects of turbulent water and the compression of entrapped air pockets. When acting upon jointed and fractured formation, the "water-hammer" effect tends to cause hydraulic fracturing which exacerbates sea cliff erosion. Erosion associated with breaking waves is most active when water depths at the cliff-platform junction (d_s) coincide with the respective critical incoming wave height (H) such that d_s is approximately equal to 1.3H.

Waves will break when their height reaches approximately 75 percent of the water depth; thus, for a shore platform elevation of 0 feet MSL datum, 3-foot-high waves would break at the base of the sea cliff when tides are approximately 4 feet above mean sea level (4 feet of water). Elevations of the shore platform along Dan Blocker Beach appeared to range from about 2 to 8 feet MSL allowing only waves less than 1 foot high to break along the base of the sea cliff during higher tides. Any significant erosion from the sand currently on the beach would allow larger waves to break against the sea cliffs.

In the central portion of Dan Blocker Beach, it appears some stone and concrete has been placed on the natural rock outcrops at the beach to protect against waves striking the base of the bluff and accelerating the erosion of the bluff. The location of this stone protection can be seen in the aerial photograph (Figure 2) and in the site photographs in Appendix A.

Where the shore platform is protected by a offshore rocks further from the bluff face, breakers would form some distance offshore from the bluff. These waves would shoal, break, reform as smaller waves or proceed shoreward as broken waves, ultimately delivering to the coastal bluff only a small fraction of the original wave energy.

5.2 Subaerial Erosion

Groundwater seepage can be anticipated to exist along faults, joints, and bedding planes, locally accelerating marine erosion in the bedrock of the coastal bluff. The primary erosive effect of groundwater seepage upon the coastal bluff is spring sapping, or the mechanical erosion of sand grains by water exiting the bluff face. However, chemical solution (especially of carbonate matrix material) is also a significant contributor.

6 SLOPE STABILITY

Stability of the coastal bluffs is affected by the soil strengths within and between strata that make up the various geologic units, and by the height and profile of the bluff. Based upon observation of cuts made into the volcanics in the area, the coastal bluffs appear to be relatively stable at slopes of 1:3 (horizontal:vertical), and possible at even steeper slopes.

The more gently-sloping coastal bluffs, more prevalent along the westerly section of the park, are more stable than the steeper, nearer to vertical, coastal bluffs to the east. However, the bluff profile, in addition to affecting slope stability, also provides a good indicator of the relative rate of marine and subaerial erosion. Slope stability calculations analyzing this geometry are appropriate for long-term evaluation of the stability of the coastal bluff. Where marine erosion allows a fairly rapid retreat of the bedrock unit

causing a relatively steep to near-vertical bluff, the bluff will be more susceptible to continuous sloughing.

In summary, and from a practical standpoint, proper determination of the appropriate bluff-top setback, if desired, must include an analysis of both the rate of marine erosion of the lower, cliffed portion of the bluff, and of the effect of that rate in creating an "artificially" oversteepened upper bluff. We recommend further studies of the stability of the bluff face after borings are drilled above the bluffs and the borings downhole logged by a Certified Engineering Geologist (CEG).

7 DISCUSSION

Following our initial data review and collection of pertinent maps and area photographs, we performed a geotechnical reconnaissance of the project site on December 8, 2000. This geotechnical reconnaissance served as an aid in the understanding of the following factors as they relate to bluff stability and coastal erosion:

- The bluff geometry;
- An estimate of the elevation and slope of the shore platform;
- The estimated relative erosion resistance of each lithologic unit;
- The presence of sea caves;
- The density and pattern of jointing and faulting in the Zuma Volcanics;
- The presence of groundwater seepage;
- The presence of sand beach at the base of the bluff;
- The presence of a weathering profile in the bluff face soils; and
- The presence of protective vegetation.

We recommend further geotechnical investigation of the site, including soil borings as part of the final design of this project.

7.1 Access Ramp/Stairways

There is currently a stairway just west of Dan Blocker Beach adjacent to an existing condominium complex. For this improvement project, pedestrian access to the beach, in the form of an aluminum ramp/stairways, would also be constructed near the eastern end of the project site. The ramp would extend from the bluff top to the beach level and would include concrete landings at each end.

The foundation elements for the new access ramp may consist of a single, isolated, concrete cast-in-drilled-hole (CIDH) shaft located at each landing.

It is recognized that ongoing marine erosion during the design life of the access ramp may continue to undermine any landings placed on the beach level, reducing both lateral support and subjecting the base of the ramp to a progressively more erosive environment. As we understand, the new ramp will be designed to accommodate ongoing marine and subaerial erosion processes.

The proposed new access ramps may be founded on isolated concrete cast-in-drilled-hole (CIDH) shafts supporting each landing. Isolated concrete shafts will develop both axial and lateral capacity derived from sufficient embedment into the underlying bedrock materials. Geotechnical design criteria for both vertical and lateral load capacity are provided in the following sections.

We recommend that drilled shaft foundations supporting access ramps derive support from shaft friction in the dense Zuma Volcanic bedrock materials. We recommend a preliminary allowable shaft friction of 800 psf in formational materials to resist both dead plus live loads. No increase should be used for transient wind or seismic loads. It should be noted that this design precludes the need for cleaning the bottoms of drilled excavations and thus does not rely on any tip bearing for vertical support. Lateral loads

will likely control all design embedment depths and, hence, additional end-bearing capacity is not required.

Resistance to lateral loads applied to the drilled shaft is developed through deflection in the pier, which mobilizes the reaction of the soil into which the drilled pier is embedded. The resisting pressure applied by the soil to a pier depends upon the relative stiffness of the pile and soil, as well as depth of embedment. For drilled piers embedded on sloping ground, an additional reduction in lateral capacity results, associated with the lack of confining pressure for loads applied in the slopeward direction.

Failure of a laterally-loaded pier takes place either when the maximum bending moment in the loaded pier reaches the ultimate or yield resistance of the pier section, or when the lateral earth pressures reach the ultimate lateral resistance of the soil along the total length of the pier. For purposes of definition, failure of piers with relatively "short embedment" takes place when the pier rotates as a unit with respect to a point located close to its toe. Failures of piers with relatively "long embedment" occur when the maximum bending moment applied to the pier exceeds the yield resistance of the pier section, and a plastic hinge forms at the section of maximum bending moment. Investigators have suggested that piers be grouped relative to their dimensionless depth of embedment L/T where:

L = embedment length of the pier in feet, and

$T = (EI/f)^{1/5}$ (divided by 12 to convert inches to feet)

Short piers are generally defined as L/T being less than 2.0, and long piers are generally defined as L/T being larger than 4.0.

The quantity EI is the stiffness of the pier section, and f (coefficient of variation of soil modulus) would be on the order of 60 pounds per cubic inch for the bedrock materials. These soil modulus values are for high strain levels. If the dimensionless ground surface pier deflection /pier diameter, is less than 1 percent, these soil modulus values may be doubled. We further recommend that a reduction coefficient to account for sloping-ground loading conditions be applied to the soil modulus as follows:

$$C = (K_{ps}-K_{as})/(K_{pl}-K_{al})$$

Where:

C = The reduction coefficient to be applied to the soil modulus to account for sloping ground.

K_{ps}, K_{pl} = Coefficient of passive earth pressure for sloping ground and level ground, respectively.

K_{as}, K_{al} = Coefficient of active earth pressure for sloping ground and level ground, respectively.

In order to determine the structural requirements and load deformation characteristics of the proposed concrete piers, we would suggest using the elastic theory approach developed by Matlock and Reese (1962). A condensed version of this approach is outlined in the NAVFAC Design Manual DM-7.2, Chapter 5, Section 7. We would suggest that earth pressure coefficients also be obtained from DM-7.2. Chapter 3 of the NAVFAC Manual (Analysis of Walls and Retaining Structures) provides a figure for "Active and Passive Coefficients with Wall Friction (sloping backfill)" and a numerical solution for "Coefficients K_a and K_p for Walls with Sloping Wall and Friction, and Sloping Backfill" [pages 7.2-67 and 7.2-69 of the May 1982 Edition]. We recommend that, for preliminary calculation purposes, an angle of internal friction of 40 degrees be used to approximate the actual soil strength parameters representative of the soil conditions at the site.

These recommendations are preliminary in nature. After drilling borings at the site or obtaining the exact location and specific construction method preferred for this access ramp, modifications to these recommendations may be anticipated.

7.2 Parking Lot

The proposed parking lot is to consist of thirty diagonal parking stalls facing the Pacific Ocean along the eastern portion of the project site. Access would be provided from two driveways located off of PCH. The driveways would be one-way, allowing for vehicles to enter through one of the driveways and exit through the other.

The entire area of the parking lot and driveways was cut in the volcanic formational material during the roadway grading of PCH. The parking areas should be stripped of all existing deteriorated pavements, all existing vegetation, debris and any other unsuitable materials. The new pavements should be in compliance with regional standards of the County of Los Angeles. Unless areas of previously placed fill are encountered, we anticipate the subgrade to be fairly good quality soils with preliminary design R-values of greater than 20. We recommend that soil samples be taken of the subgrade before final design of the pavement sections.

Any surface drainage from the parking lot and driveways should drain away from the coastal bluffs and towards PCH.

7.3 Erosion

7.3.1 *Overview*

Shoreline erosion and bluff retreat is an ongoing natural process. The California Coastal Act contains provisions that allow construction of seawalls, revetments, bluff retaining walls, and other similar shoreline protection measures when necessary to protect existing structures and when consequential damage to the shoreline can be minimized. Coastal Act Section 30253 states that new development shall assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area, or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. Ongoing marine erosion may eventually impact bluff-top improvements not safely set-back from the bluff face. Recognizing that the Coastal Commission will not allow stopping the marine erosion through implementation of

structural measures, consideration should be given to nonstructural solutions suitable for mitigating both marine and subaerial erosion.

The coastline at Dan Blocker Beach has not experienced a considerable amount of erosion in the last 20 to 30 years, but rather fluctuating periods of beach erosion and accretion caused by storm events. The U.S. Army Corps of Engineers, Los Angeles District has collected historic shoreline changes of Santa Monica Bay and plotted the shoreline changes (USACE, 1992). Figures 6 to 8 present the shoreline changes from 1933 to 1988, as presented in their report.

During our field reconnaissance at the site, numerous erosion features such as rills, gullies, and vertical scarps, were noted, especially towards the center of the project site. In the areas where the erosion features were more prominent, stone rip rap has been dumped in the past on the rock outcrops in front of the bluff face to protect the bluff from erosion caused be wave action striking the bluff face. Natural and man-made features have contributed to a wider beach in several areas.

In the western third of the project site, large rocks outcrop within the surf zone creating a small headland, which traps sand moving within the littoral zone towards the east. Aerial photographs show a slightly wider beach area just to the west of this rock (see Photograph No. 1, Appendix A). Similarly, a condominium complex at the very east end of the project site has a vertical concrete wall with large rock outcrops seaward from this wall. This structure acts as a groin, trapping the littoral drift of sand and creating the largest sandy beach area along the entire project site (see Photograph No. 11).

In addition to runoff caused by precipitation directly on the bluff face, some of the other factors contributing to subaerial erosion include:

- Burrowing animals inhabiting the bluff face;
- Humans traversing across and recreating on the bluff face; and
- Surface runoff spilling over the bluff top from relatively flat upper platform.

7.3.2 *Non-Structural Alternatives*

Based upon our limited reconnaissance and information obtained concerning the erosion and geology of the site, the rate of erosion of the bluff face appears to be minimal. This relatively stable condition is due in part to the current level of the beach, and in part to the existence of concrete and stone riprap dumped in the past on the rock outcrops in front of the bluff face. Should the beach profile change due to the loss of appreciable amounts of sand (thus enabling larger waves to directly break against the bluff), the rate of bluff erosion could significantly increase. This erosion of the lower portion of the bluff would oversteepen the lower portion of the bluff and consequently cause instability in the upper bluff. However, it should be noted that no significant evidence of this process was observed during the site reconnaissance.

Based upon the geologic condition of the bluffs and the beach erosion observed in the past 70 years, we recommend that the driveways and parking areas be setback a minimum of 20 feet from the bluff face. If the constraints of the project design allow further setback, consideration of the maximum allowable setback should be given to minimize potential future bluff erosion due to changes in the sand on the beach due to natural or man-made processes or major storm events causing waves directly stiking the coastal bluff face.

In recognition of the significant role that subaerial erosion plays in bluff erosion, any erosion protection policy should include implementation of measures to reduce surface runoff, groundwater effects, and other activities that create bluff stability problems. It should be further recognized that human-induced erosion, at least locally, accelerates the subaerial erosion primarily affecting the coastal bluffs, and fencing or other similar measures are necessary to discourage foot traffic down the face of the bluff.

As indicated previously, the presence on the bluff face of erosion features, such as rills, gullies, and near-vertical scarps was noted during our field reconnaissance at the site. During the grading of the parking areas, any gullies identified in the parking area or areas to be developed for other recreational uses should be filled with properly compacted soils and drainage modified to drain any flow away from the bluffs. We recommend that any area, between the new parking area and driveways and the bluff

face, that is not well vegetated, have drought-tolerant vegetation established to minimize any interim erosion.

Wide, protective sand beaches are clearly the most efficient form of shoreline protection. If future changes in the beach profile allow waves to strike directly against the bluff face and detrimentally accelerate bluff erosion, consideration should be given to a program of beach nourishment to produce a sufficiently wide cross section of beach to protect the bluffs.

7.3.3 *Structural Alternatives*

The California Coastal Act contains provisions that allow construction of seawalls, revetments, bluff retaining walls, and other similar shoreline protection measures when necessary to protect existing structures and when consequential damage to the shoreline can be minimized. Any new development shall neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. Any protective measures to minimize bluff erosion would require a structural alternative that may alter the natural landforms.

By utilizing a sufficiently deep concrete pile or foundation system for any concrete landing for an access ramp to the beach, future undermining by wave action and/or beach erosion would be mitigated. Other structures not constructed (founded) into the bedrock beneath the beach sands may require future protection such as riprap.

8 LIMITATIONS

Professional judgments represented herein are based partly on our evaluation of the technical information gathered, partly on our understanding of the proposed construction, and partly on our general experience. Our engineering work and judgments rendered meet the current professional standards; we do not guarantee the performance of the project in any respect. This warranty is in lieu of all other warranties, express or implied.

We have observed only a small portion of the pertinent soil conditions along the project site, and have been provided no elevation control for geologic contacts, variations in shore platform, or beach profiles. Site-specific geotechnical information has been limited to reviewing existing geologic mapping of the area, and observing exposures on the coastal bluffs. The recommendations made herein are based primarily on visual interpretations made during our field reconnaissance work. We recommend further geotechnical investigations as the plans for the site development progress, including borings at the site. If the plans for site development are changed, or if variations or undesirable geotechnical conditions are encountered during construction, Group Delta Consultants, Inc. should be consulted for further recommendations.

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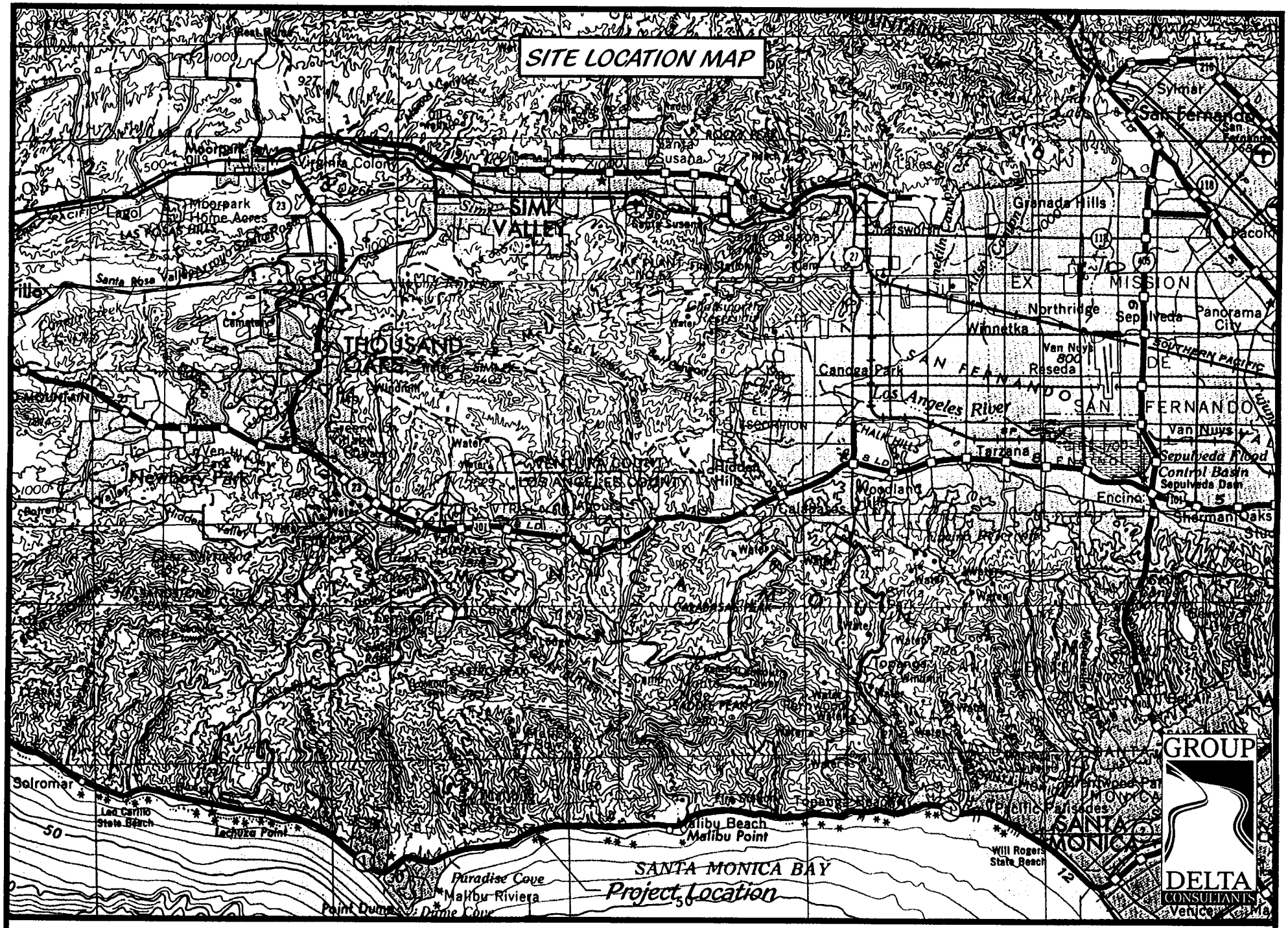
TABLES

TABLE 1
SUMMARY OF NEARBY FAULTS
DAN BLOCKER BEACH

Abbreviated Fault Name	*Fault Distance (mile)*	*Maximum Credible Earthquake Magnitude*	*Maximum Probable Earthquake Magnitude*
Malibu Coast	1	6.7	4.9
Santa Monica	4	6.6	5.5
Anacapa-Dume	4	7.3	6.3
Palos Verde	11	7.1	6.2
Simi-Santa Rosa	18	6.7	5.5
Hollywood	20	6.4	5.3
Newport-Inglewood (L.A. Basin)	21	6.9	5.6
Santa Susana	21	6.6	6.3
Compton Thrust	22	6.8	5.8
Sierre Madre (San Fernando)	24	6.7	6.6
Northridge (E. Oak Ridge)	24	6.9	5.8
Verdugo	24	6.8	5.5
Oak Ridge (Onshore)	25	6.9	6.2
San Cayeto	26	6.8	6.4
Holser	28	6.5	4.9
San Gabriel	29	7.0	5.6
Raymond	30	6.5	5.0
Elysian Park Thrust	30	6.7	5.8
Channel Island Thrust	30	7.4	6.0
Ventura – Pintas Point	31	6.8	5.5
Oak Ridge (Blind Thrust Offshore)	31	6.9	6.1
Sierra Madre	31	7.0	6.2
Montalvo-Oak Ridge Trend	34	6.6	5.5
Santa Ynez (East)	39	7.0	5.9
Red Mountain	40	6.8	5.9

Note: Fault data (is from CDMGSCE.DAT, Blake (1996).

