

**UNIT 541**

**DOCKWEILER STATE BEACH**

**GENERAL PLAN**

**March 1992**

PRELIMINARY

# Dockweiler State Beach General Plan

PREPARED FOR

State of California

Department of Parks & Recreation

County of Los Angeles

Department of Beaches & Harbors

BY GRUEN ASSOCIATES

**DOCKWEILER STATE BEACH**

**DRAFT GENERAL PLAN**

State of California  
Department of Parks and Recreation

in coordination with:

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

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**Note:** The Park and Recreation Commission approved this Preliminary  
General Plan in MARCH 1992.  
A Final General Plan was printed dated MAY 1992.

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March 1991

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INTRODUCTION AND SUMMARY  
DOCKWEILER STATE BEACH GENERAL PLAN

# 1.0 INTRODUCTION AND SUMMARY

## 1.1 PURPOSE OF THE GENERAL PLAN

The Dockweiler State Beach General Plan establishes goals and policies for long-range recreation and operational development for Dockweiler State Beach. While the General Plan's primary purpose is to provide opportunities that enhance the recreational enjoyment of park visitors, it also provides guidance for the protection and perpetuation of the Beach's significant natural and aesthetic resource values. To meet the goals and objectives set forth by the State of California Department of Parks and Recreation, the Dockweiler State Beach General Plan includes the following elements that address the issues of recreational enjoyment, natural resource preservation, revenue-generating activities, and environmental concerns:

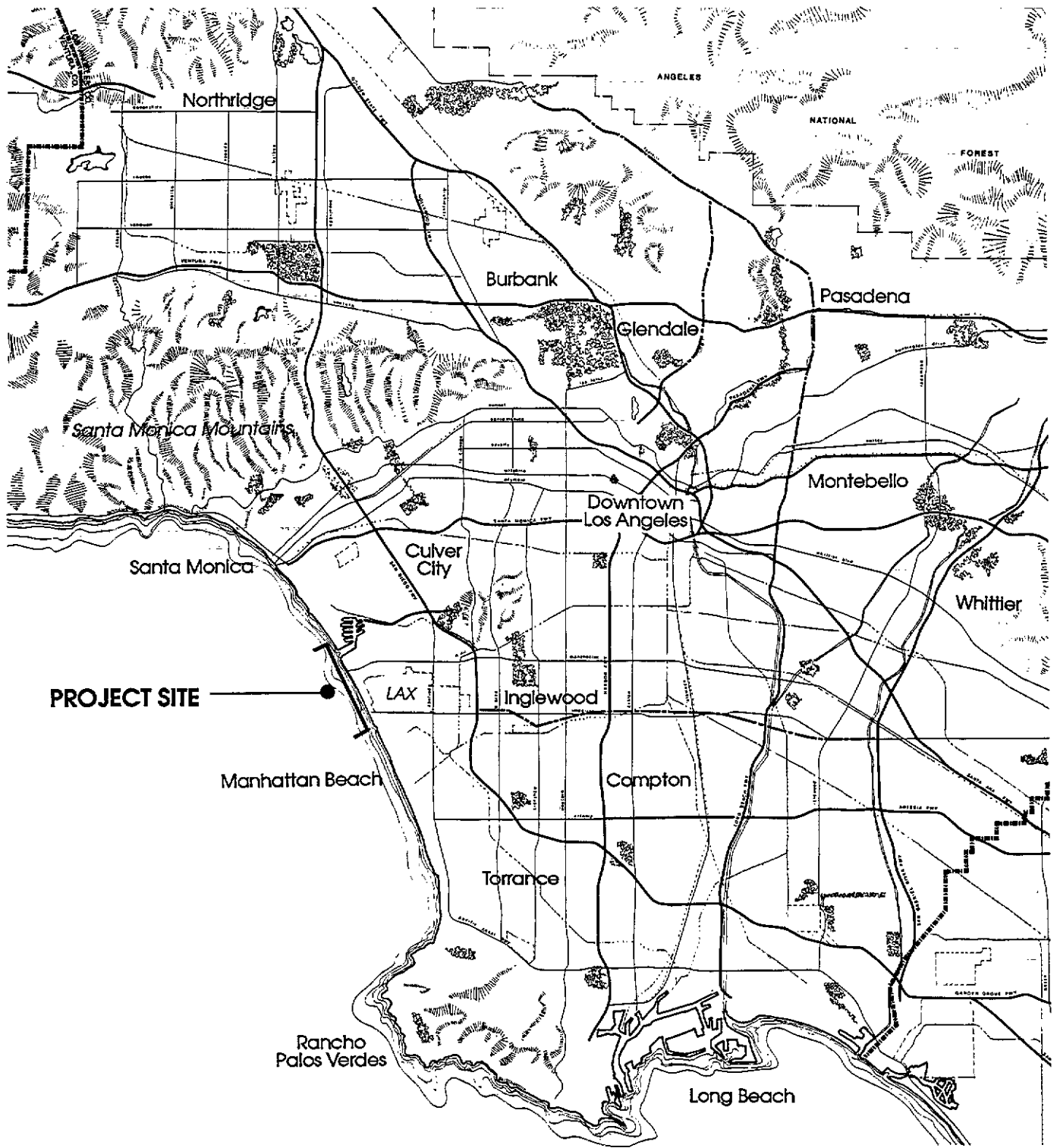
- Resource Element
- Land Use and Facilities Element
- Interpretive Element
- Operations Element
- Concessions Element
- Environmental Impact Element