FIGURES



Project Name: Dan Blocker Beach, Malibu, CA

Project No.: 2020

Figure No.: 1

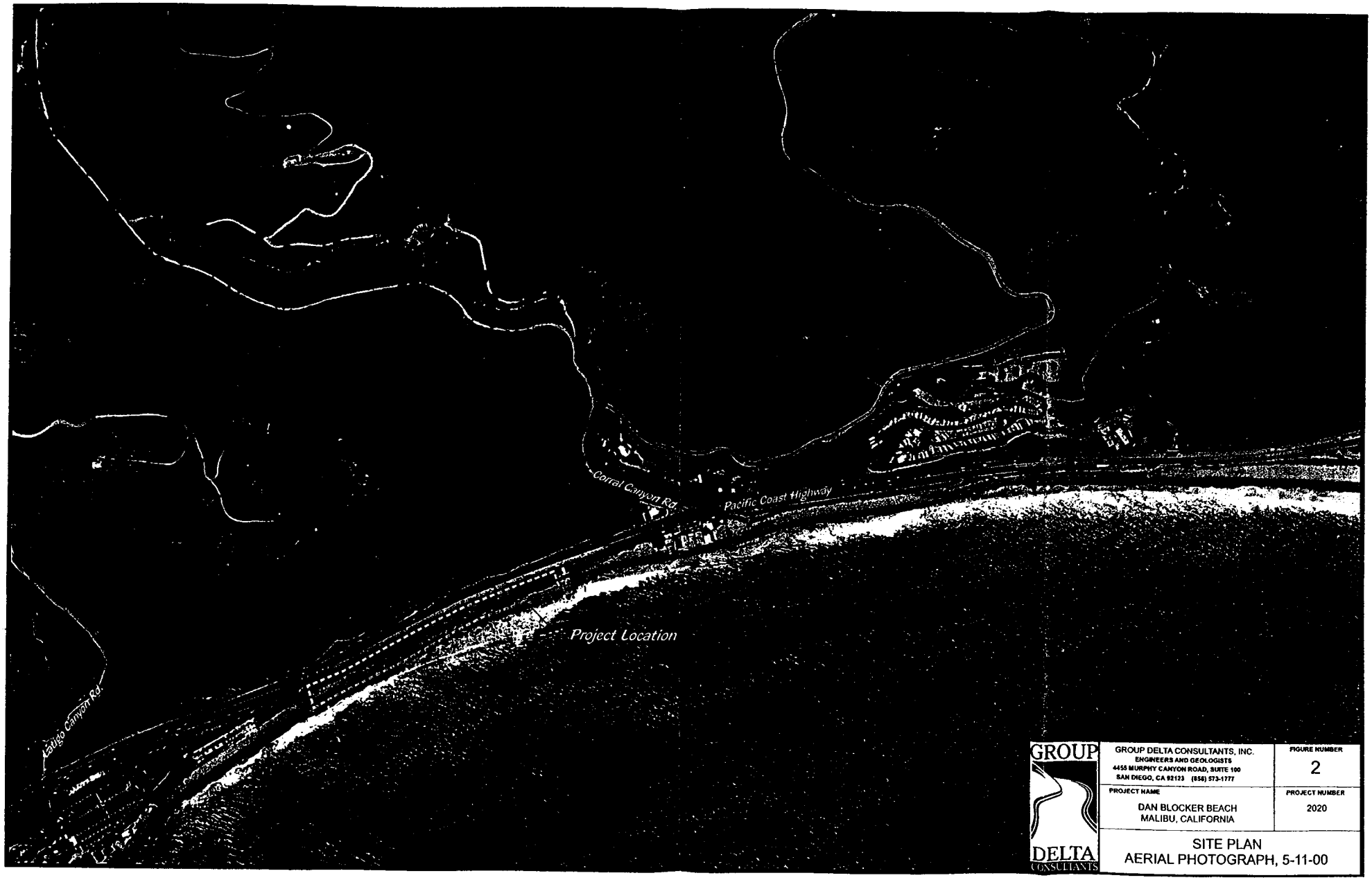


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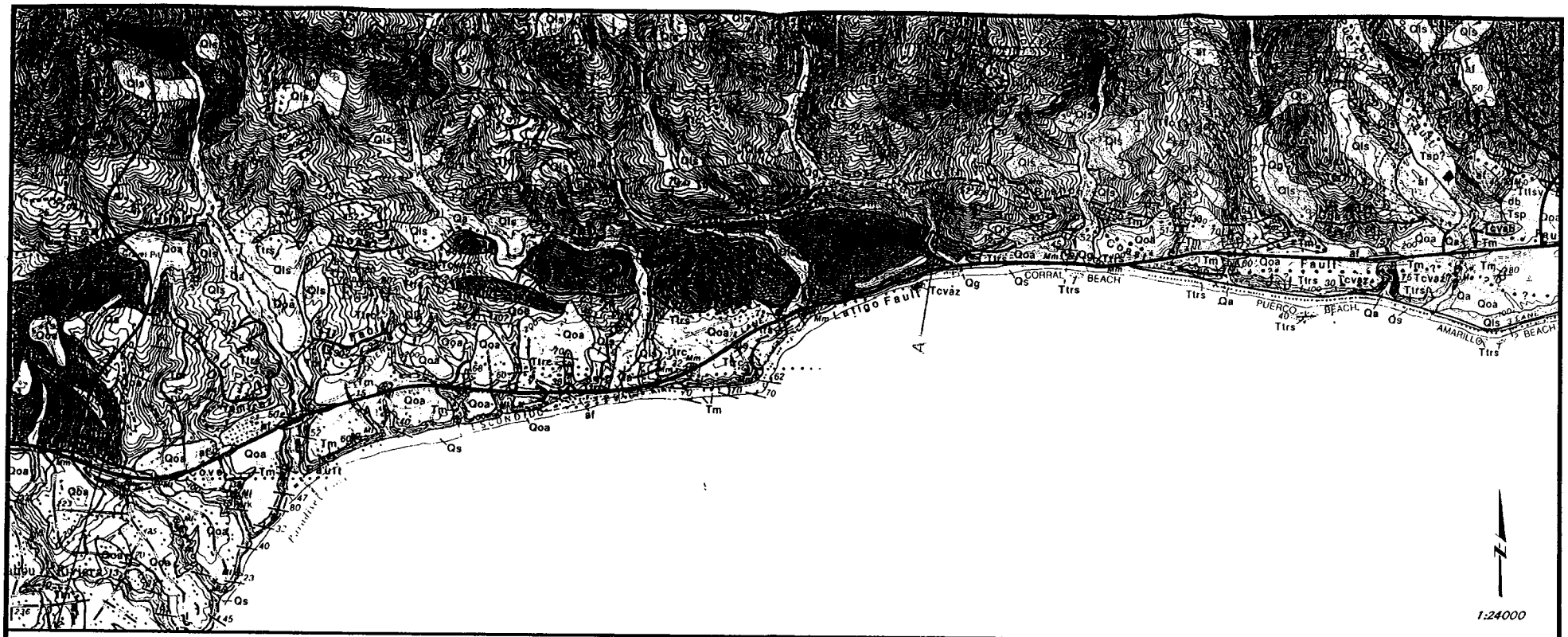
FIGURE NUMBER
2

PROJECT NAME
DAN BLOCKER BEACH
MALIBU, CALIFORNIA

PROJECT NUMBER
2020

SITE PLAN
AERIAL PHOTOGRAPH, 5-11-00



GEOLOGIC MAP
(See Figure 3B for Legend)

From Dibblee Geological Foundation Map # DF-47: Dec. 1993

GROUP DELTA CONSULTANTS	GROUP DELTA CONSULTANTS, INC. ENGINEERS AND GEOLOGISTS 4455 MURPHY CANYON ROAD, SUITE 100 SAN DIEGO, CA 92123 (858) 573-1777	FIGURE NUMBER 3A
	PROJECT NAME DAN BLOCKER BEACH MALIBU, CALIFORNIA	PROJECT NUMBER 2020
	GEOLOGIC MAP	

POINT DUME QUADRANGLE

LEGEND

al | Qs | Qg | Qa | Qls

SURFICIAL SEDIMENTS

unconsolidated detrital sediments, undissected to partly dissected

Qs *beach sand*
al *artificial cut and fill*
Qg *gravel and sand of major stream channels*
Qls *landslide debris; some may be of late Pleistocene age*
Qa *alluvial gravel, sand and clay of flood plains*

Qos | Qoa

OLDER SURFICIAL SEDIMENTS

unconsolidated to weakly consolidated alluvial sediments, dissected where elevated; late Pleistocene age

Qoa *older dissected alluvial gravel, sand and clay; on coastal area deposited in part on a wave-cut platform; forms several terraces*
Qos *old dune sand at Point Dume*

— UNCONFORMITY —

Tm | Tmcl

MONTEREY FORMATION

(near northeast corner and in central area included in upper Topanga Formation by Campbell et al. 1970; in coastal area included in lower Modelo Formation by Durrell 1954, Monterey Formation by Truex and Hall 1969, Truex 1976, Campbell et al. 1970; same lithologic unit as Monterey Shale of Ventura Basin of Dibblee 1989)

marine biogenic; middle and late Miocene age (Luisian and Mohnian Stages)

Tm *white weathering, thin bedded, platy siliceous shale; locally brittle, porcelaneous in northeast area and coastal area south of Malibu Coast fault; includes cream-white dolomite layers on north side of Malibu Coast fault, unconformity at base just north of that fault*
Tmcl *clay shale in northeast area, light gray, soft, thin bedded, micaceous, silty to semi-siliceous*

Tlvc

DETRITAL SEDIMENTS OF LINDERO CANYON

(similar to volcanic conglomerate of upper Lindero Canyon and other areas in Thousand Oaks and Newbury Park quadrangles of Dibblee and Ehrenspeck 1993b, 1990a; exposed only in northeast area)

nonmarine, coarse clastic; probably late middle Miocene age

Tlvc *conglomerate of epiclastic (reworked) volcanic detritus; light gray, massive to vaguely bedded, composed of unsorted, angular to subrounded fragments of mostly tan andesite-dacite derived from Conejo Volcanics, in semi-friable detrital matrix*

— UNCONFORMITY —

Ttuc | Ttuvc | Ttucg

UPPER TOPANGA FORMATION

(exposed only in central area; included in shale of Escondido Canyon of upper and middle Topanga Formation by Campbell et al. 1970)

marine clastic; late middle Miocene age

Ttuc *clay shale similar to underlying unit Ttc of middle Topanga Formation; in part overlies highest tongue of Tcvab of Conejo Volcanics*
Ttuvc *local basal conglomerate of andesitic detritus from Conejo Volcanics*
Ttucg *local basal breccia conglomerate of sandstone and siltstone detritus from underlying formations*

Ttrc | Ttrs | Ttrb

TRANCAS FORMATION

(of Yerkes and Campbell 1979, 1980; "Unit Tb" of Campbell et al. 1970; San Onofre breccia of Truex and Hall 1969: upper Topanga Formation of Dibblee and Ehrenspeck 1990b south of Malibu Coast fault; probably equivalent to upper and middle Topanga Formation north of fault)

marine clastic; middle Miocene age

Ttrc *clay shale, gray, micaceous, soft, crumbly; includes thin friable sandstone beds*
Ttrs *gray to light brown, locally gray-white, massive to bedded, friable sandstone, in places contains blueschist grains (shown as Ttus in Dibblee and Ehrenspeck 1990b)*
Ttrb *blueschist conglomerate-breccia (San Onofre breccia): blue-gray, crudely bedded, composed of subrounded fragments of blueschist and minor white quartz in matrix of fragmented schist (shown as Ttub in Dibblee and Ehrenspeck 1990b)*

Tts | Ttc

MIDDLE TOPANGA FORMATION

(included in shale of Escondido Canyon of upper Topanga Formation by Campbell et al. 1970)

in part intercalated between tongues of Tcvab of Conejo Volcanics; marine clastic; middle Miocene age

Ttc *gray micaceous clay shale, silty, thin bedded, crumbly with shaly to ellipsoidal fracture, locally contains thin hard layers and concretions of yellow-tan dolomite*
Tts *sandstone; light gray to tan, thick bedded, semi friable; upper unit mapped as Latigo Breccia Member of Campbell et al. 1970 but this is sandstone with scattered pebbles and cobbles of granitic and metavolcanic rocks and of sandstone*

CONEJO VOLCANICS

(of Taliaferro 1924; Campbell et al. 1970; Yerkes and Campbell 1979, 1980; included in middle Topanga Formation by Durrell 1954; Topanga Volcanics of Truex and Hall 1969; Truex 1976)

extrusive volcanic rocks and associated intrusive rocks; middle Miocene age

Tcvad | Tcvbv | Tcva | Tcvab | Tcvbp | Tcvb

EXTRUSIVE ROCKS

extrusive submarine and subaerial volcanic rocks; middle Miocene age, Relizian Stage (16.6±2.4 m. y. to 13.4±0.9 m. y., Turner 1970, in Yerkes and Campbell 1979)

Tcvad *andesite-dacite breccia, exposed only in northeast area: light colored (light pinkish gray to tan), composed of moderately to poorly sorted, mostly cobble to boulder sized angular fragments of light colored, very fine grained felspathic andesite-dacite in semi-coherent detrital matrix of same rock; crudely stratified: somewhat weakly erosion resistant; probably deposited subaerially as laharic debris flow breccia: and as reworked detritus from nearby volcanic source*
Tcvbv *porphyritic basalt-andesite breccia (of Ladyface Ridge), exposed only near northeast corner of quadrangle: gray-black, weathers dark brown, composed of unsorted large to small subangular fragments of vesicular, gray-black, porphyritic basalt-andesite in semi-coherent detrital matrix of same rock; phenocrysts composed of white lathy (elongate) plagioclase feldspar: unstratified; deposited subaerially (?) as laharic (debris flow) breccia*
Tcva *andesitic to dacitic flows and breccias: light colored (light gray, light brown to tan), massive to crudely layered, coherent, erosion resistant, fine grained feldspathic andesite-dacite (?), composed of unsorted large to small angular fragments in coherent andesite-dacite (?) matrix; includes some massive flows; intercalated as thick lenses in Tcvb; deposited subaerially (?) as flow breccias (broken and jumbled during movement) from nearby volcanic source*
Tcvab *andesitic breccia: in northwest area medium gray to brown, composed of angular to slightly subrounded, moderately sorted to unsorted, mostly cobble and boulder size fragments of gray, fine grained andesitic to basaltic rocks in moderately to strongly coherent gray detrital matrix; massive to crudely layered, intercalated in unit Tcvb; deposited subaerially as laharic and reworked breccias; in central and southern areas (Ramira and Solstice Canyon Tongues of Campbell et al. 1970, in ascending order) medium gray to pinkish brown, in part weathered light rusty brown; massive to very vaguely bedded, composed of unsorted very large to small angular fragments of andesite in coherent andesitic to tuffaceous (?) matrix; erosion resistant; deposited subaerially (?) as laharic breccias from nearby volcanic sources*
Tcvb *basaltic flows and breccias: black, weathered dark olive brown, fine grained, composed primarily of calcic plagioclase feldspar (average An_{60}) and ferromagnesian minerals: hypersthene or augite, rare olivine and magnetite, (Weigand 1982); some flows amygdaloidal with white amygdules of silica, calcite or analcime; incoherent, crumbly where weathered, weakly resistant to erosion, massive to vaguely bedded; some reddish; in some places unit includes thin lenses 1 or 2 meters thick of dark gray basaltic sandstone, tan arkosic sandstone, and shaly siltstone; basaltic rocks erupted as fluid lavas and probably in part deposited subaerially*
Tcvbp *basaltic-andesitic breccia: similar in color and composition to* Tcvb*, but somewhat more andesitic; unstratified to very vaguely layered; composed of small angular fragments, mostly less than a foot (0.3m), and pillows as large as 2 feet (0.6m) with chilled, somewhat vitreous margins, in incoherent basaltic matrix; in large part hyaloclastic breccia (fractured from rapid chilling under sea), somewhat crumbly where weathered and weakly resistant to erosion; in few places includes thin sedimentary lenses similar to those in unit* Tcvb*; basaltic rocks erupted as fluid lavas and deposited under sea*
Tcvbz *(Zuma Volcanics of Campbell et al. 1970; Yerkes and Campbell 1979, 1980) basaltic rocks in Trancas Formation; basalt to basaltic-andesite, similar to* Tcvb *north of Malibu Coast fault, weathers to brown, incoherent*
Tcvaz *(Zuma Volcanics of Campbell et al. 1970; Yerkes and Campbell 1979, 1980) andesitic breccia similar to unit* Tcvab *north of Malibu Coast fault, weathers brown, unstratified; included in Conejo Volcanics*

di | ai | acl | db

INTRUSIVE ROCKS

intrusive into the Conejo Volcanics, middle Topanga and older formations; middle Miocene age

di *andesite-dacite intrusives, light gray to tan, massive, very fine grained, composed mostly of feldspar and minute dark grains of altered biotite and/or hornblende?; coherent, erosion resistant; forms large to small plugs pods and dikes*
ai *andesitic intrusives, light-medium gray to light brown, massive, aphanitic to very fine grained, coherent, erosion resistant, may range to latite and dacite; forms small plugs and dikes; one plug 1 mile south of Seminole Hot Springs contains black hornblende needles*
acl *andesitic intrusive; gray to brown, massive, fine, medium to coarse grained, composed of plagioclase feldspar and iron oxides (after biotite and hornblende?); feldspar somewhat lathy; weakly coherent, weakly erosion resistant, forms large irregular-shaped intrusion in lower Topanga Formation*
db *diabase, dark gray, fine to locally coarse grained, massive, ophitic texture composed of lathy feldspar (calcic plagioclase) and mafic minerals, mostly augite and olivine(?); somewhat incoherent where weathered, intrusive as sills in lower Topanga Formation; locally includes thin dikes of fine grained basaltic rock (bl)*

— UNCONFORMITY —

(Buttress unconformity of Dibblee and Ehrenspeck 1993)

Ttlc | Ttls | Ttlcv | Ttlsv | Ttlgv

LOWER TOPANGA FORMATION

(of Durrell 1954, Campbell et al. 1970; Temblor-Vaqueros Formations of Truex and Hall 1969, Truex 1976; Topanga Canyon Formation of Yerkes and Campbell 1979, 1980; includes Vaqueros Formation of Durrell 1954, Campbell et al. 1970, Yerkes and Campbell 1979, 1980)

marine clastic turbidites; early and middle Miocene age, Saucesian and Relizian Stages

Ttlc *clay shale, gray, thin bedded, micaceous; contains few thin hard beds of tan dolomite, and of sandstone; includes Shale of Encinal Canyon of Campbell et al. 1970, Yerkes and Campbell 1979*
Ttls *tan, moderately hard sandstone; includes some thin interbeds of gray micaceous shale; near Trancas Canyon includes a lens of white algal limestone*
Ttlcv *and* **Ttlsv** *(Vaqueros Formation of Durrell 1954, Campbell et al 1970) lithologically same as* Ttlc *and* Ttls *respectively, but contain fossils of early Miocene age (Saucesian-Zemorrian Stage)*
Ttlgv *conglomerate with cobbles of granitic rocks, porphyritic andesite and quartzite in light gray sandstone matrix; basal (?) conglomerate of Lower Topanga Formation*

— UNCONFORMITY (?) —

near Malibu Coast Fault only

Tsp

SESPE FORMATION

nonmarine, fluviatile clastic rocks; mostly of Oligocene age, but may range into early Miocene and late Eocene

Tsp *light gray, tan to pink, medium to coarse grained sandstone; well-bedded, locally with west-dipping cross-beds; moderately hard to semi-friable; includes thin layers of red claystone; also lenses of conglomerate of pebbles and cobbles of granitic, porphyritic, and quartzitic rocks in sandy matrix*

— UNCONFORMITY —

near Malibu Coast Fault only

Tll | Tlls | Tllg

LLAJAS FORMATION

(of Campbell et al. 1970)

marine clastic; much shattered and fractured in southwestern area; middle (?) Eocene age

Tll *mostly gray micaceous clay shale and siltstone; includes minor sandstone in southwestern area*
Tlls *sandstone; light gray to tan, fine grained, coherent*
Tllg *basal conglomerate; gray to brown, composed of cobbles of granitic and metavolcanic rocks and of quartzite in sandstone matrix*

Tsu | Tsus | Tsug | Tsl

SANTA SUSANA FORMATION

(of Colburn and Novak 1989; "Martinez" Formation of Truex and Hall 1969; Campbell et al. 1970)

marine clastic; Paleocene and Eocene(?) ages, much shattered in southwestern area

Tsu *mostly gray micaceous clay, shale and siltstone; includes some tan, hard, fine grained sandstone in southwestern area*
Tsug *small lens of gray-brown conglomerate with cobbles of granitic, metavolcanic and quartzitic rocks in sandstone matrix*
Tsus *sandstone; light gray to tan, fine grained, coherent*
Tsl *Simi Conglomerate Member (Colburn et al. 1989) gray cobble conglomerate of smooth, gray and maroon-brown quartzite cobbles and some of hard granitic and porphyritic metavolcanic rocks in sandstone matrix that includes thin red and pink layers and small pisolitic concretions; upper part mostly sandstone*

Kss

UNNAMED MARINE STRATA

(Truex and Hall 1969, Campbell et al. 1970; probably equivalent to Chatsworth Formation of Colburn et al. 1981, in Simi Hills)

marine clastic turbidites; late Cretaceous age

Kss *mostly tan, massive to bedded sandstone, very hard but fractured; includes interbedded gray micaceous clay shale; base not exposed*

?

From Dibblee Geological Foundation Map # DF-47: Dec. 1993

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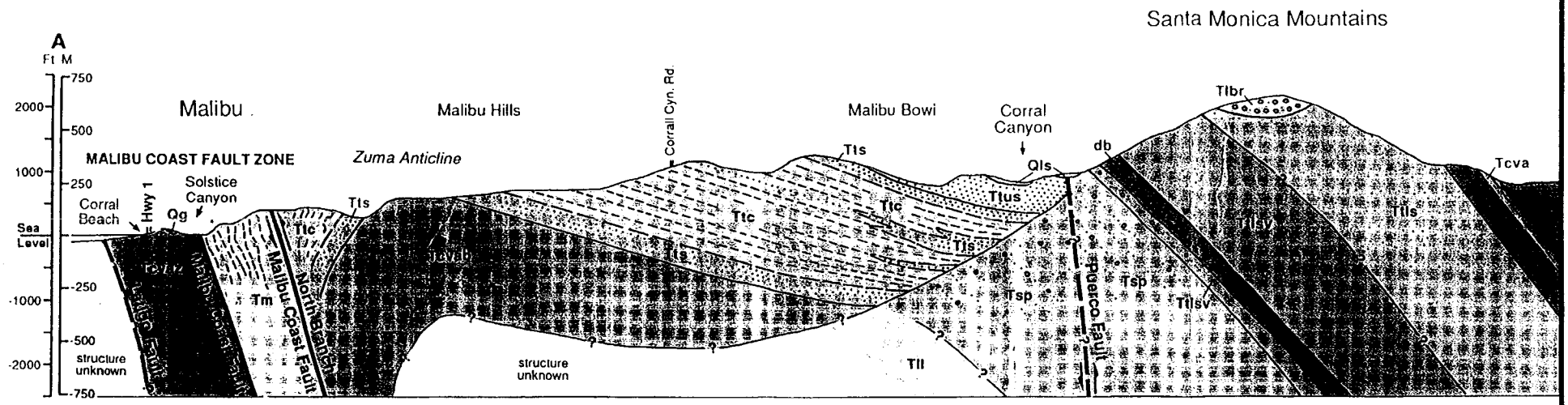
FIGURE NUMBER	PROJECT NAME	PROJECT NUMBER
3B	DAN BLOCKER BEACH MALIBU, CALIFORNIA	2020

GEOLOGIC LEGEND

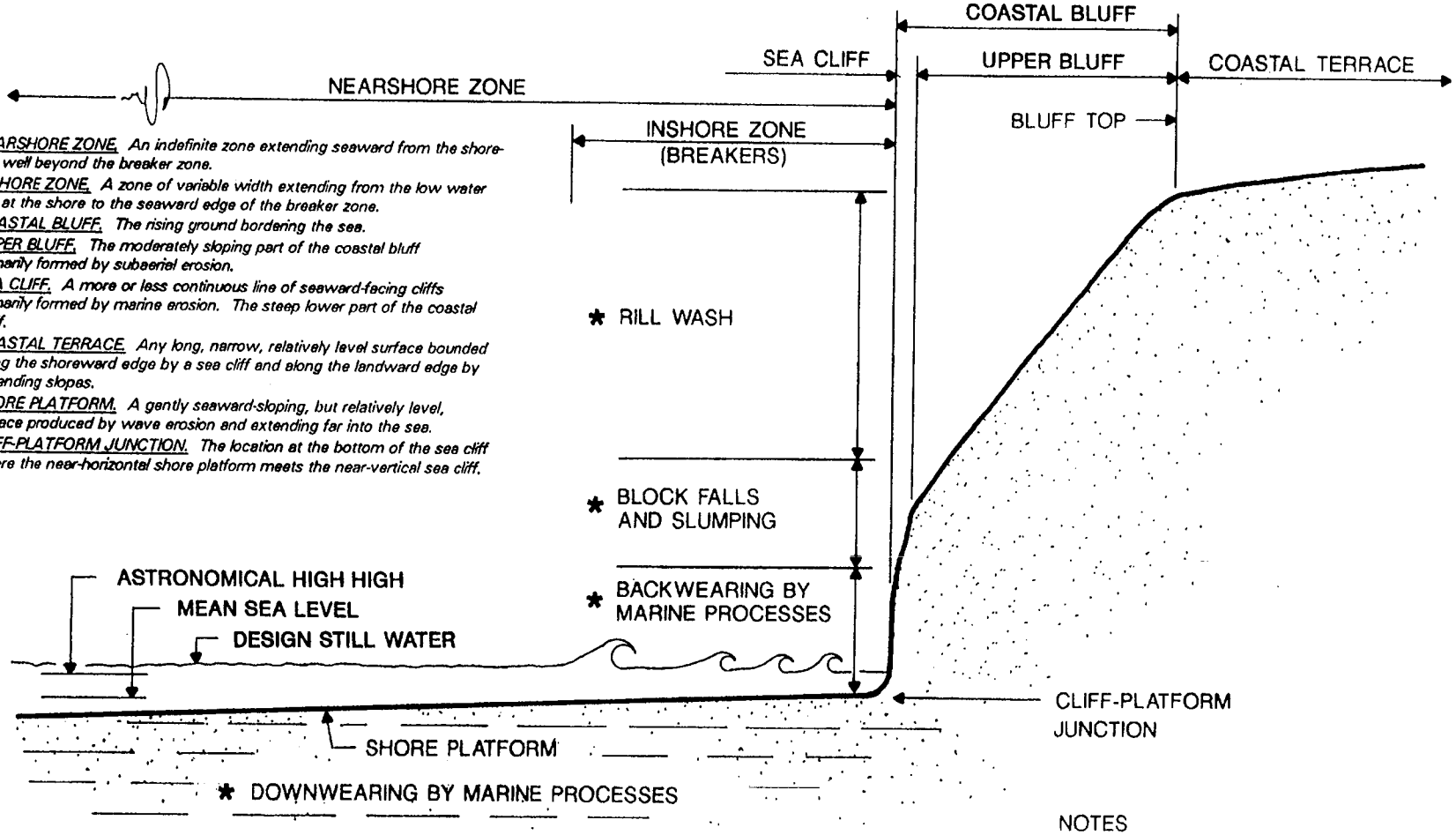
Cross-section line A-B shown on topographic base map



Portion of south to North Structural Cross-section A - B through the Malibu Beach Quadrangle

From Dibblee Geological Foundation Map # DF-47; Dec. 1993

GROUP DELTA CONSULTANTS	GROUP DELTA CONSULTANTS, INC. ENGINEERS AND GEOLOGISTS 4455 MURPHY CANYON ROAD, SUITE 100 SAN DIEGO, CA 92123 (858) 573-1777	FIGURE NUMBER 4
	PROJECT NAME DAN BLOCKER BEACH MALIBU, CALIFORNIA	PROJECT NUMBER 2020
	GEOLOGIC CROSS SECTION	



NEARSHORE ZONE. *An indefinite zone extending seaward from the shoreline well beyond the breaker zone.*
INSHORE ZONE. *A zone of variable width extending from the low water line at the shore to the seaward edge of the breaker zone.*
COASTAL BLUFF. *The rising ground bordering the sea.*
UPPER BLUFF. *The moderately sloping part of the coastal bluff primarily formed by subaerial erosion.*
SEA CLIFF. *A more or less continuous line of seaward-facing cliffs primarily formed by marine erosion. The steep lower part of the coastal bluff.*
COASTAL TERRACE. *Any long, narrow, relatively level surface bounded along the shoreward edge by a sea cliff and along the landward edge by ascending slopes.*
SHORE PLATFORM. *A gently seaward-sloping, but relatively level, surface produced by wave erosion and extending far into the sea.*
CLIFF-PLATFORM JUNCTION. *The location at the bottom of the sea cliff where the near-horizontal shore platform meets the near-vertical sea cliff.*

NOTES

- NO SCALE ON DRAWING
- * DOMINANT EROSION PROCESS

GROUP DELTA CONSULTANTS

TYPICAL COASTAL BLUFF PROFILE (Looking West Up the Coast)

Project Name: Dan Blocker Beach, Malibu, CA *Project No.: 2020* *Figure No.: 5*

VALUE ENGINEERING PAYS

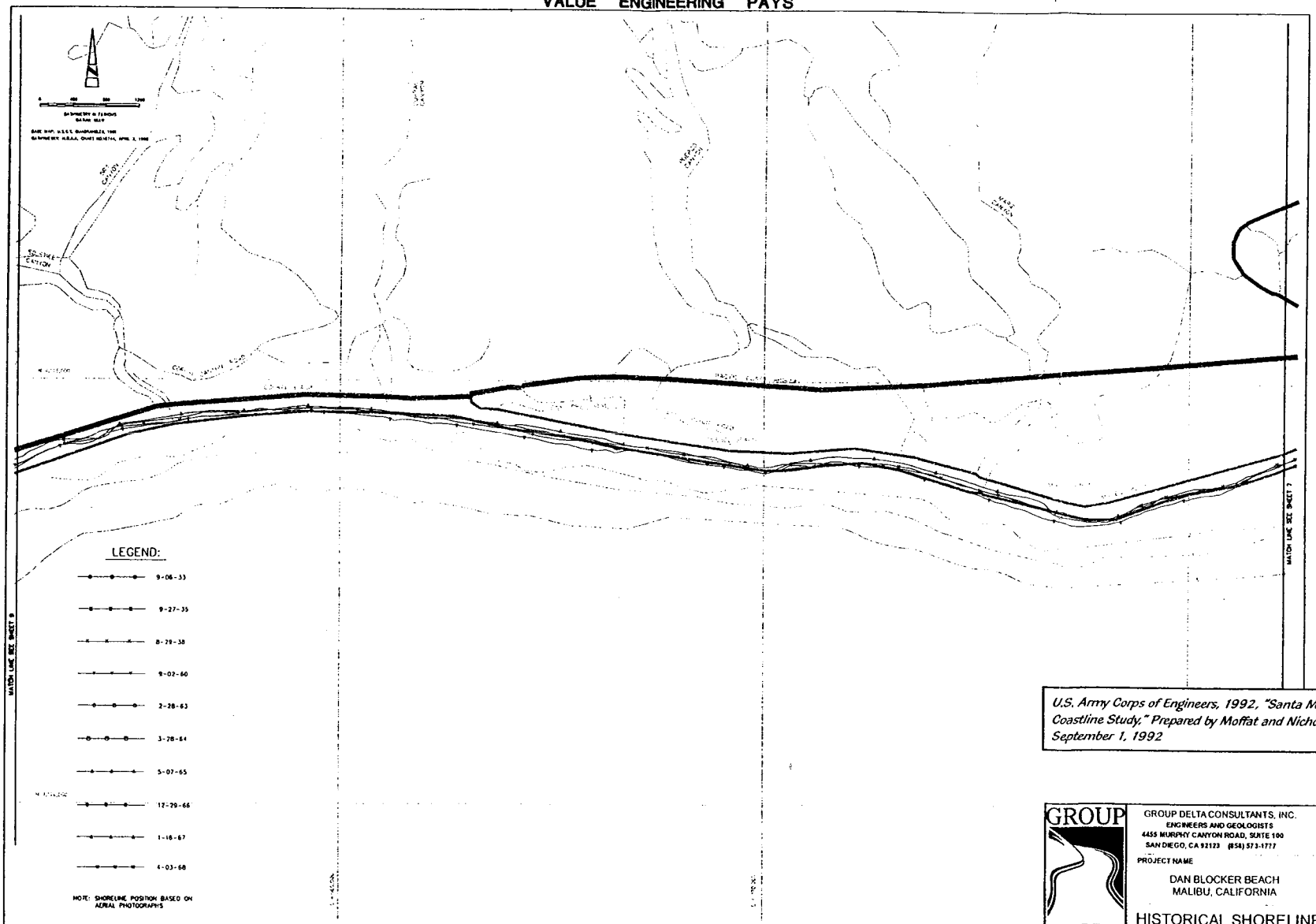


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FIGURE NUMBER
6

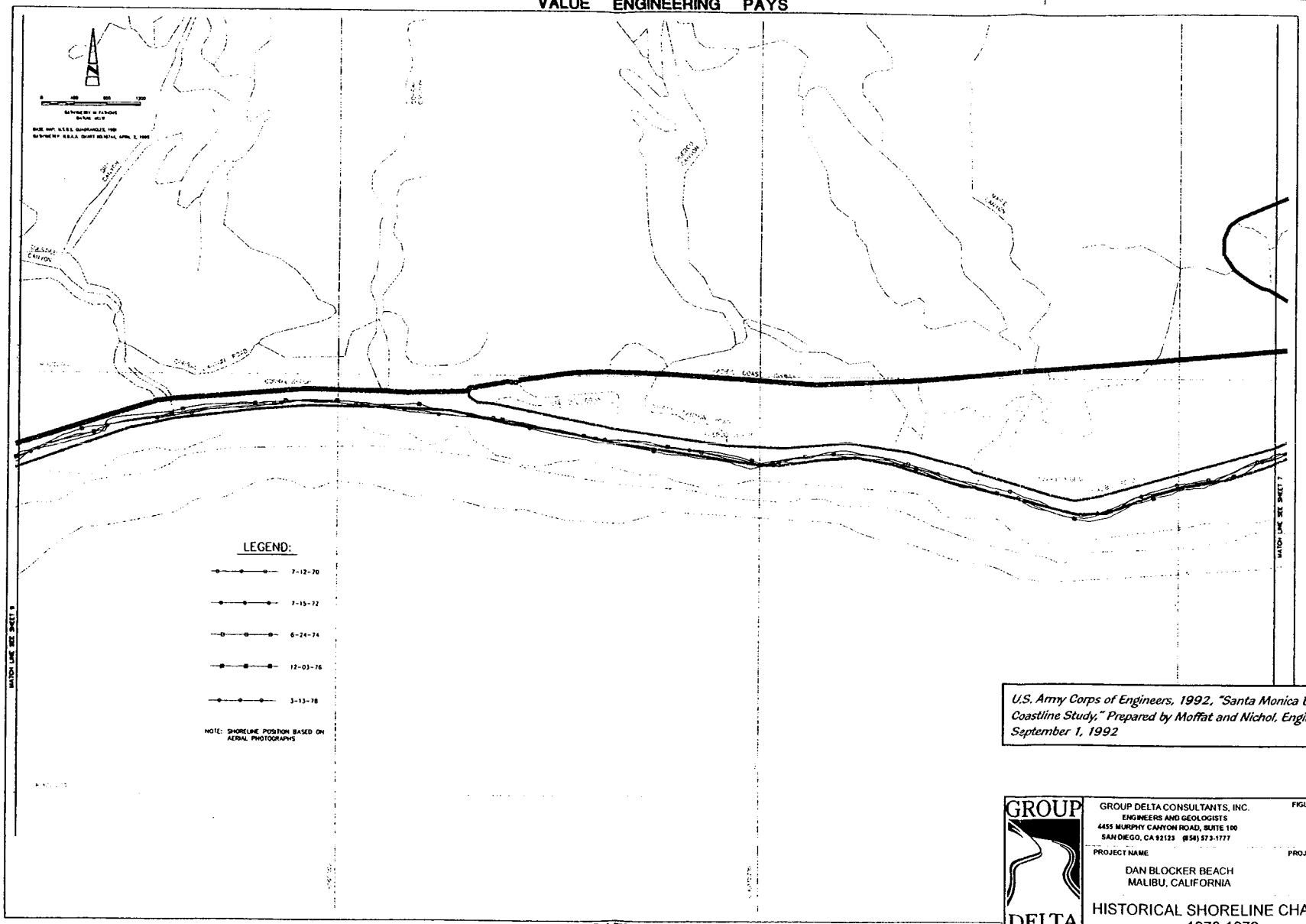
PROJECT NAME
DAN BLOCKER BEACH
MALIBU, CALIFORNIA

PROJECT NUMBER
2020

HISTORICAL SHORELINE CHANGES
1933-1969

SAFETY PAYS

VALUE ENGINEERING PAYS



U.S. Army Corps of Engineers, 1992, "Santa Monica Bay Coastline Study," Prepared by Moffat and Nichol, Engineers, September 1, 1992

GROUP DELTA CONSULTANTS

GROUP DELTA CONSULTANTS, INC.
ENGINEERS AND GEOLOGISTS
4455 MURPHY CANYON ROAD, SUITE 100
SAN DIEGO, CA 92123 (858) 573-1777

FIGURE NUMBER: 7

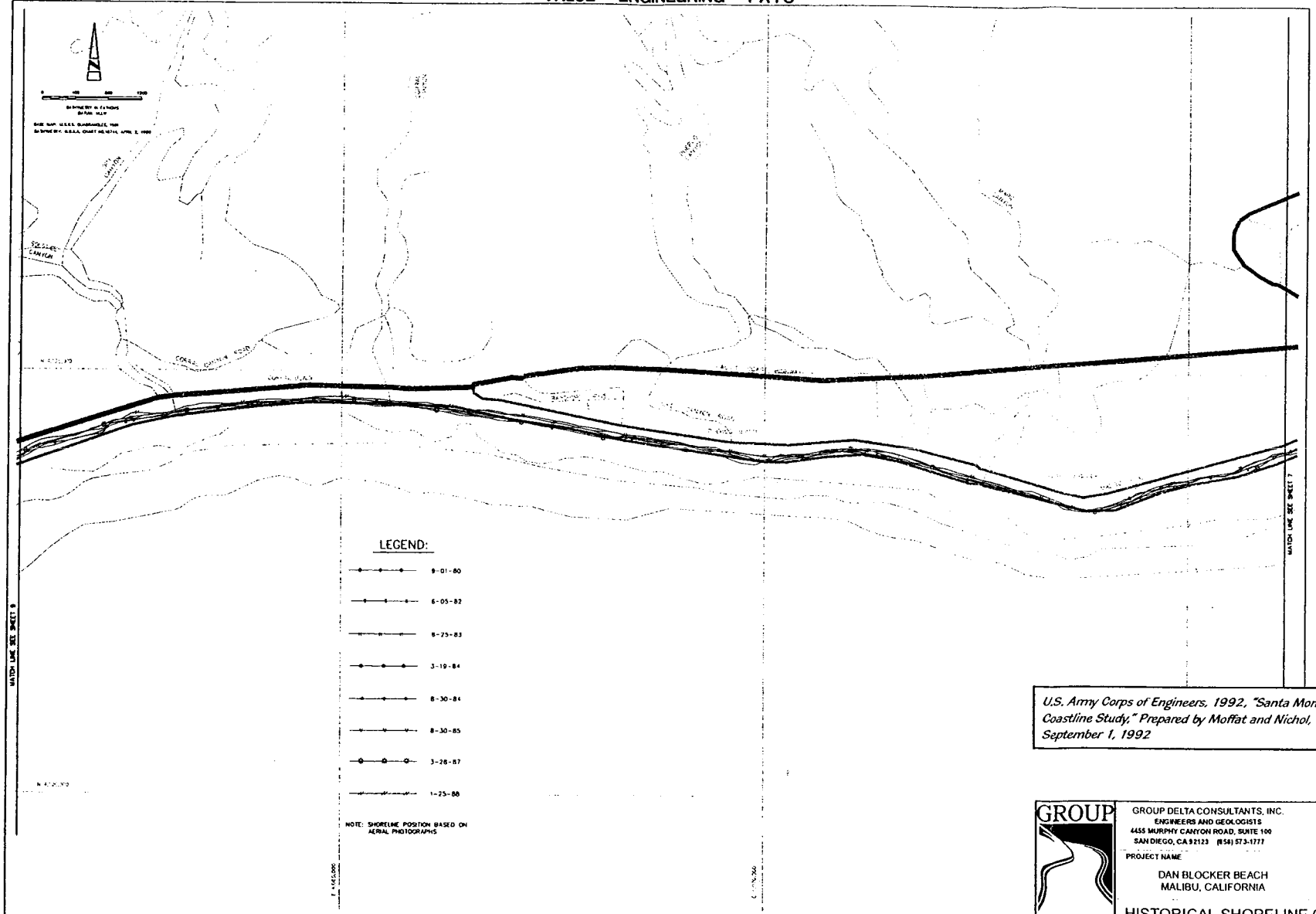
PROJECT NAME: DAN BLOCKER BEACH
MALIBU, CALIFORNIA

PROJECT NUMBER: 2020

HISTORICAL SHORELINE CHANGES
1970-1979

SAFETY PAYS

VALUE ENGINEERING PAYS



U.S. Army Corps of Engineers, 1992, "Santa Monica Bay Coastline Study," Prepared by Moffat and Nichol, Engineers, September 1, 1992

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SAN DIEGO, CA 92123 (858) 573-1777

FIGURE NUMBER
8

PROJECT NAME
DAN BLOCKER BEACH
MALIBU, CALIFORNIA

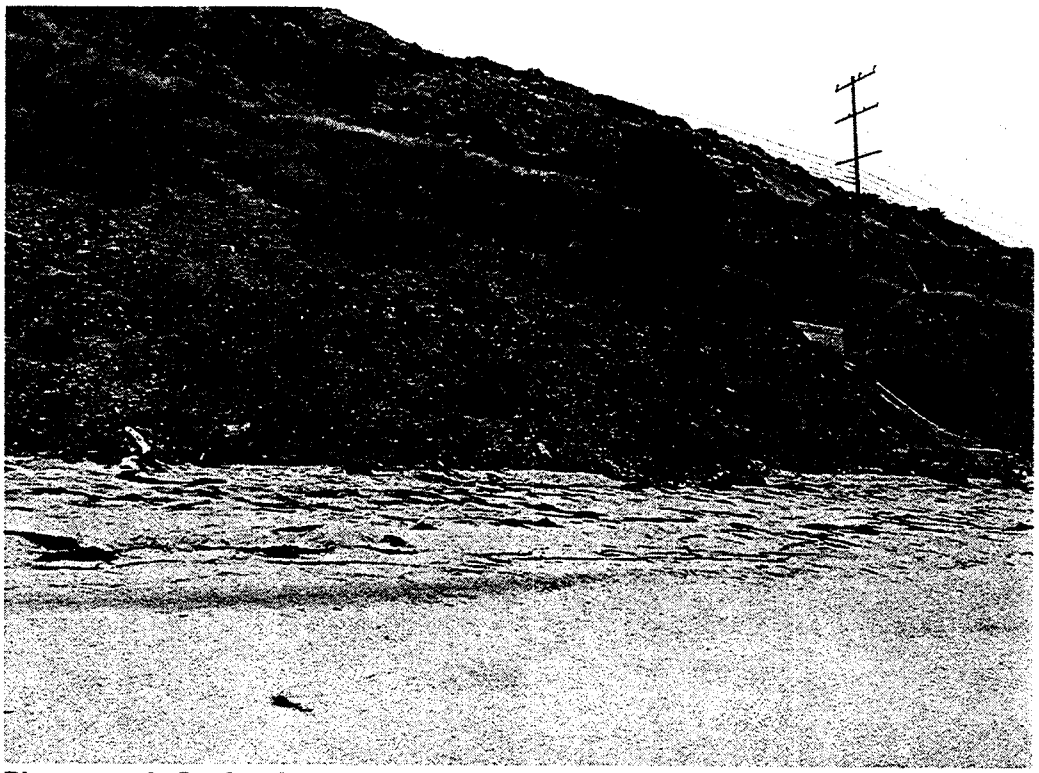
PROJECT NUMBER
2020

HISTORICAL SHORELINE CHANGES
1980-1989

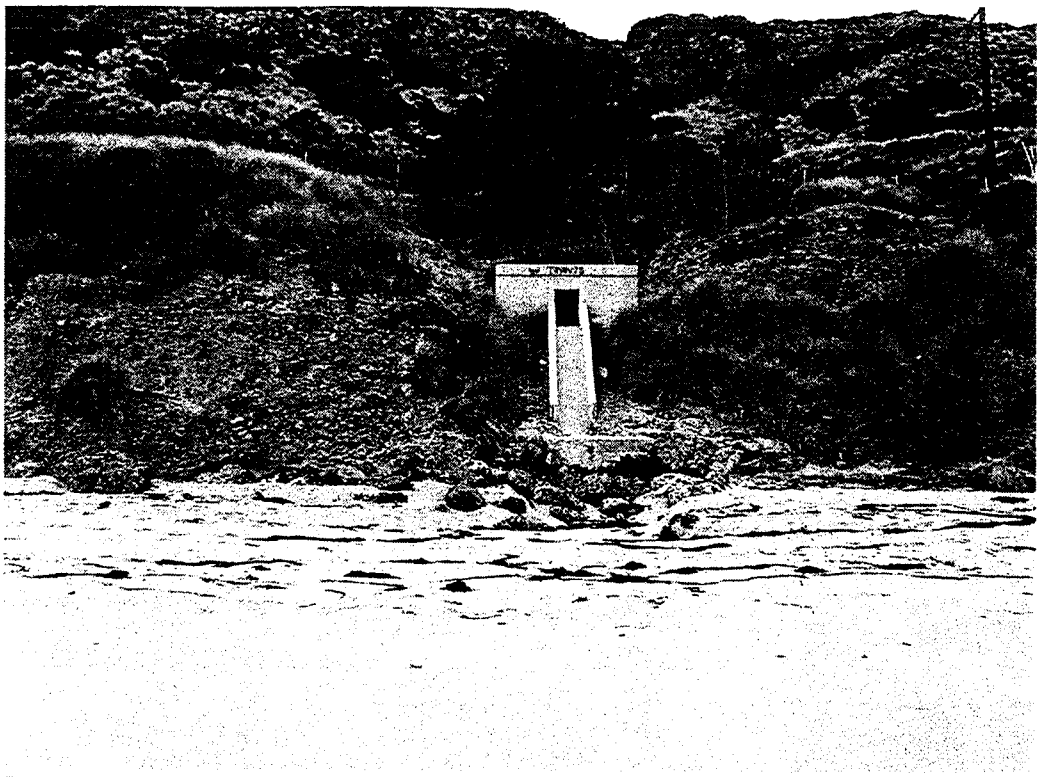
SAFETY PAYS

APPENDIX A
SITE PHOTOGRAPHS

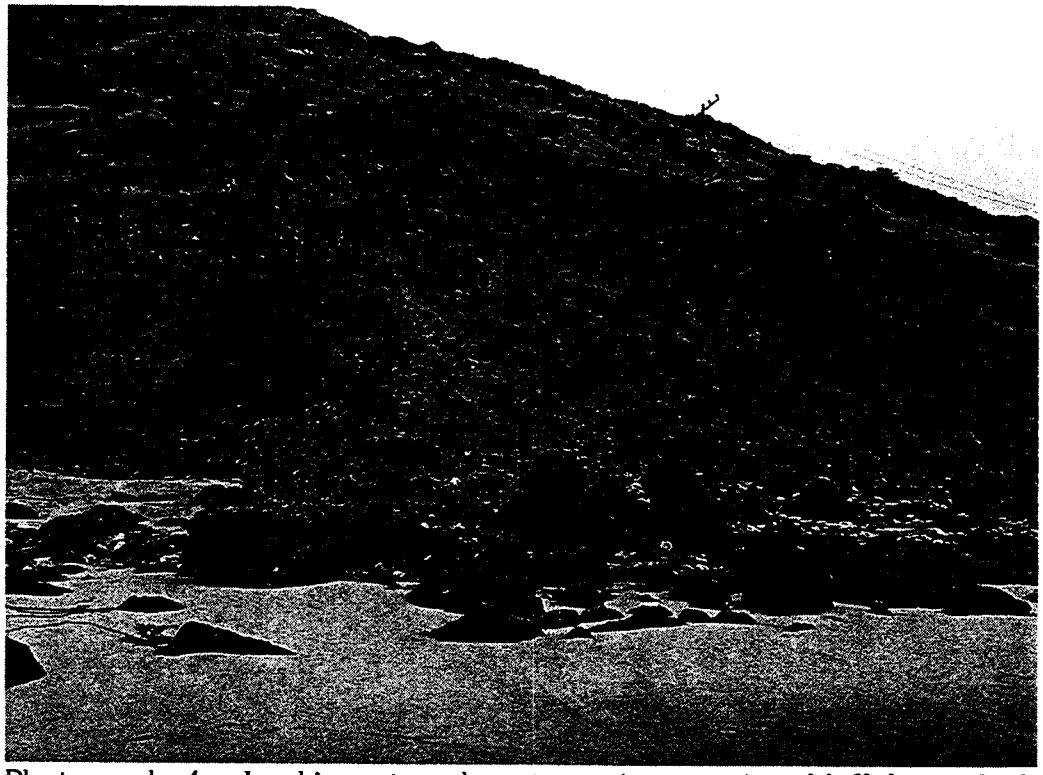
Photograph 1: Looking east at Dan Blocker Beach and rock outcrop from bottom of condominium stairway west of project site.
(Pc080098.jpg)



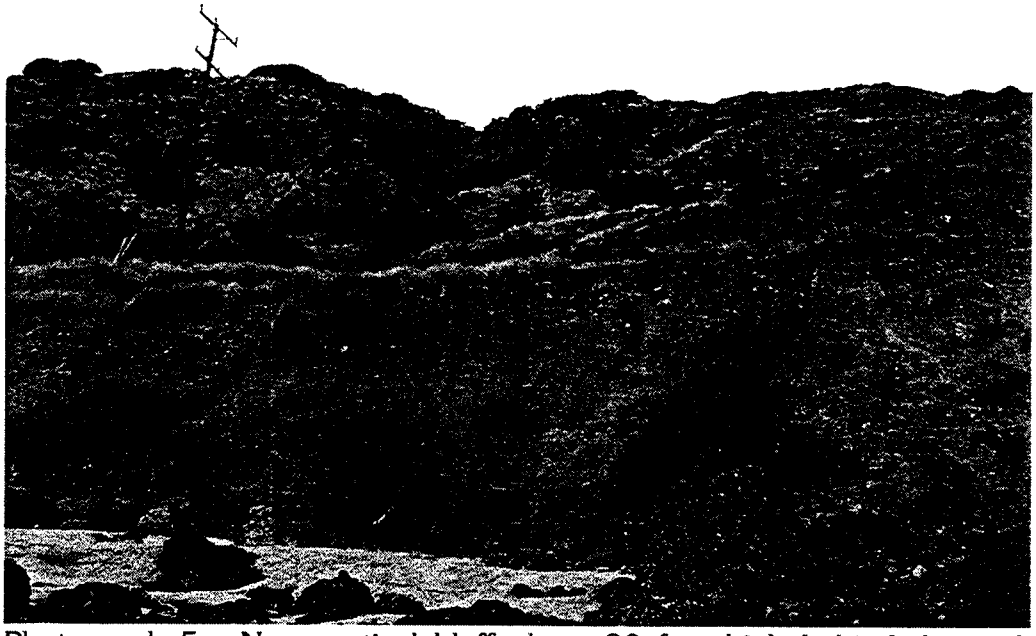
Photograph 2: Looking at coastal bluff and relatively wide sand beach on west side of project area, just west of culvert under Pacific Coast Highway.
(Pc080104.jpg)



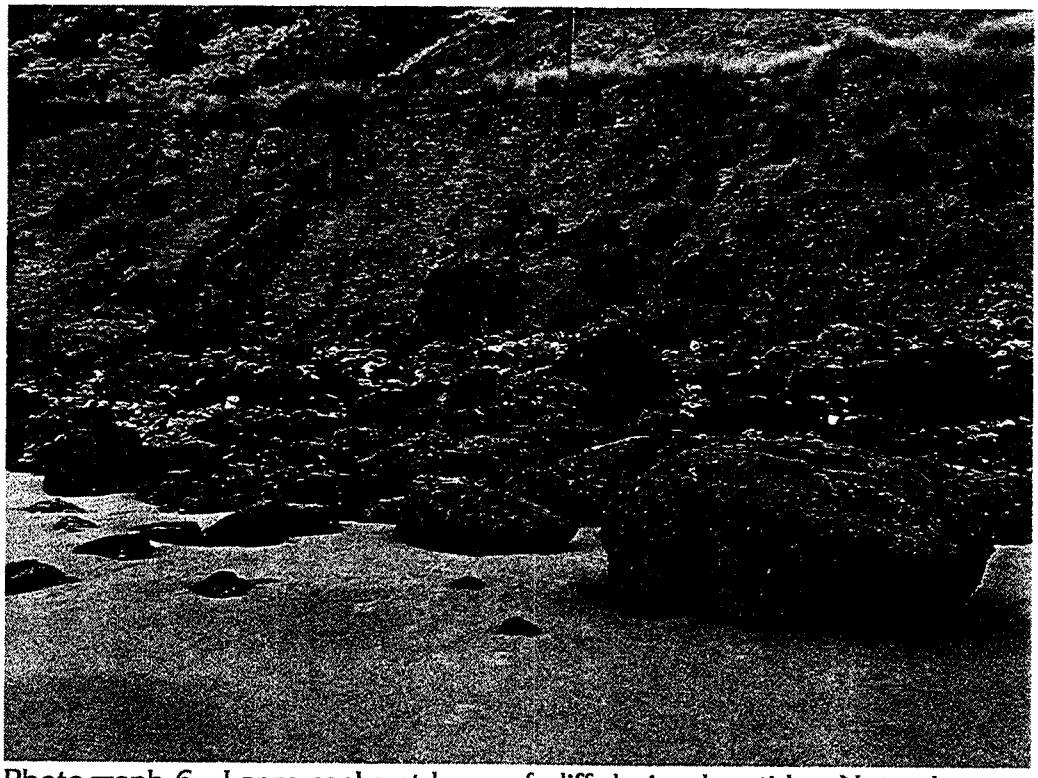
Photograph 3: Looking at culvert and associated fill material above culvert that crosses under PCH. Minor scour can be seen under concrete pad below culvert that has been protected with minor amount of dumped rock.
(Pc080105.jpg)



Photograph 4: Looking at rock outcroppings against bluff face which starts about 1000 feet west of eastern boundary of project (condominium). Cobbles and boulders have collected behind and within these large outcrops.
(Pc080106.jpg)



Photograph 5: Near vertical bluff about 20 feet high behind the rock outcroppings against bluff face.
(Pc080107.jpg)

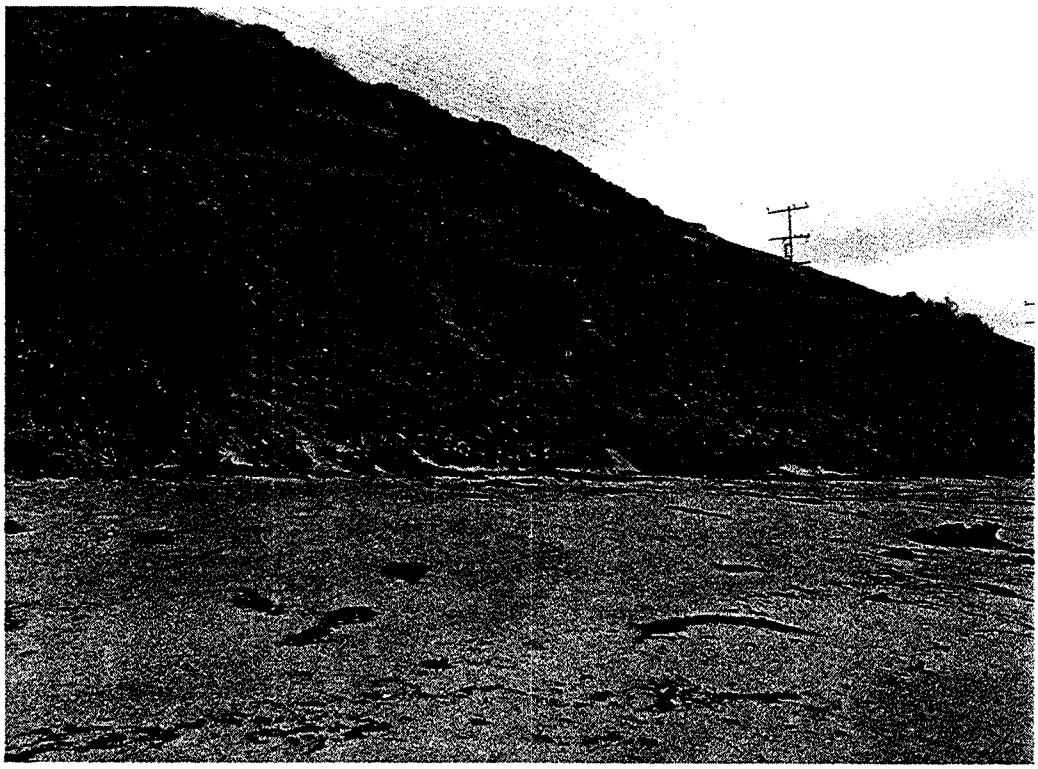


Photograph 6: Large rocks at base of cliff during low tide. Note algae on rocks indicate that the sand beach is completely covered during higher tide levels.
(Pc080112.jpg)

Photograph 7: Large accumulation of rocks at base of cliff with some possibly dumped to protect cliff.
(Pc080120.jpg)

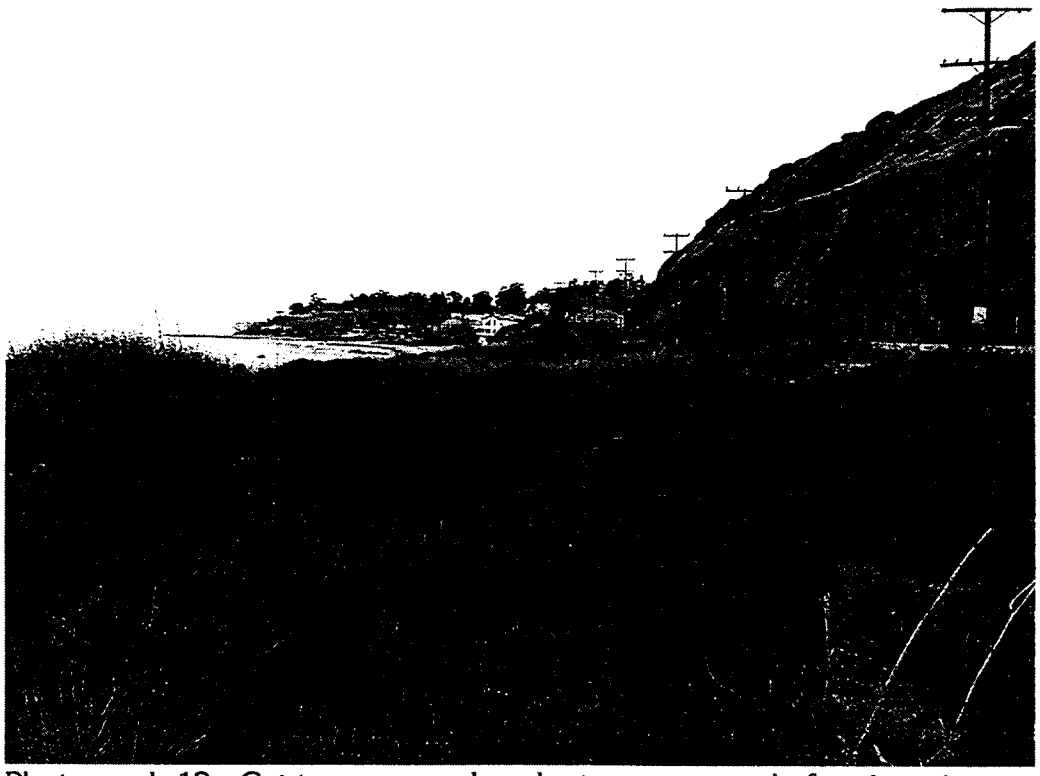
Photograph 8: Limited area of end dumped road material or slope wash (colluvium) in bluffs with a large accumulation of rocks at base of cliff with some possibly dumped to protect cliff.
(Pc080121.jpg)

Photograph 9: Small ravine in coastal bluff carrying water and debris to base of bluff.
(Pc080125.jpg)



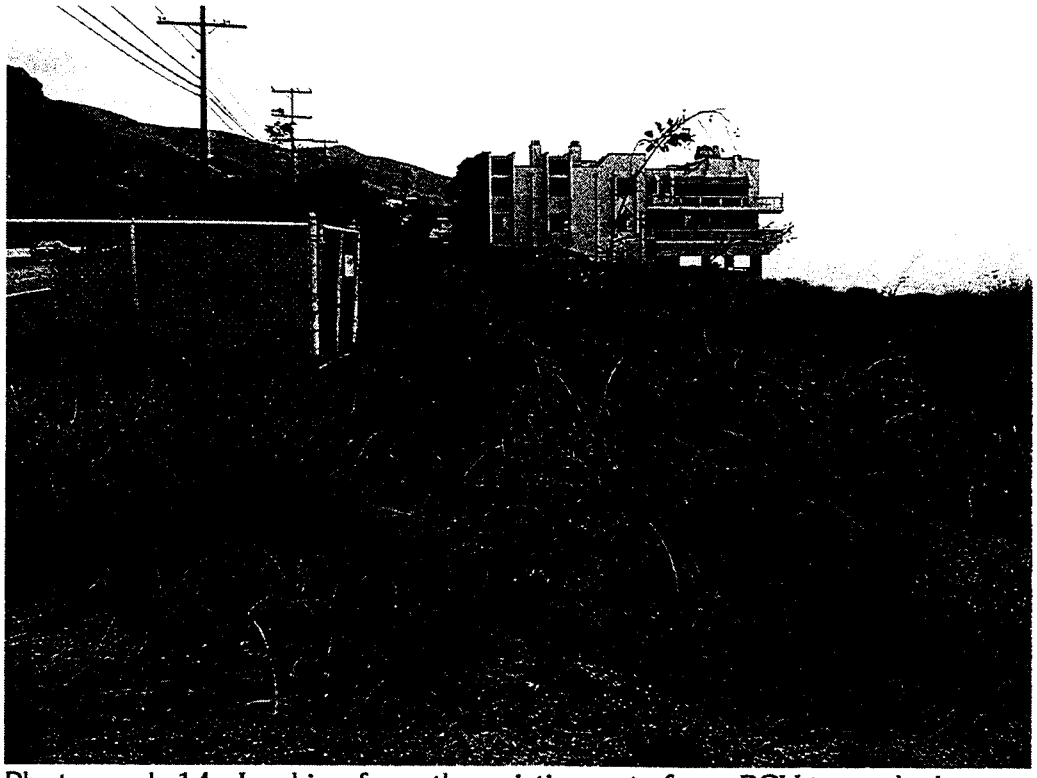
Photograph 10: Larger sand beach towards east end of project area. Beach formed by longshore transport of sand downcoast being trapped by condominium.
(Pc080131.jpg)

Photograph 11: Another view of large sand beach towards east end of project area. Large outcroppings of rocks exposed on seaward side of structure and dumped rock placed against end of wall on shore side for wave protection.
(Pc080132.jpg)

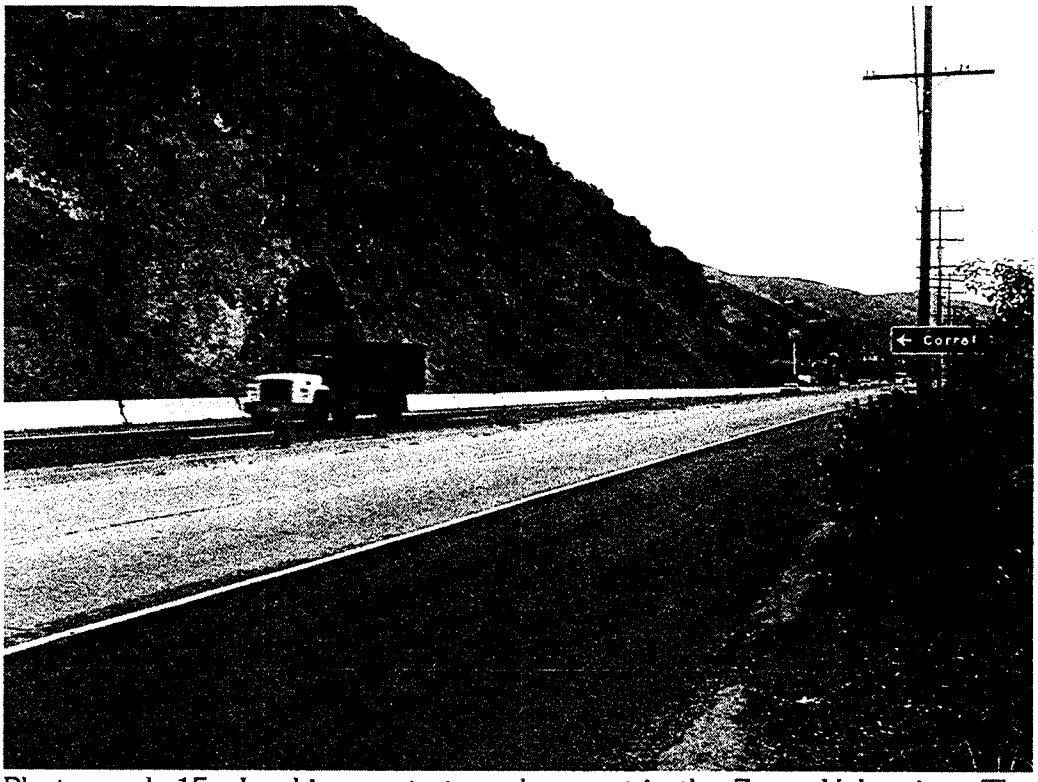


Photograph 12: Cut terrace over beach at very east end of project site.
(Pc080147.jpg)

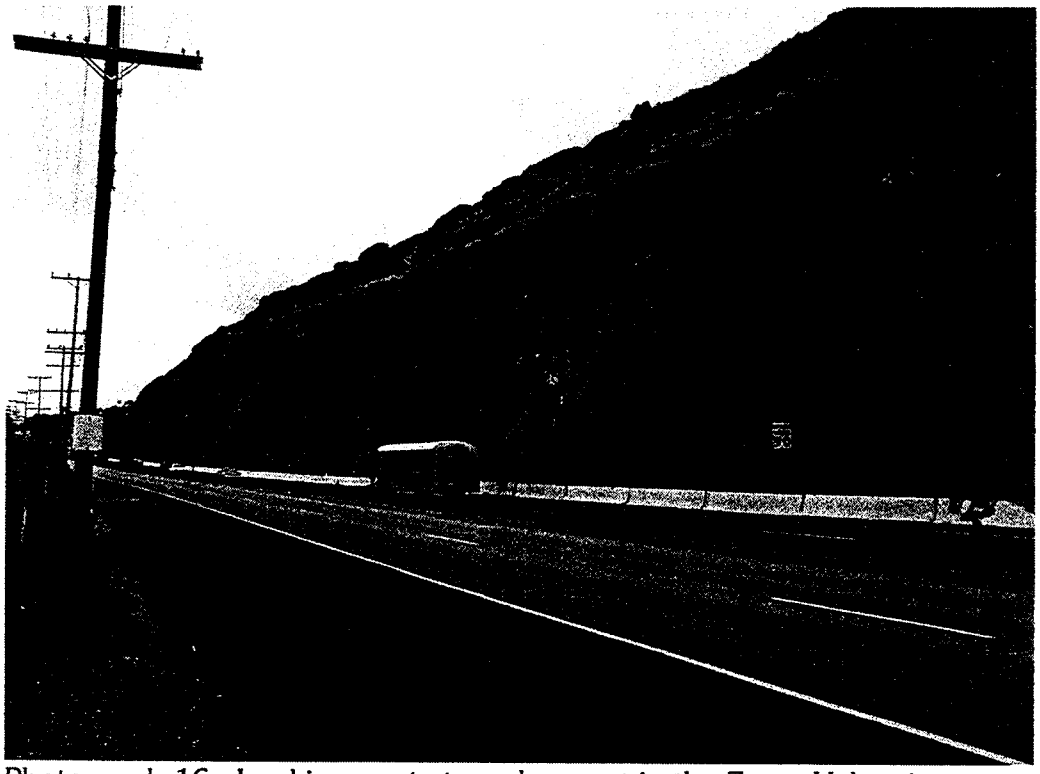
Photograph 13: Remnants of old asphalt concrete parking area on the cut terrace over beach at east end of project site.
(Pc080148.jpg)



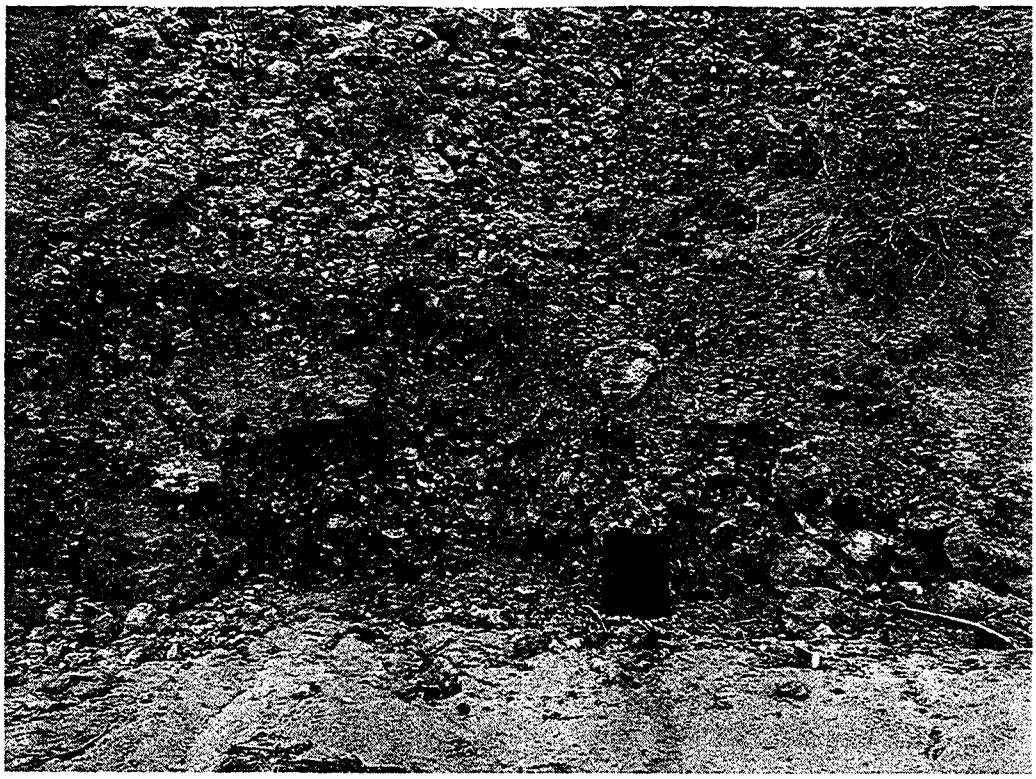
Photograph 14: Looking from the existing gate from PCH towards the east where the proposed parking area is planned.
(Pc080149.jpg)



Photograph 15: Looking east at roadway cut in the Zuma Volcanics. The intersection of Corral Canyon Road and PCH can be seen in the distance at near the gas station.
(Pc080150.jpg)



Photograph 16: Looking west at roadway cut in the Zuma Volcanics.
(Pc080152.jpg)



Photograph 17: Weathered formational material in bluff face at the beach/bluff interface.
(Pc080142.jpg)

Photograph 18: Weathered formational material in bluff face.
(Pc080143.jpg)

APPENDIX B
EQFAULT OUTPUT

DATE: Thursday, December 21, 2000

```
*************************************
*                                   *
*           E Q F A U L T           *
*                                   *
*             Ver. 2.20             *
*                                   *
*                                   *
*************************************
```

(Estimation of Peak Horizontal Acceleration
From Digitized California Faults)

SEARCH PERFORMED FOR: GROUP DELTA CONSULTANTS, INC.

JOB NUMBER: 2020

JOB NAME: Den Blocker Beach

SITE COORDINATES:
LATITUDE: 34.0305 N
LONGITUDE: 118.743 W

SEARCH RADIUS: 50 mi

ATTENUATION RELATION: 17) Idriss (1994) Horiz. - Rock/Stiff Soil

UNCERTAINTY (M=Mean, S=Mean+1-Sigma): M

SCOND: 0

COMPUTE PEAK HORIZONTAL ACCELERATION

FAULT-DATA FILE USED: CDMGSCE.DAT

SOURCE OF DEPTH VALUES (A=Attenuation File, F=Fault Data File): A

GROUP DELTA CONSULTANTS

DETERMINISTIC SITE PARAMETERS

ABBREVIATED FAULT NAME	APPROX. DISTANCE mi (km)	MAX. CREDIBLE EVENT MAX. CRED. MAG.	MAX. CREDIBLE EVENT PEAK SITE ACC. g	MAX. CREDIBLE EVENT SITE INTENS MM	MAX. PROBABLE EVENT MAX. PROB. MAG.	MAX. PROBABLE EVENT PEAK SITE ACC. g	MAX. PROBABLE EVENT SITE INTENS MM
SAN ANDREAS - Mojave	48 (77)	7.10	0.057	VI	7.10	0.057	VI
SAN ANDREAS - Carrizo	48 (77)	7.20	0.061	VI	7.20	0.061	VI
SAN ANDREAS - 1857 Rupture	48 (77)	7.80	0.095	VII	7.50	0.077	VII
WHITTIER	42 (67)	6.80	0.052	VI	5.90	0.021	IV
CLAMSHELL-SAWPIT	44 (70)	6.50	0.046	VI	5.00	0.010	III
HOLLYWOOD	20 (32)	6.40	0.122	VII	5.30	0.047	VI
HOLSER	28 (45)	6.50	0.084	VII	4.90	0.019	IV
MALIBU COAST	1 (1)	6.70	0.689	XI	4.90	0.137	VIII
M.RIDGE-ARROYO PARIDA-SANT	39 (62)	6.70	0.065	VI	5.40	0.018	IV
NEWPORT-INGLEWOOD (L.A.Bas	21 (34)	6.90	0.125	VII	5.60	0.044	VI
OAK RIDGE (Onshore)	25 (40)	6.90	0.130	VIII	6.20	0.079	VII
PALOS VERDES	11 (18)	7.10	0.240	IX	6.20	0.158	VIII
RAYMOND	30 (49)	6.50	0.076	VII	5.00	0.019	IV
RED MOUNTAIN	40 (64)	6.80	0.068	VI	5.90	0.027	V
SAN CAYETANO	26 (42)	6.80	0.113	VII	6.40	0.085	VII
SAN GABRIEL	29 (47)	7.00	0.094	VII	5.60	0.028	V
SAN JOSE	50 (80)	6.50	0.038	V	5.00	0.008	II
SANTA MONICA	4 (7)	6.60	0.444	X	5.50	0.171	VIII
SANTA YNEZ (East)	39 (63)	7.00	0.066	VI	5.90	0.023	IV
SANTA SUSANA	21 (34)	6.60	0.126	VIII	6.30	0.103	VII
SIERRA MADRE (San Fernando	24 (39)	6.70	0.117	VII	5.60	0.045	VI
SIERRA MADRE	31 (49)	7.00	0.109	VII	6.20	0.059	VI
SIMI-SANTA ROSA	18 (29)	6.70	0.162	VIII	5.50	0.062	VI
VENTURA - PITAS POINT	31 (51)	6.80	0.092	VII	5.50	0.028	V
VERDUGO	24 (39)	6.70	0.116	VII	5.20	0.032	V

GROUP DELTA CONSULTANTS

DETERMINISTIC SITE PARAMETERS

ABBREVIATED FAULT NAME	APPROX. DISTANCE mi (km)	MAX. CREDIBLE EVENT MAX. CRED. MAG.	MAX. CREDIBLE EVENT PEAK SITE ACC. g	MAX. CREDIBLE EVENT SITE INTENS MM	MAX. PROBABLE EVENT MAX. PROB. MAG.	MAX. PROBABLE EVENT PEAK SITE ACC. g	MAX. PROBABLE EVENT SITE INTENS MM
COMPTON THRUST	22 (35)	6.80	0.139	VIII	5.80	0.060	VI
ELYSIAN PARK THRUST	30 (48)	6.70	0.092	VII	5.80	0.040	V
NORTHRIDGE (E. Oak Ridge)	24 (39)	6.90	0.319	IX	5.80	0.144	VIII
ANACAPA-DUME	4 (6)	7.30	0.550	X	6.30	0.425	X
CHANNEL IS. THRUST (Easter	30 (49)	7.40	0.326	IX	6.00	0.119	VII
MONTALVO-OAK RIDGE TREND	34 (55)	6.60	0.175	VIII	5.50	0.069	VI
OAK RIDGE(Blind Thrust Off	31 (50)	6.90	0.100	VII	6.10	0.052	VI
SANTA CRUZ ISLAND	44 (71)	6.80	0.059	VI	5.60	0.017	IV

-END OF SEARCH- 33 FAULTS FOUND WITHIN THE SPECIFIED SEARCH RADIUS.

THE MALIBU COAST FAULT IS CLOSEST TO THE SITE.
IT IS ABOUT 0.8 MILES AWAY.

LARGEST MAXIMUM-CREDIBLE SITE ACCELERATION: 0.689 g

LARGEST MAXIMUM-PROBABLE SITE ACCELERATION: 0.425 g

GROUP DELTA CONSULTANTS

Appendix F–Traffic Report

Katz, Okitsu & Associates
Traffic Engineers and Transportation Planners

MEMORANDUM

To: Rebecca Harrington-Smirniotis (E-mail: Rsha@deainc.com)
David Evans Associates, Inc.

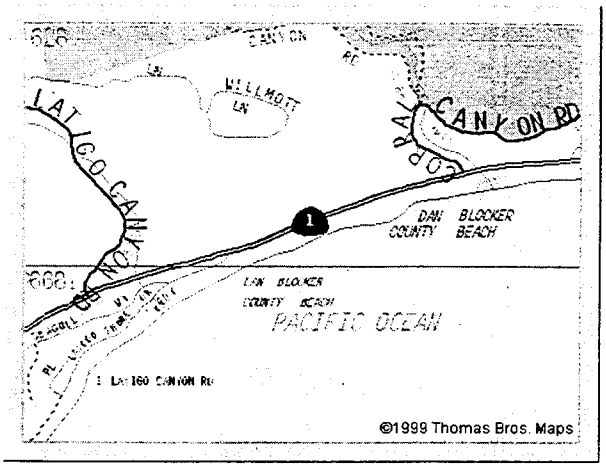
From: Walter Okitsu, P.E.,
Katz, Okitsu & Associates

Date: December 21, 2000

RE: Dan Blocker County Beach Project JA0122

PROJECT LOCATION

Dan Blocker County Beach is located at 26400 Pacific Coast Highway at Corral Canyon Road, Malibu, California 90265.



BACKGROUND

Parking is permitted along the southbound shoulder of Pacific Coast Highway. Parking is not permitted along the northbound shoulder of Pacific Coast Highway.

EXISTING CONDITIONS

The beach is located along the south side of Pacific Coast Highway (State Route 1). Pacific Coast Highway (PCH) near the project site is a 4-lane roadway, with shoulder parking on the southbound side. There is a raised 3-foot wide median along this segment of PCH. The speed limit near the site is 50 MPH. Based on data provided by Caltrans, Pacific Coast Highway carries, on average, 35,000 vehicles per day with peak hour traffic of 3,200 vehicles. Traffic increases to 39,500 trips per day during peak months.

Even on summer weekend days, people generally do not park along PCH near the proposed project site because, due to a chain link fence, they cannot get to the beach. Those individuals that do use the beach generally walk from other public beaches to the north and south of the site.

PROJECT DESCRIPTION

The proposed project will include the construction of a maximum of 30 paved parking spaces. Access to the parking lot will be via a one-way access and a one-way egress driveway. A ticket vending machine will also be installed for the purchasing and dispensing of parking permits.

The project also includes the removal of an existing chain-link fence, demolition of existing pavement and construction of park site amenities. The project site is approximately 1.69 acres and is located on a bluff overlooking Dan Blocker Beach. Proposed amenities of the project include bluff top picnic areas

with tables and seating, landscaping, chemical toilet facilities, a memorial monument, portable drinking fountains and bench seating. The project also includes the construction of a stairway and ramp to allow beach access and paved walkways that connect the parking area to park site amenities. Site directory and highway entrance signage would also be provided. Railing barriers would be installed along the site and Pacific Coast Highway for safety.

TRAFFIC ANALYSIS

The proposed parking improvements would not be expected to generate additional trips during the weekday AM and PM commuter peak periods. In addition, the project would not attract trips during periods of inclement weather. Instead, the project site would be expected to generate the most traffic during summer weekends on sunny days, or on days of good surf.

The general, access improvements to the beach, the addition of picnic tables, paving of walkways and addition of chemical toilets would not be expected to attract a significant number of additional trips, since similar facilities are available at adjacent beaches. The number of increased trips would be expected to be directly proportional to the number of additional parking spaces available to beach goers. The additional parking spaces should include those on the shoulder of Pacific Coast Highway, which would be free of charge and newly accessible from the beach.

To calculate the number of daily additional trips that might be created on a busy weekend, Katz, Okitsu & Associates made the following assumptions:

1. The parking lot will be designed to provide at most 30 parking spaces.
2. Parking spaces on the shoulder of P.C.H. could accommodate about 30 cars.
3. The average vehicle is parked for three hours.
4. Full utilization of parking at this average duration will occur between 11AM and 5PM.

Based on these assumptions, the project might be expected to generate 240 daily trips. Many of these trips may be trips diverted from adjacent beaches due to the availability of on-site parking. Since there are no scheduled events at this location, trips would be expected to arrive and depart during the course of a day. Assuming regular turnover of the parking spaces throughout the day, the project would be expected to generate approximately 20 hourly trips.

During the peak summer months, Pacific Coast Highway is heavily used on weekends; however, an increase of 20 hourly trips during weekend hours would not be expected to have capacity impacts Pacific Coast Highway or cross-mountain roadways like Kanan-Dume Road or Malibu Canyon Road. Because of the raised median island on Pacific Coast Highway, left turns into or out of the site would not be feasible. Vehicle movements would be restricted to right turns into the parking lot, right turns out of the parking lot, and parallel parking maneuvers at the shoulder of Pacific Coast Highway. While some of the increased trips would be expected to make U-turns at the Latigo Canyon and Corral Canyon intersections, the relative volume would be small, and would not create adverse operating conditions.

The movement causing perhaps the greatest potential for traffic impact would be the parallel parking maneuvers at the shoulder. With random turnover of parallel parking spaces, these maneuvers would occur on the average of once every 6 minutes. This impact would be no greater than at other roadside parking areas in Malibu with coastal access.

PARKING ANALYSIS

Based on observations at adjacent facilities, it would be expected that on-site parking capacity at the project facility would be fully utilized during summer weekends and holidays. However, at most times, the project site will have sufficient parking to accommodate demand.

Field observations at other nearby beaches with pay parking show that beach goers typically prefer to park on Pacific Coast Highway at no cost rather than pay parking fees. It is estimated that about 30 parking spaces are available on the southbound side of Pacific Coast Highway adjacent to the project site. Once these spaces and those in the new lot are taken, beach goers will be forced to drive on to other beach areas.

CONCLUSIONS

Significant traffic impacts are not anticipated on peak beach days or on other days of the year. Weekend traffic generation will be greater than weekday traffic generation; however, due to the small size of the proposed facilities, significant traffic capacity issues are not expected as long as the site driveways are designed to acceptable standards.

F:\KOA\ja0122\ja0122.doc

Appendix G – Noise Worksheet

TABLE 1
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 1/2/01
ROADWAY SEGMENT: PCH
OTES: EXISTING

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 35000 SPEED (MPH): 50 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
UTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
-TRUCKS	0.64	0.02	0.08

CTIVE HALF-WIDTH (FT): 28.5 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.61

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
136.2	422.3	1332.4	4212.3

TABLE 2
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 1/2/01
ROADWAY SEGMENT: PCH
NOTES: EXISTING PEAK

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 39500 SPEED (MPH): 50 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 28.5 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.13

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
153.0	476.3	1503.7	4753.9

TABLE 3
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 1/2/01
ROADWAY SEGMENT: PCH
NOTES: WITH DAN BLOCKER

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 39740 SPEED (MPH): 50 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 28.5 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.16

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
153.9	479.2	1512.8	4782.7

Appendix H - Letters of Comment and Responses

Comment and Response

All letters received during the public review of this Draft Initial Study/Mitigated Negative Declaration (IS/MND) are reproduced in their entirety and are addressed in the following Responses to Comments section. Numbered responses correspond to the numbered comments at the point the comment occurs for purposes of continuity. Changes made to the text of the final document as a result of the letters of comment are indicated by underline (for additional text) and ~~strikeout~~ (for deletions), as referenced in the applicable response(s) to comments.

Letter of Comment — Responses Begin on Page

1. State Clearinghouse -(Letter #1) ..... Pg. 2
2. Department of Transportation, Regional Planning ..... Pg. 3
3. Los Angeles County Department of Beaches and Harbors-Stan Wisniewski, Director ..... Pg. 7
4. Philip E. Bauer- (Letter #1) ..... Pg. 10
5. Philip E. Bauer- (Letter #2) ..... Pg. 13
6. Wayne and Paula Lappi ..... Pg. 14
7. Thomas Waljeski ..... Pg. 26
8. City of Malibu ..... Pg. 29
9. County of Los Angeles Fire Department ..... Pg. 31
10. State Clearinghouse –(Letter #2) ..... Pg. 34
11. California Coastal Commission ..... Pg. 36

Comment

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse

Gray Davis
GOVERNOR

Steve Nissen
DIRECTOR

PMD 1

May 23, 2001

Donna Stone
Los Angeles County Department of Public Works
900 South Fremont Avenue, 5th Floor
Alhambra, CA 91803-1331

Subject: Dan Blocker Beach Project
SCH#: 2001041057

Dear Donna Stone:

The enclosed comment (s) on your Negative Declaration was (were) received by the State Clearinghouse after the end of the state review period, which closed on May 11, 2001. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document. 1

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2001041057) when contacting this office.

Sincerely,

Terry Roberts

Terry Roberts
Senior Planner, State Clearinghouse

Enclosures
cc: Resources Agency

RECEIVED
JUN - 6 2001
PROJECT MANAGEMENT DIVISION I
DEPT. PUBLIC WORKS

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
916-445-0613 FAX 916-323-3018 WWW.OPR.CA.GOV/CLEARINGHOUSE.HTML

Response

1 Comments noted. No response is necessary.

Comment

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
OFFICE OF REGIONAL PLANNING
DISTRICT 7, IGR/CEQA 1-10C
120 SO. SPRING ST.
LOS ANGELES, CA 90012
TEL: (213) 897-6696 ATSS: 8-647-6696
FAX: (213) 897-6317

Clear 5/11/01 e vok

May 14, 2001

NEG DEC
Dan Blocker Beach Project
26400 PCH, Malibu
Vic. LA-1-(50.38-51.07)
SCH # 2001041057

RECEIVED
MAY 23 2001
STATE CLEARINGHOUSE

Ms. Donna Stone
County of Los Angeles
Department of Public Works
900 S. Fremont Ave., 5th Floor
Alhambra, CA 91803

Dear Ms. Stone:

Thank you for including Caltrans in the environmental review process for the above-mentioned project. Based on the information received, we have the following comments:

Any work to be performed within Caltrans Right-of-way, such as the Dan Blocker Beach Project, will need a Caltrans Encroachment Permit. A standard Caltrans Encroachment Permit application along with six sets of engineering plans will be needed for Caltrans review and approval. **2**

The location of the ingress/egress beach ramp from PCH was not identified. We need to know the location of the proposed access point from PCH to determine if appropriate safety measures and criteria were used. **3**

Since the number of U-turns made on PCH are expected to increase with the implementation of this project, the impact of these U-turns will need to be adequately addressed at the Corral Canyon Road and Latigo Canyon Road locations. The width of PCH at Corral Canyon Road and Latigo Canyon Road will need to be considered as it pertains to U-turn movements Since the possibility that parking along PCH may be impacted or may need to be restricted to accommodate U-turn movements. **4**

Will the bus stop be impacted by the proposed project? If so, the bus stop may need to be relocated. **5**

Response

2 Comment noted. The County acknowledges that any work performed within Caltrans right-of-way will require Caltrans approval of an Encroachment Permit.

3 Subsequent to public review of the Dan Blocker Beach Project MND, the pedestrian access ramp has been eliminated. Instead, an access stairway will be provided to allow beach access (see letter of comment from Stan Wisniewski, Director County of Los Angeles-Department of Beaches and Harbors, dated August 22, 2002, and included as comment, no. 18, below.) The stairway access will not take ingress/egress from Pacific Coast Highway; it will be constructed from a point on the ocean-side edge of the parking area. The stairway will be designed and constructed in accordance with County requirements.

4 As addressed in the initial study (see Section 3.15A.), the number of U-turns would not be significantly affected by the proposed project. The new parking area would provide about 13 spaces.

5 The bus stop on Pacific Coast Highway is not expected to be affected by the project. However, if the bus stop is affected by the project, it will be reconstructed or relocated. The County will coordinate with MTA relative to any relocation or reconstruction of the bus stop.

Comment

Ms. Donna Stone
May 14, 2001
Page Two

The project may increase pedestrian activity crossing PCH, especially at the Corral Canyon Road/PCH intersection which is the nearest location with a gas station/mini-mart type of amenities. Increase in pedestrian crossings should be addressed. **6**

Any changes to hydraulic run-off or modifications to any Caltrans drainage facilities will need to be reviewed and approved by Caltrans. **7**

We recommend that construction related truck trips on State highways be limited to off-peak commute periods along congested corridors. **8**

A Traffic Management Plan will be needed for any construction lane closures on PCH. **9**

If you have any questions regarding our response, refer to Caltrans IGR/CEQA Record # cs/010464, and please do not hesitate to contact me at (213) 897-4429.

Sincerely,

Original Signed By

STEPHEN BUSWELL
IGR/CEQA Program Manager

cc: Mr. Scott Morgan, State Clearinghouse

Response

6 The project is not expected to significantly increase pedestrian activity crossing Pacific Coast Highway. The project would only provide parking for about 13 cars. This is not a significant increase in the amount of parking available in the project area. Additionally, the project will not result in a substantial increase in beach goers. Instead, it will provide a parking option to those accessing the beaches that would otherwise park in other areas along Pacific Coast Highway.

7 Comment acknowledged. The County will coordinate with Caltrans any changes in hydraulic runoff and/or modifications to Caltrans drainage facilities.

8 Construction activities will be limited to hours permitted under City of Malibu zoning regulations. Additionally construction is anticipated to occur during periods of off-peak beach use.

9 Comment acknowledged. The County will prepare a Traffic Management Plan, if construction activities require lane closures on Pacific Coast Highway.

Comment

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
OFFICE OF REGIONAL PLANNING
DISTRICT 7, IGR/CEQA 1-10C
120 SO. SPRING ST.
LOS ANGELES, CA 90012
TEL: (213) 897-6696 ATSS: 8- 647-6696.
FAX: (213) 897-6317

May 14, 2001

NEG DEC
Dan Blocker Beach Project
26400 PCH, Malibu
Vic. LA-1-(50.38-51.07)
SCH # 2001041057

Ms. Donna Stone
County of Los Angeles
Department of Public Works
900 S. Fremont Ave., 5th Floor
Alhambra, CA 91803

Dear Ms. Stone:

Thank you for including Caltrans in the environmental review process for the above-mentioned project. Based on the information received, we have the following comments:

Any work to be performed within Caltrans Right-of-way, such as the Dan Blocker Beach Project, will need a Caltrans Encroachment Permit. A standard Caltrans Encroachment Permit application along with six sets of engineering plans will be needed for Caltrans review and approval. **10**

The location of the ingress/egress beach ramp from PCH was not identified. We need to know the location of the proposed access point from PCH to determine if appropriate safety measures and criteria were used. **11**

Since the number of U-turns made on PCH are expected to increase with the implementation of this project, the impact of these U-turns will need to be adequately addressed at the Corral Canyon Road and Latigo Canyon Road locations. The width of PCH at Corral Canyon Road and Latigo Canyon Road will need to be considered as it pertains to U-turn movements Since the possibility that parking along PCH may be impacted or may need to be restricted to accommodate U-turn movements. **12**

Will the bus stop be impacted by the proposed project? If so, the bus stop may need to be relocated. **13**

Response

10 Please see response no. 2, above

11 Please see response no. 3, above

12 Please see response no. 4, above

13 Please see response no. 5, above

Comment

Ms. Donna Stone
May 14, 2001
Page Two

The project may increase pedestrian activity crossing PCH, especially at the Corral Canyon Road/PCH intersection which is the nearest location with a gas station/mini-mart type of amenities. Increase in pedestrian crossings should be addressed. **14**

Any changes to hydraulic run-off or modifications to any Caltrans drainage facilities will need to be reviewed and approved by Caltrans. **15**

We recommend that construction related truck trips on State highways be limited to off-peak commute periods along congested corridors. **16**

A Traffic Management Plan will be needed for any construction lane closures on PCH. **17**

If you have any questions regarding our response, refer to Caltrans IGR/CEQA Record # cs/010464, and please do not hesitate to contact me at (213) 897-4429.

Sincerely,

for Carl Shingi

STEPHEN BUSWELL
IGR/CEQA Program Manager

cc: Mr. Scott Morgan, State Clearinghouse

Response

14 Please see response no. 6, above

15 Please see response no. 7, above

16 Please see response no. 8, above

17 Please see response no 9, above

Comment

COUNTY OF LOS ANGELES
DEPARTMENT OF BEACHES AND HARBORS

August 22, 2002

SEP 12 2002

STAN WISNIEWSKI
DIRECTOR

KERRY GOTTLIEB
CHIEF DEPUTY

TO: Dan Blocker Memorial Beach Meeting Attendees

FROM: Stan Wisniewski, Director Stan Wisniewski

SUBJECT: DAN BLOCKER MEMORIAL BEACH DEVELOPMENT

On May 9, 2001, the County held a community meeting at the Michael Landon Community Center in Malibu to discuss plans for opening public access along the westerly portion of Dan Blocker Memorial Beach. Supervisor Yaroslavsky's Deputy, Maria Chong-Castillo, and my staff listened to your concerns and indicated that they would return at a later time with an improved plan. They have been working with staff members of the State Coastal Conservancy to develop a plan that addresses local concerns while still providing additional coastal access. A copy of that revised conceptual plan is attached for your information.

A portion of the $1.6 million needed to fund the proposed improvements to Dan Blocker Memorial Beach comes from State sources, which require direct access to the beach. One of your major concerns was the size and impact of the ADA-compliant access ramp to be constructed to the beach. This ramp has been eliminated and a substitute stairway is proposed to the west side of the view deck, further away from the residential uses. **18**

It is my sincere hope that this long-awaited development will provide safe access for people to enjoy the natural beauty of this portion of Malibu. Additionally, these improvements would create a fitting memorial to Dan Blocker, who played "Hoss" Cartwright on the TV series, *Bonanza*, for whom the property was donated for public purposes. We anticipate completing final design for this project this year and beginning the permit review process so that the project can be available for public use as early as Spring 2004.

If you have any questions, or would like to discuss this matter further, please call me at (310) 305-9522, Joseph Chesler, AICP, Chief of Planning, at (310) 305-9533 or Gregory Woodell, Planning Specialist, at (310) 305-9537.

SW:be
Attachment

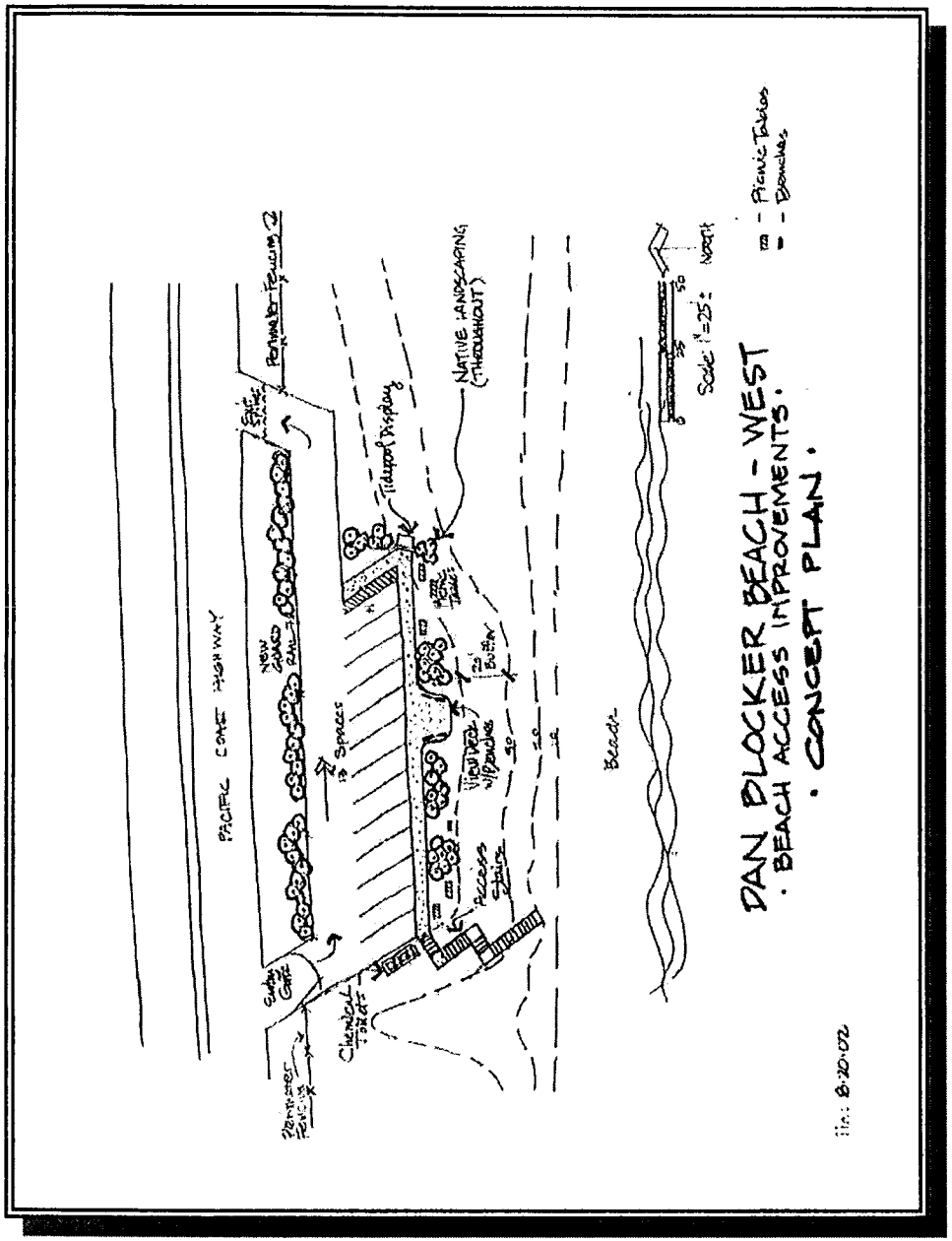
cc: Supervisor Zev Yaroslavsky

Fax: (310) 821-6345
(310) 305-9503 13837 FIJI WAY, MARINA DEL REY, CALIFORNIA 90292
INTERNET: http://beaches.co.la.ca.us/

Response

18 This letter was prepared by the Director of Beaches and Harbors in response to the community meeting held on May 9, 2001.

Comment



Response

Comment

Philip Bauer
26172 Pacific Coast Highway
Malibu, CA 90265

Roberta & David Walsh
26174 Pacific Coast Highway
Malibu, CA 90265

May Maltza
26168 Pacific Coast Highway
Malibu, CA 90265

Les Anderson
26889 Sea Vista
Malibu, CA 90265

Jerry Anderson
26889 Sea Vista
Malibu, CA 90265

Alan Armstrong
26657 Latigo Shore
Malibu, CA 90265

Stu Blue
26750 Latigo Shore
Malibu, CA 90265

Kevin Merey
P.O. Box 2575
Malibu, CA 90265

Barry Hogan
23555 Civic Center Way
Malibu, CA 90265

AVERY® Address Labels Laser 5160®

Additional copies of letters sent to:

Marc Gayler Ca Coastal Conservancy
Niel Fishman Ca Coastal Conservancy
Maria Chong-Castillo, Deputy, 4th District
William Maniya, Project Manager, DPW
Drew Purvis, Director of Planning, City of Malibu
Katie Lichtig, City Manager, City of Malibu

Response

Comment

PHILIP E. BAUER
8630 Allenwood Road
Los Angeles, CA 90046
Tel. 310 652 . .
3358

5 May 2001

Ms.Donna Stone
Los Angeles Department of Public Works
900 S. Fremont Ave.
5th Floor
Alhambra, CA 91803-1331

RE: Dan Blocker Beach Project

Dear Ms. Stone,

Perhaps you remember my phone call to you about ten days ago. I wish to express my thanks for taking the time to abstract the issue of the Mitigated Negative Declaration. I am certain that you have received numerous calls relative to the above so I do appreciate the gracious manner in which you handled my inquiries. **19**

We live in one of the four condominiums (26172 PCH) contiguous to the project. Ours, facing the proposed parking lot.

For about twelve years we have been using our facility on weekends and for weeks at a time.

Per your suggestion I did go to the Malibu Library and spent about two hours perusing the numerous studies that were done.

From a physical, anthropological, environmental, flora and fauna and traffic, etc. they were all basically given a fairly negative impact designation. The studies were fairly extensive, but unfortunately none of them addressed the effect of the parking lot on the immediate community; specifically the neighbors to West of us and our complex. The studies that I read and the pictures that accompanied them were all VERY recent. I tell you that this bluff is very unstable and during the twelve years that we have lived here the bluff has eroded at least five feet **20** **21**

Ms. Stone, During the years that we have used our unit we have experienced many uncomfortable happenings. To enumerate:

1. Many many times the fence along PCH has been cut with wire cutters thus enabling people to get on the beach. Your records will probably indicate the many repairs to the fence that have been made. The primary purpose for gaining access was to climb on the rocks for the purpose of fishing and collecting mussels. Sometimes as many as 10 or 12 people will be on the rocks at the same time thus creating very dangerous possibilities for falls. We have been very courteous to these folks especially on very hot days and not asked them to leave. **22**

Response

19 Comments noted. No responses are necessary.

20 The effect of the parking lot on the immediate community is addressed in several sections the Initial Study. Section 3.1, Aesthetics, addresses the potential for the project to have a substantial effect on a scenic vista and views, as well as the potential for the project to substantially degrade the visual character of the surrounding area. Section 3.5, Air Quality, addresses the potential for the project to expose sensitive receptors to substantial pollutant concentrations. Section 3.4, Biological Resources, addresses the project's affects on the natural biological site features and the biological resources in the surrounding area. Section 3.5, Cultural Resources evaluates the potential for the project to adversely affect prehistoric and historical resources. Section 3.6, Geology and Soils, addresses the site's geological characteristics and the potential for the project to increase soil erosion or expose people and structures to unstable soils. Section 3.8, Hydrology and Water Quality, addresses the project's impact on drainage and runoff in the project area, as well as its potential to degrade water quality. Section 3.9, Land Use and Planning, relates environmental effects of the proposed project to not only the County and City General Plans, but also to the existing established community proximate to the project site. Section 3.11, Noise, evaluates the potential for the project to create significant impacts on the community relative to construction and operational noise. Section 3.15, transportation/traffic, addresses the potential for the project to result in significant traffic impacts and congestion, or conflicts with pedestrian, bicycle and transit accessibility.

21 As part of the Initial Study process, a Geotechnical Reconnaissance Report was prepared by Group Delta. The complete report is included in Appendix E to the Initial Study. Based on the analysis conducted for the Geotechnical Reconnaissance Report, the project site is predominantly underlain by Miocene-age volcanic rock, which is considered stable at close to vertical cut inclinations. The minor instability of the bluff slopes along Dan Blocker beach has been developed by oversteepening and weathering of the bluff face as a result of wave action and/or subaerial erosion. Landslides in the project

Comment	Response
	area are associated with the Monterey Formation, which is not found within the project site, except for possibly underlying part of the shore platform. A minor amount of colluvial material, which is associated with an ancient landslide, debris flow from alluvial deposits, and/or dumped material associated with the grading for Pacific Coast Highway, is located west of the center of the proposed project site in the coastal bluff. However, the proposed project site is not located on a formation that is subject to landslides, and no landslides are expected to occur at the project site. Relative to erosion, the Geotechnical Reconnaissance Report determined that Dan Blocker Beach has not experienced a considerable amount of erosion in the last 20 to 30 years. Dan Blocker Beach bluff tops currently undergo minor erosion caused by wind, rain, irrigation and uncontrolled runoff. Additionally, waves can create erosion of coastal bluffs. Along the portion of the beach where the project site is located, stone and concrete rubble occurs on natural outcrops at the beach. The stone and concrete protect the bluff against waves striking the base of the bluff and result in less acceleration of bluff erosion. The project includes specific measures to reduce to below a level of significance the potential for erosional effects at the project site (see Section 3.6, E.)
	22 Comments noted. The proposed project would result in reducing the amount of unauthorized access by providing an improved parking area and formal beach access for beach goers that can be more easily patrolled by law enforcement officers.

Comment

2. Before writing this letter I spoke with my liability insurance carrier and he informed me that we could be liable for damages if any one gets hurt on the rocks. **23**

3. There is a gate on our patio that allows us to use the beach and dozens of times the latch has been broken. We have a restroom immediately inside of the condo and an outdoor shower on the upper patio. These facilities have been used many times by these folks making an absolute mess of the restroom; stealing the toilet paper; once even taking a toilet seat. **24**

4. On several occasions we have found homeless people sleeping on the patio. **25**

5. Sometimes in the middle of the night we are awakened by teenagers laughing and shouting on the rocks or on the beach next to the condo. They are usually drunk which presents a very dangerous setting and cannot be seen from the highway. The following morning we find lots of beer cans in these areas. We are fearful of calling the sheriff because of possible retaliation or vandalism. Occasionally the entire complex is unoccupied. **26**

6. During the summer months there are usually a fair number of people on the beach entering wherever they can and they leave much trash which is occasionally washed out by the tides, however, this is no way to treat this precious gift from nature. **27**

7. Ms. Stone, this is a wet beach and when the tide comes in you cannot traverse the entire length of the beach for several hours. Just coincidentally as of this writing the tide has eliminated the entire beach. **28**

In closing, I ask you, is parking for thirty cars worth an expenditure of several million dollars which could be used for far more important projects.

Respectfully,
John and Philip Bauer

P.S. We fully realize the importance for citizens to have access to beaches and public facilities, however, there should be a better way to use this property. Perhaps even a beautiful landscaped parklike setting including the monument wherein people could park along the highway. **29**

Response

23 Comment noted.

24 Comments noted. Please see response no. 22, above.

25 Comments noted. This comment does not address the completeness and/or accuracy of analysis contained in the environmental document. No response is necessary

26 Comments noted. Please see response no. 22, above.

27 Comments noted. The project will include trash receptacles that will be emptied on a regular basis. Please see also response no. 22, above.

28 Comment noted. When the beach is not accessible due to high tides, beach goers may still appreciate the beauty of the coastline by parking in the improved parking area, viewing the ocean, picnicking, etc.

29 The project will include landscape areas, picnic tables and benches for the public to enjoy the ocean without accessing the beach. Access to the beach would be directed at a single stairway, which will help limit unauthorized access through private property.

Comment

PHILIP E. BAUER
8630 ALLENWOOD ROAD
LOS ANGELES, CA 90046
TEL.310 652 3338

6 May 2001

RE: Addendum to comments about DAN BLOCKER PROJECT

To: Ms. Stone

Today I asked my son Robert to read my comments that I wrote to you yesterday re: the above project and the first thing he noticed was that I had neglected to mention a very vital component of the dynamic of the project.

He said that under no circumstances do any surfers use this beach because of a tremendous amount of sharp rocks very close to the shoreline. He also said that no one that knows the beach would venture to swim there aisn because of the rocks especially at low tide. And of course, at hightide, there is no beach. **30**

Robert is 35 years old and has been a surfer since he was nine years old. He is also a certified lifeguard. He surfs on the average of twice a week, however, he still finds time to be a very successful businessman.

We urge you to take these vital facts into consideration as you analyze your conclusions.

Respectfully
Joan and Philip Bauer

Response

30 Comment noted. The proposed project would provide parking and access for the public to enjoy a variety of beach experiences. Enjoyment may be in the form of passive viewing, sitting, and picnicking; walking along the beach; swimming; or surfing.

Comment

Sunday, May 06, 2001

Ms. Donna Stone
Los Angeles Department of Public Works
900 S. Fremont Ave.
5th Floor
Alhambra, CA 91803-1331

RE: Dan Blocker Beach Project

Dear Ms. Stone,

I am writing you to present my arguments against the Dan Blocker Beach Project. My wife and I went to the Malibu Library and spent many hours researching this project. The attached document details our response. The format of our response is that the text from the Dan Blocker Beach Document is in *Italics* and my response is in normal text.

My wife and I have went up and down the beach, knocking on doors and talking to residents. Without exception, every resident we visited has signed a petition against this project. **31**

I hope that you and the Department of Public Works will do us the courtesy of answering all of the points in our response.

We can be reached at the following:
26170 PCH
Malibu, CA 90265
310-621-6281
Email: wayne_lappi@email.msn.com

Respectfully,

Wayne and Paula Lappi

RECEIVED
MAY 10 2001
PROJECT MANAGEMENT DIVISION I
DEPT PUBLIC WORKS

Response

31 Comments noted. Please see the following responses to comments presented in the attachment to this letter.

Comment

Response to the Draft MND/Initial Study 1
Dan Blocker Beach Project

This document is a formal response to the issues raised by the Draft MND/Initial Study of the Dan Blocker Beach Project.

The format of this document will be to list the page and section number, followed by a short description of the statement, and finally the response.

Page 1-2, Section 1.3 Summary of Findings
Based on the findings of the preliminary environmental analysis in Section 3.0 of this Initial Study, the proposed Dan Blocker Beach Project has the potential for creating significant adverse impacts on a number of environmental issues during the construction and operation.
Significant environmental issues cannot be mitigated based upon building a fence, driveway setbacks, filling in of natural gullies, creating deep concrete piles, and performing drill borings. Without exception, all the mitigated findings are not nearly extreme enough to prevent an impact on the environment. 32

Driveways and parking areas should be setback a minimum of 20 feet from the bluff face.
Why only 20 feet? This is not a significant amount when considering ongoing erosion and the potential for a bluff cave-in. In addition, the required setbacks for building a new house on a bluff are significantly larger than 20 feet. Why don't the same restrictions apply here? 33

Fencing along the bluff face should be constructed to discourage foot traffic down the face of the bluff.
Good idea, however, on page 2-6, section 2.2 in this same study it states that only "An anodized aluminum handrail would extend the entire length of the project site, parallel to the bluff. Which one is it? This is a very dangerous bluff with large rocks at the bottom. If anyone falls over the bluff they will most surely be severely injured. On the other hand, if a fence is constructed, it will also impede the view of the visitors. 34

During grading of the parking area, any gullies or other areas should be filled with properly compacted soils and should be modified to drain any flows away from the bluff face.
Why is it that the state can, at it's whim, bring in fill, however, a homeowner cannot modify any of his/her own land without being sued by the Coastal Commission? In addition, it states the soils SHOULD be modified to drain towards PCH. Does this mean the project WILL be modified. If not the drain will be into the ocean and this WILL have an impact on the environment. In addition, there are no storm drains on PCH, so just where will the water go? 35

A sufficiently deep concrete pile or foundation system for a concrete landing for the access ramp should be constructed to undermine wave action and/or beach erosion.
How can this project be completed in 90 days with this level of activity? A concrete landing on the beach? This is a wet beach with the sand level differing by at least 3-5 feet during the year. How will a concrete landing help? In addition, why doesn't the same rules apply here as it does to the home owners. Home owners are prevented by the 36

Response

32 As addressed in the Initial Study, the project has the potential to result in significant impacts associated with short-term air quality (emissions during the construction period), geology/soils and hydrology/water quality. Based on technical studies prepared for the project, measures have been developed which, when implemented, will reduce impacts to below a level of significance.

33 The required setback of 20 feet was derived through conducting a thorough technical analysis of the site's geology. The 20-foot setback would mitigate the potential for bluff erosion. Please see also response no. 21, above.

34 The anodized aluminum handrail constructed along the bluff face would function as a fence to deter foot traffic down the slope face. Additionally, a stairway access would be provided to direct pedestrian access, restricting access in other areas of the site.

35 Filling of gullies and other areas is intended to provide a suitable surface for the parking area. Material generated from the project site as a result of grading activities will be used for filling of gullies and other site irregularities where the proposed improvements are planned. No soil will be imported to or exported from the site. Implementation of mitigation measures will require that drainage be directed toward Pacific Coast Highway and not toward the bluff face. Drainage from the site will be directed to cross drains located in Pacific Coast Highway and way from the bluff face. Because of the site's size and small amount of disturbance required to implement the project, there would not be an appreciable increase in drainage from the site, and drainage patterns would not be substantially altered.

36 The proposed project has been revised to eliminate the ramp access. Instead, a stairway will be provided. Additionally, a subsequent geotechnical analysis will be conducted based on the results of drill borings. The final design of the stairway will be in accordance with County and State safety standards and requirements of the California Coastal Commission.

Comment

Response to the Draft MND/Initial Study 2
Dan Blocker Beach Project

coastal commission from bringing any rock or concrete onto the beach to prevent erosion. Why doesn't the same rules apply here?

Page 2-3, Project Background and Site Information
The address is stated as 26000 PCH.
You cannot even get the address right. Why should we think you can construct this site without any impact? 37

The Beach was orginally donated to the state of CA by Lorne Greene and Michael Landon in memory of Dan Blocker.
What stipulations were stated when the beach was donated to the State? Perhaps this beach was to remain natural and the state is trying to do this anyway. 38

The beach's width fluctuates between 20 feet and 150 feet.
WRONG!!! This is WET beach. It fluctuates between ZERO and 50 feet. In addition, on page 3-20 of this report is sates: *...allowing waves less than one foot high to break along the base of the sea cliff during period of high tides.* And this is the site the state picks for a public beach? 39

The proposed site of the Dan Blocker Beach Project is immediately accessible from PCH. Pedestrian access to the beach has been provided by informal trails randomly located along the beach embankment.
The beach is not accessible from PCH since the entire beach is fenced in. There are NO trails randomly placed as the document says. In fact the fence has signs stating Danger, do not Enter placed along the entire fence. 40

Page 2-6, 2.2 Description of the Proposed project
Visitors currently park along PCH and access the beach by private stairways located at residential units.
The stairways are all locked. The locked stairways keep all the law-abiding citizens from illegally entering the beach area. What you are proposing is to allow all the people that do not abide by the laws, and illegally enter through private stairways free access to the beach!!! 41

The proposed project would include development of a maximum 30-space parking area and park amenities located at the eastern portion of the bluff top.
The Dan Blocker beach is a Wet beach, when it is available for beach access (6 hours/day) the beach is still small. Allowing 30 cars, plus the extra 30-40 cars that will park along PCH when the parking lot is full indicates that this small beach must somehow accommodate in the neighbor hood of 120-280 people at any one time. How can you say this is an Insignificant Impact to the beach? 42

The proposed parking area surface would be decomposed granite, and may be paved in the future.
The granite will be very noisy for the neighbors, will create dust, and will require maintenance. 43

Response

37 There is not address assigned to the site. However, it is located in the 26000 block. This address is given as a reference point to locate the site.

38 The donation stipulated that that no commercial development could occur on the site and that construction could not exceed $250,000.00. State legislation was passed to override this amount in order to comply with ADA.

39 Direct access to many coastal beaches is restricted during high tides and storm wave action. The project provides not only direct access to the beach via a stairway, but also provides areas for sitting and watching the ocean, picnicking, and other passive uses, In this manner, the project satisfies the interests of a variety of beach goers.

40 The project site is immediately accessible from Pacific Coast Highway, as it is immediately adjacent to the roadway. As stated in a previous letter, this area experiences informal and unauthorized access. The proposed project would create additional parking and a formal access point to the beach.

41 Please see comments and responses no. 22, 24, 25, and 27 above. Also see response no. 40 above.

42 As stated in comment and response no. 18, above, the proposed project has been modified and will accommodate about 13 cars. Additionally, as stated in the Initial Study, the project will provide parking for a portion of the beach visitors who park along Pacific Coast Highway. The project does not propose to remedy the parking situation on Pacific Coast Highway, but would provide alternative parking to the on-street parking that currently exists. In this manner, the project results in a beneficial impact to parking.

43 The surface of the parking lot will not result in a significant increase in ambient noise. It will be maintained by the County Department of Beaches and Harbors.

Comment

Response to the Draft MND/Initial Study 3
Dan Blocker Beach Project

Park site amenities would include picnic tables, trash receptacles, and chemical toilets.
If picnic tables are included then the public will bring charcoal and gas grills to cook upon. This means a large amount of smoke will enter the air and blow over the local neighbors. However, more importantly, the public will, and always has at other park facilities, create a trash problem. **This area of the beach already has a RAT problem. This will dramatically increase the RAT population, which, will in turn lead to an increase in decrease.** 44

Drainage of the site would be directed towards PCH and would not drain onto the beach.
Drainage cannot be guaranteed to be directed towards PCH. In addition, there are not any storms drains on PCH. Water just collects and eventually evaporates. 45

2.3, Objectives of the project
To meet the public demand for beach access and parking.
Currently there are in excess of 15 MILES of public beaches in LA. How much is enough? With over 15 miles of public beaches already in place, is one more very small wet beach worth 2+ million dollars? 46

The proposed project would be small in scale and is not expected to adversely effect PCH. No impacts are expected.
Has any study on accidents been performed on this area of PCH??? A few hundred feet further south on PCH there are many, many very serious accidents with cars pulling off and unto PCH. This would create one more dangerous area. 47

The proposed project would provide various park site amenities.
What are VARIOUS park site amenities. 48

3-7, Objectives of the project
The proposed aluminum ramp may create a glare effect on the beach during the daytime
An aluminum ramp will most definitely create a glare effect for the residents closest to the site. 49

The potential glare from cars parked on-site is not expected to create a significant impact.
Have you ever been by a car when the sun catches the glass or chrome bumper just right? The glare will literally blind someone from hundreds of feet away. 50

3.4 Biological Resources
The state water resource control board has identified the entire coastline from Point Magu to Latigo Point as an Area of Special Biological Significance (ASBS). The proposed site is located less than a half mile to the east of ASBS.
Does this mean that anything east of this line is "Fair Game" for development? 51

The project site is listed as an Significant Ecological Area in the City of Malibu General Plan's Conservation Element.

Response

44 Picnickers may choose to bring bar-b-ques. Smoke would dissipate quickly, and such use from the small picnic area would not create enough smoke to substantially affect surrounding areas. The County would be responsible for trash collection. This small picnic area would not have a significant effect on rodent population. In fact, providing trash receptacles that are regularly emptied would be beneficial to the current experience of littering the area with trash from unauthorized activity.

45 Please see response no. 35, above.

46 Comments noted. The project proposes to accommodate public demand for beach access and parking. While it would accommodate only a small portion of parking demand, it would nonetheless provide approximately 13 formal parking spaces where none currently occur. Additionally, it will provide a formal access point to the beach which will restrict informal access down the bluff face.

47 Comments noted. The project would not result in an increase in accidents along Pacific Coast Highway. Its design, with one-way ingress/egress, would allow motorists to safely enter and exit the parking area.

48 The park site amenities are presented in the Project Description (Section 3.0) of the Initial Study and listed in comment no. 44 of this letter.

49 As stated in comment letter no. 18, the ramp has been eliminated from the project design and would be replaced with stairs.

50 Cars would be parked diagonal to the beach. Any reflection from chrome bumpers as the sun travels from ease to west would be minimal.

51 The ASBS is addressed in Section 3.4, of the Initial Study. The ASBS applies to an area "requiring protection of species or biological communities to the extent that alteration of natural water quality is undesirable." The project site is not designated within the ASBS and does not possess significant biological resources. Nonetheless, the proposed project would not result in substantial alteration of natural water quality.

Comment

Response to the Draft MND/Initial Study 4
Dan Blocker Beach Project

Does the City of Malibu agree with this plan? 52

Uses on Dan Blocker Beach include surfing and swimming.
This is simply not true. There are too many rocks on this beach for safe swimming and surfing. 53

As an addition to the railing system at the bluff-top edge, a low wire fencing with the capability of preventing trash from the park area from reaching the beach and ocean is recommended.
While this is an admiral goal, a wire fence will not prevent trash from reaching the beach. The only method of preventing trash from reaching the beach is prevent trash from the site completely. This can only be accomplished by eliminating the picnic areas and/or eliminating the beach access and turning it into a public viewing area. 54

Page 3.31,
Under Special Management Areas, the County identifies the project site as a Significant Ecological Area (SEA). The County General Plan states that in SEA area's, where no other alternative site is possible, public use, as essential to public health and safety is allowable.
This site is not essential to the public health and/or safety!!! There are alternative sites available, I strongly suggest that based upon the SEA identification that this site should be abandoned. 55

Page 3-39, Public Services
Dan Blocker Beach is used by beach goers for swimming, surfing, and other recreational activities.
Dan Blocker Beach is very unsuitable for both swimming and surfing. The number and size of the rocks both in the water and on shore make this a very dangerous beach. Yet, on page 3-40 of this document you state that "The rock formations projecting from portions of the beach prevent activities such as boating and surfing". Just another example of one of many inconstancies within this document! 56

3.14, Recreation
There are several park facilities close to the project site including Malibu Bluff State Park, Malibu Lagoon Beach, Corral Canyon Park, Point Dume Beach and Malibu Community Center
With so many parks and beaches already within a very short distance, is this the wisest use of the publics money? Two million dollars for a very small beach? 57

Page 3-40, Recreation
As a result of the porposed development, more people may visit Dan Blocker Beach. The possible increase in beachgoers is not expected to significantly alter or impact Dan Blocker Beach.
This is a very, very small beach that should hold a maximum of 15-30 people. With this project it is expected that approximately 120-400 people will be on the beach at the same time. THIS IS A MAJOR IMPACT ON THIS BEACH. 58

Response

52 Please see comments and responses nos. 74-71 below.

53 Surfing and swimming occur in the waters off Dan Blocker Beach by accessing this portion of the ocean either over the rocking outcrops at Dan Blocker Beach or from other nearby access points along the coast.

54 Comment noted. As stated in the Initial Study, the intent of providing the low wire fencing is to prevent trash from the parking area that has not been disposed of properly from being blown into the ocean.

55 As stated in the Initial Study, the project site is identified as an SEA. Areas of Significant Ecological Areas (SEAs) are areas that are considered ecologically fragile or important land and water areas that are valuable as plant or wildlife habitat. However, the project site is not regarded as a site for sensitive biological resources. It contains several non-native weed plants mixed with remnant Venturan Coastal Sage Scrub vegetation. Substantial areas on-site are covered with pavement and devoid of vegetation of any kind. In others, pavement rubble is only partially obscured by the weedy species. The project would be a low-intensive use and would not result in significant impacts to sensitive biological resources. In this manner, the project would not result in conflicts with the SEA designation.

56 Comments noted. The project provides a parking area for beach goers; areas for passive uses, such as sitting and picnicking; and a formal stairway access to the beach. Currently, this area is used by a variety of beach goers. The intent of the project is not to accommodate one type of user, but to provide amenities to serve a variety of users.

57 Comments noted. The project will satisfy some public demand for increase parking areas along the coast. It will also provide a formal access point to the beach, restricting informal access in the project area.

58 The proposed parking area would provide parking for about 13 cars. With an estimate of three people per vehicle, approximately 39 people could result from a full parking lot at one time. Not all of those visiting Dan Blocker Beach will access the beach. Some will use the picnic amenities associated with the park improvements. The stairs would provide access for other beach goers parking in other nearby areas. All in all, however, it is highly unlikely that the proposed project would result in generating 120-400 people on the beach in this area at one time.

Comment

Save our Beaches

Please sign below if you disagree with the LA County Public Works to construct a public parking lot with outdoor toilets and access to the Dan Blocker Beach.

This project will bring more people, trash, pollution, and cars to our community. There will be more cars parked along the side of PCH causing more traffic problems. There will be more trash on the beach and in the water. This is a WET beach so why is the county spending all this money on this beach?

Please sign below to show your support to stop this project!!!

Print and sign your name with todays date.

Signature	Address	Date
[illegible]	26050 PCH #3 Malibu Ca.	4/28/2001
[illegible] K. Robbe	26050 PCH #2 Malibu	4/28/2001
[illegible] B. Robbe	" " " "	"/"/2001
[illegible] K. Buttle	26054 PACHHY MALIBU	4/28/2001
[illegible]	26110 PCH Malibu #B	4/28/2001
RICHARD NIETER	" " " #A	4/28/2001
[illegible]	26530 Latigo Shore	4/28/2001
[illegible]	26530 Latigo Shore	4/28/2001

04/26/01 Dan Blocker Beach Petition Page: 1

Response

Comment

Save our Beaches

Please sign below if you disagree with the LA County Public Works to construct a public parking lot with outdoor toilets and access to the Dan Blocker Beach.

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Please sign below to show your support to stop this project!!!

Print and sign your name with todays date.

Signature	Address	Date
Margaret J. Hauptman Margaret J. Hauptman	31415 Amaryllis View Dr. Malibu, Ca 90265	5 / 1 /2001
		/ /2001
		/ /2001
		/ /2001
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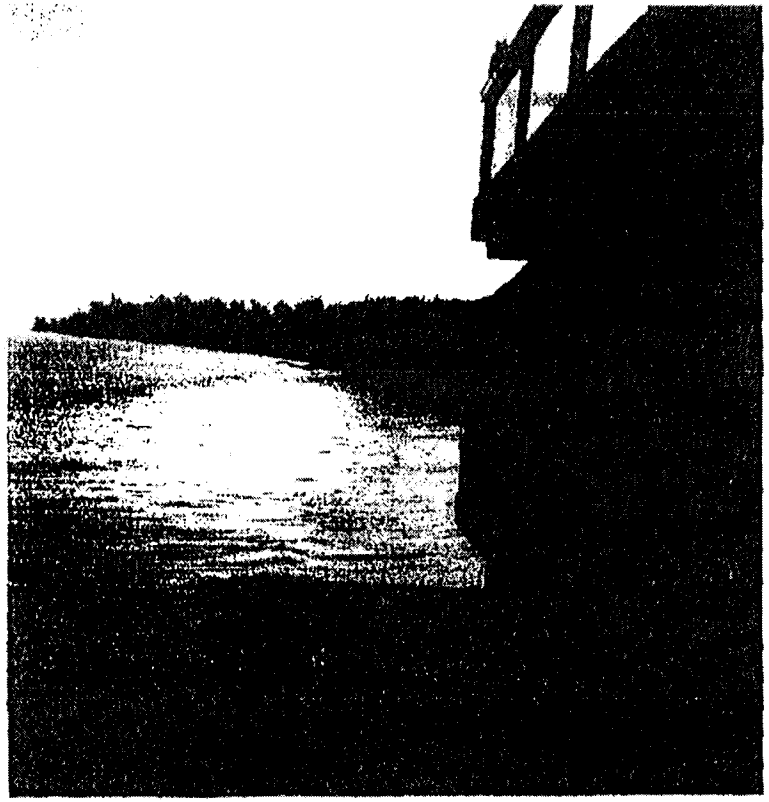
		/ /2001
		/ /2001

04/26/01 Dan Blocker Beach Petition Page: 1

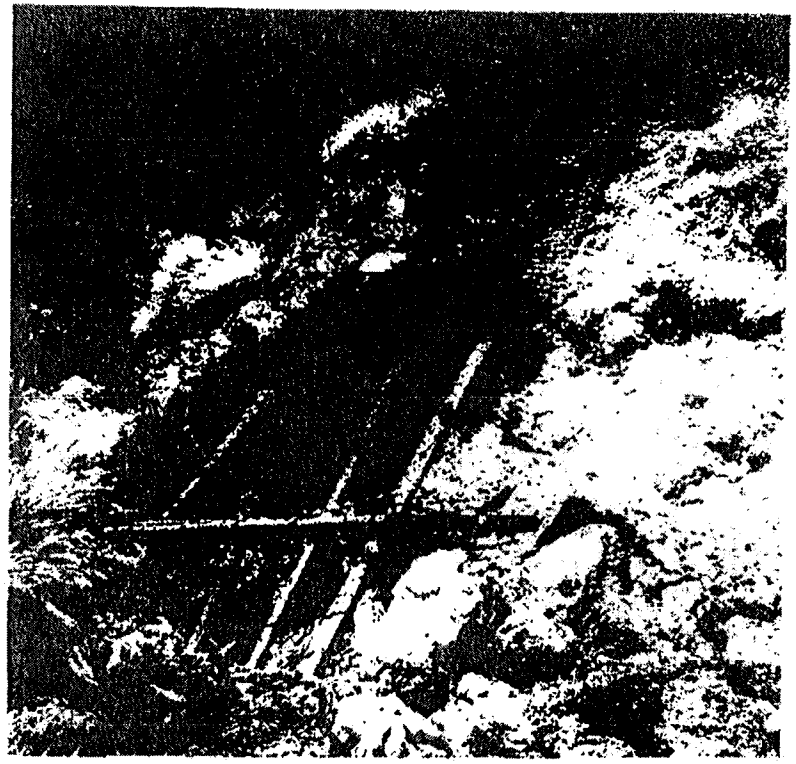
Response

Comment



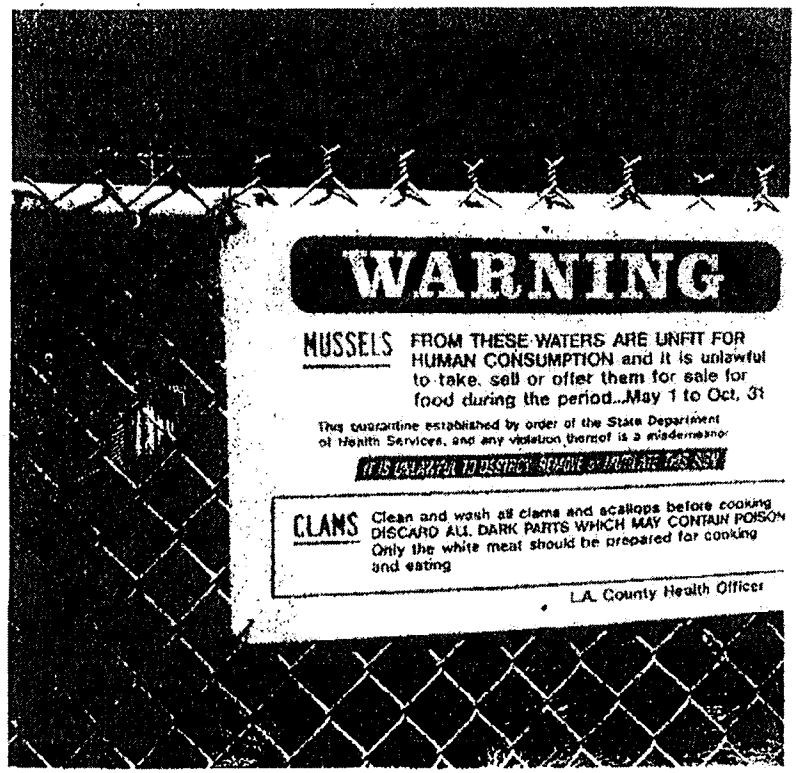
Response

Comment



Response

Comment

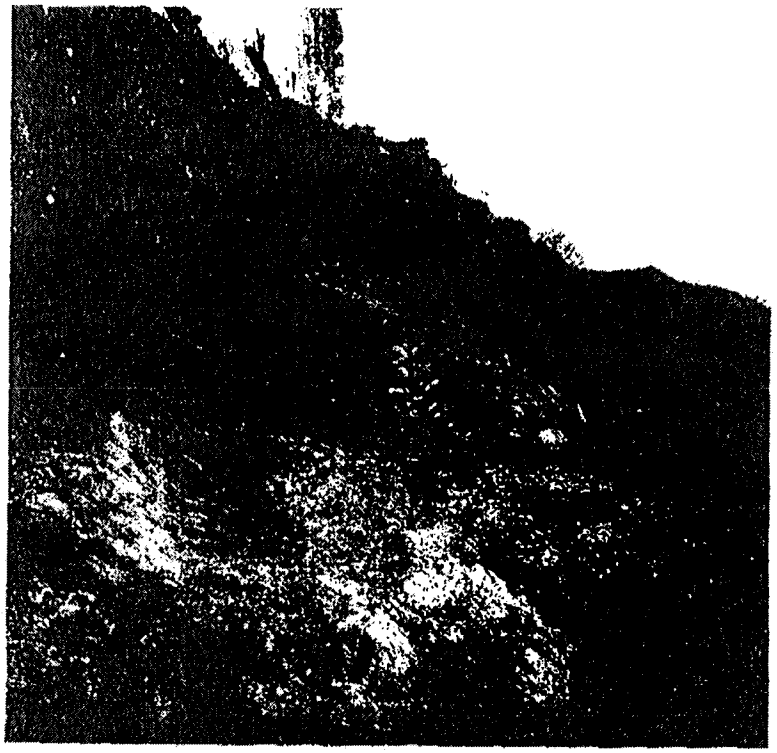


Response

Comment

Response

Comment



Response

Comment

May 4, 2001

Thomas Waljeski
26168 Pacific Coast Hwy
Malibu, CA. 90265

RECEIVED
MAY 1 [illegible]

Dear Sirs

I strongly oppose the development of Dan Blocker beach. This is one of the few beaches in the Malibu area that provides seclusion and can be easily accessed from the public beach to the East on foot. Many birds flock to this beach as they can go unbothered. The soil cliffs are unstable and would pose great danger to those, especially children who wander to their edge. The beach is not suitable for swimming unsupervised as large rocks riddle the shallow areas. The brush atop the cliff is highly flamable and caught on fire in the October 1996 fire when the flames jumped across the highway.

59

60

61

Response

59 Please see response no. 21, above.

60 Please see response no's. 30 and 56, above.

61 Comment noted. The project would replace the existing brush with a parking area that would include landscape areas, picnic tables, benches and restroom facilities. The project and maintenance of the area would aid in reducing the potential for brush fires.

Comment

your notice indicates that there would be minimal environmental impact but this is misleading and false due to the aforementioned reasons. The native plants are highly flamable and have never been cleared around the 200 foot perimeter around the structure as required by Los Angeles County Fire Code and/or California State Health and Safety Code, Div. 12, Parts 5 & 6.

The following exist:

1. overgrowth with an accumulation of tumble weeds.
2. overgrowth with an accumulation of combustible grass, weeds or brush.

Making this unstable property easily accessible to children would put them at great risk and the city/county would suffer the liability. This area can safely be accessed presently by the adventurous by walking along the beach from

62

Response

62 Comments noted. These comments do not address the completeness or adequacy of the IS/MND. No responses are necessary.

Comment

the access to the east at Corral Slate Beach on the west through the access on Latigo Shore Drive.

As an alternative this area should be designated as a nature preserve at the beach level with appropriate signage available to those who would like to access it on foot. **63**

In the past few years there have been many serious accidents at the intersection of Corral and PCH which require airlifting the victim out of the area. Another attractive nuisance with ingress and egress directly onto PCH would result in numerous traffic incidents with oncoming cars often exceeding the 50MPH limit of the area. **64**

Thomas Wolzenk

Response

63 Comments noted. Please also see response no. 55, above.

64 Please see responses no. 6, and 47 above

Comment

City of Malibu

Barry K. Hogan
Planning Director
23555 Civic Center Way - Malibu, CA 90265
(310) 456-2489 ext. 234 FAX (310) 456-3356
email bhogan@ci.malibu.ca.us

Harry Barovsky
Honorary Mayor 2000-2001
In Memoriam

May 7, 2001

Ms. Donna Stone
Los Angeles County Department of Public Works
900 South Freemont Avenue
5th Floor
Alhambra, CA 91803-1331

RECEIVED MAY 11 2001

Dear Ms. Stone:

This letter is in response to the Notice of Intent to Adopt a Mitigated Negative Declaration for parking lots and other improvements on a portion of Dan Blocker Beach in Malibu. We have met with Rebecca Smirniotis of David Evans and Associates, your consultant, as well as Joe Chester from LA County Beaches and Harbors. We found the meeting to be very helpful in focusing our comments and concerns relative to this project.

Our comments encompass the following CEQA issue areas: Aesthetics, Biological Resources, Geology and Soils, and Traffic.

Aesthetics: Presently, this portion of Dan Blocker Beach is fully enclosed by a chainlink fence. There are no improvements in the area, except for a drainage structure emptying the water collected from the Latigo Canyon area onto the beach. There are also public views from Pacific Coast Highway of the ocean.

Comment: Improvements to the area should be of such a nature so that they do not detract or unnecessarily block pubic views from PCH. Additionally, the improvements should utilize as much natural material as possible, perhaps, substituting boulders for the proposed K-rail and native plants instead of ornamentals. All plant material should be low growing to prevent future view blockage. **65**

Biological Resources: The proposed project is in an area of sensitive habitat containing a mosaic of dense coastal sage scrub with elements of southern coastal bluff scrub. The area is also characterized by invasive weeds.

Comment: Coastal bluffs in Malibu are considered environmentally sensitive and any

E:\ADMINISTRATION\CORRESPOND\BLOCKER COMMENTS LTR.WPD

Response

65 Comments noted. These comments present design considerations and do not address the completeness and/or adequacy of the environmental document. No response is necessary.

Comment

development in or adjacent to coastal bluffs must be carefully weighed against the public benefit. The proposed development should be carefully located to minimize impact to the coastal bluffs and provide an adequate buffer between the proposed improvements and the native vegetation. We are concerned that public access to the beach in this location may have a potentially adverse effect upon the bluff. The proposed use of caissons, would minimize the impact to the bluff. The design and construction of the pedestrian access should minimize the need to earthwork and should keep all heavy equipment off of the bluff. Prior to any construction work, a biological survey of the precise area of construction should occur. The survey should identify any native coastal bluff vegetation and seek to preserve and protect that vegetation. Where protection is not possible, revegetation and weed removal should be required. **66**

Geology and Soils: It appears from the Initial Study that it has accurately identified the general process for controlling the rate of bluff erosion.

Comment: Since there is no site specific analysis, it is difficult to determine the particular impacts this project might have, if any, on the bluff. The projected 20-foot setback from the top of slope may prove to be satisfactory bluff protection, but without a specific location and study it is impossible to determine. Any fencing and other improvements should be located landward of the 20-foot setback. **67**

Traffic: Two parking lot concepts were presented to the City by the Department of Beaches and Harbors in a meeting on May 3, 2001 at Malibu City Hall.

Comment: Of the two concepts, Malibu favors the concept which provides a clearly identified ingress and egress with landscaping parallel to PCH. Any concept which allows parked vehicles to back out into oncoming PCH traffic would be dangerous. Whatever concept is ultimately selected, there should be adequate deceleration and acceleration area for vehicles entering and leaving the parking lot. **68**

We appreciate the opportunity to comment. Should this project move forward, we request that our comments and concerns be reflected in the final design. We would also appreciate continued involvement in the design of the final project. Should you have any questions, please do not hesitate to call.

Very truly yours,

Barry K. Hogan
Planning Director

cc: Christi Hogin, Interim City Manager
Malibu Planning Commission
Malibu City Council

K:\ADMINISTRATION\CORRESPOND\BLOCKER COMMENTS LTR.WPD

Response

66 A complete assessment of biological resources on the project site or which could be affected by the project has been conducted and summarized in Section 3.4 of the IS/MND. As concluded in that section, the project would not result in significant impacts to sensitive biological resources. The project is low intensity and would result in minimal impacts. See also responses no. 51 and 55, above.

67 Comments noted. Please see also response no. 21, above.

68 Comment noted. The County is proposing a project that provides one-way ingress/egress, which would allow cars to exit Pacific Coast Highway and park safely. No backing into Pacific Coast Highway would occur. Cars exiting the parking area would enter Pacific Coast Highway from a driveway access internal to the parking area. See also response no. 47, above.

Comment

COUNTY OF LOS ANGELES
FIRE DEPARTMENT
1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294
(323) 890-4330

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

RECEIVED
MAY 24 2001
PROJECT MANAGEMENT

May 17, 2001

Ms. Donna Stone
Los Angeles County Department of Public Works
900 South Fremont Avenue, 5th Floor
Alhambra, CA 91803-1331

Dear Ms. Stone:

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION "DAN BLOCKER BEACH PROJECT, CITY OF MALIBU" - (EIR #1123/2001)

The Notice of Intent to adopt a Mitigated Negative Declaration for the Dan Blocker Beach Project has been reviewed by the Planning, Land Development, Lifeguard, and Forestry Divisions of the County of Los Angeles Fire Department. The following are their comments:

LIFEGUARD DIVISION:
The County of Los Angeles Fire Department also provides lifeguard services to Corral Beach, which is east (southbound) of the Dan Blocker Project area. This area is frequented by year-round activity.

With this project, there would be an increase in beach activity in these areas. This would require the need for additional lifeguard staffing and facility in the project area. The lifeguards that work at Corral Beach are not able to watch the project area from Corral Beach. **69**

LAND DEVELOPMENT UNIT – GENERAL REQUIREMENTS:
The projected use of the proposed development may necessitate multiple ingress/egress access for the circulation of traffic, and emergency response issues. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and hydrants. **70**

This property is located within the area described by the Forester and Fire Warden as a Fire Zone 4, Very High Fire Hazard Severity Zone (VHFHSZ). All applicable fire code and ordinance requirements for construction, access, water mains, fire hydrants, fire flows, brush clearance and fuel modification plans, must be met. Specific fire and life safety requirements for the construction phase will be addressed at the building fire plan check. There may be additional fire and life safety requirements during this time.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF

AGOURA HILLS	BRADBURY	CUDAHY	HAWTHORNE	LA MIRADA	MALIBU	POMONA	SIGNAL HILL
ARTESIA	CALABASAS	DIAMOND BAR	HIDDEN HILLS	LA PUENTE	MAYWOOD	RANCHO PALOS VERDES	SOUTH EL MONTE
AZUSA	CARSON	DUARTE	HUNTINGTON PARK	LAKEWOOD	NORWALK	ROLLING HILLS	SOUTH GATE
BALDWIN PARK	CERRITOS	EL MONTE	IRWINDALE	LANCASTER	PALMDALE	ROLLING HILLS ESTATES	TEMPLE CITY
BELL	CLAREMONT	GARDENA	INGLEWOOD	LAWNDALE	PALOS VERDES ESTATES	ROSEMEAD	WALNUT
BELL GARDENS	COVINA	GLENDORA	IRWINDALE	LOMITA	PARAMOUNT	SAN DIMAS	WEST HOLLYWOOD
BELLFLOWER	COVINA	HAWAIIAN GARDENS	LA CANADA FLINTRIDGE	LYNWOOD	PICO RIVERA	SANTA CLARITA	WESTLAKE VILLAGE
							WHITTIER

Response

69 Comments noted. Please see also response no's. 6 and 58, above.

70 Comments noted. No response is necessary.

Comment

Ms. Donna Stone
May 17, 2001
Page 2

Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all weather surface of not less than the prescribed width, unobstructed, clear-to-sky. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.

The maximum allowable grade shall not exceed 15% except where the topography makes it impractical to keep within such grade, and then an absolute maximum of 20% will be allowed for up to 150 feet in distance. The average maximum allowed grade, including topography difficulties, shall be no more than 17%. Grade breaks shall not exceed 10% in 10 feet. **71**

Turning radii shall not be less than 42 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length and at the end of all cul-de-sacs. All on-site driveways shall provide a minimum unobstructed width of 26 feet, clear-to-sky. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building.

All "Fire Lanes" will be depicted on the final map, and will be designated with the appropriate signage. "Fire Lanes" are any ingress/egress, roadway/driveway with paving less than 34 feet in width, and will be clear-to-sky.

LIMITED ACCESS DEVICES (GATES ETC.):

1. Any single gate used for ingress and egress shall be a minimum of 26 feet in width, clear-to-sky. **72**
2. Any gate used for a single direction of travel, used in conjunction with another gate, used for travel in the opposite direction, (split gates) shall have a minimum width of 20 feet each, clear-to-sky.
3. All limited access devices shall be of a type approved by the Fire Department.
4. Gate plans shall be submitted to the Fire Department, prior to installation. These plans shall show all locations, widths and details of the proposed gates.

TRAFFIC CALMING MEASURES
All proposals for traffic calming measures (speed humps/bumps, traffic circles, roundabouts, etc.) shall be submitted to the Fire Department for review, prior to implementation. **73**

Should any questions arise regarding design and construction, and/or water and access, please contact Inspector Mike McHargue at (323) 890-4243.

Response

71 Comments noted. No response is necessary.

72 Comments noted. No response is necessary.

73 Comments noted. No response is necessary.

Comment

Ms. Donna Stone
May 17, 2001
Page 3

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:
The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources and the County Oak Tree Ordinance. The proposed project will not have significant environmental impacts in the areas. **74**

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

DAVID R. LEININGER, ACTING CHIEF, FORESTRY DIVISION
PREVENTION BUREAU

DRL:lc

Response

74 Comments noted. No response is necessary.

Comment

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse

May 11, 2001

Donna Stone
Los Angeles County Department of Public Works
900 South Fremont Avenue, 5th Floor
Alhambra, CA 91803-1331

Subject: Dan Blocker Beach Project
SCH#: 2001041057

Dear Donna Stone:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. The review period closed on May 11, 2001, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. 75

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts

Terry Roberts
Senior Planner, State Clearinghouse

RECEIVED
MAY 16 2001

1400 10TH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
916-445-0613 FAX 916-323-3018 WWW.OPR.CA.GOV/CLEARINGHOUSE.HTM

Response

75 Comments noted. No response is necessary.

Comment

Document Details Report
State Clearinghouse Data Base

SCH# 2001041057
Project Title Dan Blocker Beach Project
Lead Agency Los Angeles County Department of Public Works

Type Neg Negative Declaration

Description The project site is located on approximately 1.92 acres of bluff top at the central eastern portion of the 11.1-acre Dan Blocker Beach. The project proposes to develop a parking area with a maximum of 30 parking spaces, park site amenities (including picnic tables, bench seating, potable drinking fountains, trash receptacles, anodized bluff hand railing, chemical toilets, and an aluminum ramp for beach access. The parking area would consist of decomposed granite and may be paved with asphalt in the future. Access to the parking area would be available from a driveway located off Pacific Coast Highway. Additionally, walkways would be constructed to connect the parking area with the park site amenities and access ramp.

Lead Agency Contact
Name Donna Stone
Agency Los Angeles County Department of Public Works
Phone 626-300-2318 **Fax**
email
Address 900 South Fremont Avenue, 5th Floor
City Alhambra **State** CA **Zip** 91803-1331

Project Location
County Los Angeles
City Malibu
Region
Cross Streets Pacific Coast Highway and Corral Canyon Road
Parcel No. 4459-022-900; 4460-018-901
Township **Range** **Section** **Base**

Proximity to:
Highways 1
Airports
Railways
Waterways
Schools
Land Use Open Space

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Coastal Zone; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wildlife; Wetland/Riparian; Growth Inducing; Landuse

Reviewing Agencies Resources Agency; Department of Boating and Waterways; California Coastal Commission; Department of Conservation; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; California Highway Patrol; Caltrans, District 7; Regional Water Quality Control Board, Region 4; Native American Heritage Commission; Santa Monica Mountains Conservancy; State Lands Commission

Date Received 04/12/2001 **Start of Review** 04/12/2001 **End of Review** 05/11/2001

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

Response

Comment

STATE OF CALIFORNIA -- THE RESOURCES AGENCY GRAY DAVIS, Governor

CALIFORNIA COASTAL COMMISSION
SOUTH CENTRAL COAST AREA
89 SOUTH CALIFORNIA ST., SUITE 200
VENTURA, CA 93001
(805) 641-0142

RECEIVED
MAY 23 2001

May 16, 2001

Donna Stone
Los Angeles County Department of Public Works
900 South Fremont Avenue, 5th Floor
Alhambra, CA 91803-1331

Subject: Draft Mitigated Negative Declaration/Initial Study for the proposed Dan Blocker Beach Project

Dear Ms. Stone:

Commission staff has reviewed the subject document for the development of parking, access improvements, and park amenities at Dan Blocker County Beach in the City of Malibu. While detailed descriptions and consultant reports regarding the proposed project were included in the document, no site plan or other plans have been submitted for our review at this time. Based on our review of the available information, we would like to offer the following comments at this time.

Staff is supportive of the County's efforts to open this beach and provide access, parking and other amenities for the use of the general public. Staff would note that one of the recommendations (Recommendation IV-1) of the Regional Cumulative Assessment Project (ReCAP) for the Santa Monica Mountains/Malibu Area (adopted by the Commission in June 1999) was that the County should open beach areas already in public ownership, including Dan Blocker Beach. The ReCAP report states that: 76

> The County has indicated that development of a paved parking lot on the bluff at Dan Blocker Beach might require the construction of a shoreline protective device. Los Angeles County should implement a short-term and long-term strategy for the development of parking and other improvements at Dan Blocker Beach. In the short term, it should develop stairways/trails, restrooms, and utilize on-street parking or an unimproved parking lot. Interim facilities would require fewer improvements but would assure public use. In the long term, the County should analyze the feasibility of, and potential impacts from, developing a paved parking lot and other facilities, including the necessity for a shoreline protective device. However, a full range of alternatives should be considered in designing such a project in order to avoid impacts to beach resources...

The subject project, when constructed, will implement this recommendation.

The Draft MND correctly notes that the proposed project requires the approval of a coastal development permit. One of the issues that we will consider in our review of the project is geologic stability and adequate bluff setbacks for development. Additionally,

Response

76 Comments noted. No response is necessary.

Comment

the protection of water quality, particularly with regard to non-point source pollution will be considered.

Thank you for the opportunity to review the subject proposed Negative Declaration. Please notify our office of future CEQA review and public hearings on any permits for this project. If you have any questions, please feel free to contact me.

Very Truly Yours,

Barbara J. Carey
Coastal Program Analyst

Response

RESOLUTION OF THE LOS ANGELES COUNTY BOARD OF SUPERVISORS

APPROVING A GRANT APPLICATION FOR FUNDS FROM THE CALIIFORNIA

COASTAL CONSERVANCY FOR THE DEVELOPMENT OF DAN BLOCKER BEACH

WHEREAS, the County of Los Angeles owns and/or operates 31 miles of public beach that is visited by over 55 million people annually; and

WHEREAS, the County has additional recreational beach land that has had to remain closed to the public until development funds could be identified to provide for the construction of safe facilities; and

WHEREAS, grant moneys are available to local public agencies from the California Coastal Conservancy for the purpose of providing for pubic access improvements along the coast of California, the California Coastal Conservancy approached the County with a desire to open additional beach areas in Malibu, specifically at Dan Blocker Beach; and

WHEREAS, the County has provided $500,000 towards the development of Dan Blocker Beach and will require funding of an additional $700,000 to complete the development; and

WHEREAS, procedures established by the California Coastal Conservancy require the grantee's governing body to certify by resolution its approval of the grantee's acceptance of the California Coastal Conservancy Grant award; and

WHEREAS, the grantee will enter into a contract with the State of California for the California Coastal Conservancy grant award; and

NOW, THEREFORE, BE IT RESOLVED that the Los Angeles County Board of Supervisors hereby adopts this Resolution and hereby approves the filing of an application for grant funds from the California Coastal Conservancy; and

BE IT FURTHER RESOLVED that the Los Angeles County Board of Supervisors appoints the Director of Beaches and Harbors as agent to conduct all negotiations and execute and submit all documents including, but not limited to, agreements, payment requests and so on, which may be necessary for the completion of the project.

The foregoing Resolution was adopted on the _____day of _____, 2003, by the Board of Supervisors of the County of Los Angeles and ex officio the governing body of all other assessment and taxing districts, agencies and authorities for which said Board so acts.

Violet Varona-Lukens, Executive Officer-
Clerk of the Board of Supervisors of the
County of Los Angeles

By:_____
Deputy

APPROVED AS TO FORM
BY COUNTY COUNSEL

LLOYD W. PELLMAN

By:_____
Deputy