## 1.2 UNIT IDENTIFICATION

Dockweiler State Beach is one of nine State Beach units operated by the Los Angeles County Department of Beaches and Harbors. Comprising nearly 288 acres of sandy beach and bluffs, and more than two miles of ocean frontage, the unit lies on the eastern sandy shoreline of Santa Monica Bay. With regard to the Beach's local and regional geographic context, Dockweiler is adjacent to Los Angeles International Airport, seven miles south of Santa Monica, and 14 miles southwest of Downtown Los Angeles. Among the Beach's immediate neighbors include the Venice, Marina del Rey, and Playa del Rey communities (Figure 1).

Although located in an urban area, access to Dockweiler State Beach is impeded by the Marina del Rey Small Crafts Harbor in the north, and the Los Angeles International Airport in the east. These two major public facilities interrupt the normal grid of surface streets and divert traffic destined for Dockweiler onto one of the few arterials connecting to Vista Del Mar. Nevertheless, the Beach can still be accessed by automobile. From the north, the beach is served by the Marina Freeway and Culver Boulevard. From the south and east, the beach is accessed by the Imperial Highway and San Diego Freeway. In addition, the expected completion of the Century Freeway in 1994 will enhance and facilitate access to the Beach.

Like much of the area that surrounds it, Dockweiler State Beach contains a wide variety of land uses. Among the public facilities, recreational amenities, and natural resources located at the unit include paved parking lots, public restrooms, concession stands, a 118-space Recreational Vehicle Park, a 14-foot wide bicycle path, lifeguard stands and facilities, and a 4.04-acre Least Tern Bird Sanctuary (Figure 2).

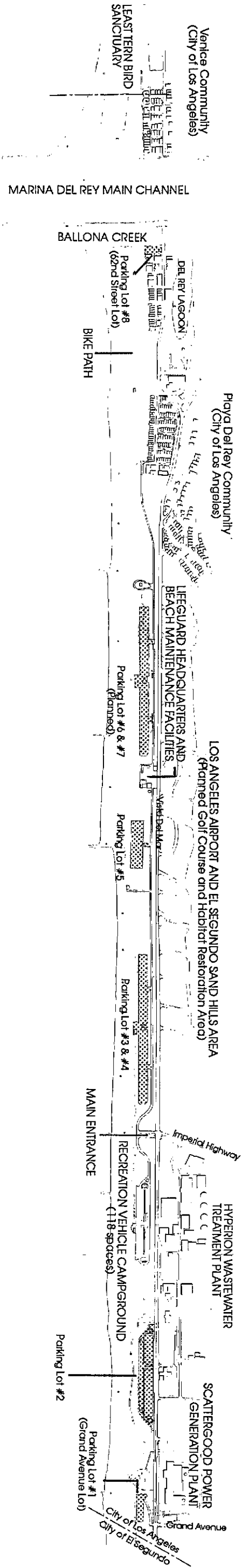
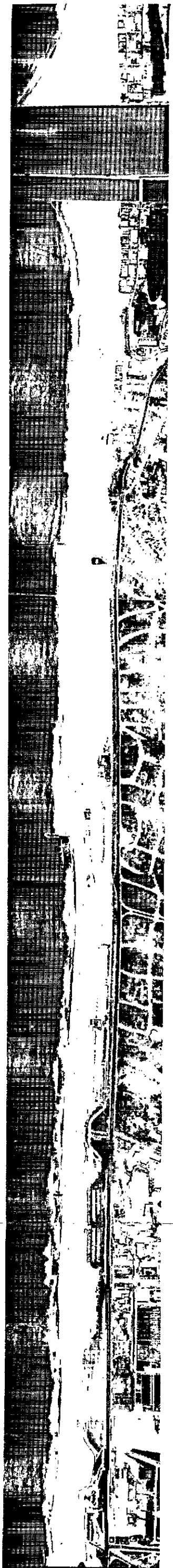



 NO SCALE

**DOCKWEILER STATE BEACH GENERAL PLAN**

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

**Figure 1**  
Regional Setting



Breakwater



**DOCKWEILER STATE BEACH GENERAL PLAN**

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

Figure 2  
 Aerial Photo  
 Project Site Map

## Introduction

### **Unit Description Summary**

**Location:** On the eastern sandy shoreline of Santa Monica Bay adjacent to Los Angeles International Airport, 7 miles south of the City of Santa Monica, and 14.5 miles southwest of Downtown Los Angeles.

**Size:** As indicated in Figure 3, Dockweiler is comprised of 288 acres of bluffs and imported dune sand. 21 acres are located north of the Marina Channel Harbor adjacent to the Venice community. The vast majority of the beach (267 acres) extends south of Ballona Creek to the City of Los Angeles-El Segundo boundary line.

**Existing Facilities:**

- 1 concession stand.
- 7 restrooms.
- 6 paved parking lots providing paid parking for 1,384 spaces.
- Beach Maintenance Yard and Lifeguard Facilities near geographic center of Beach.
- 118-vehicle RV Campground.
- 14'-wide, 2-lane concrete Coastal Bike Path that spans the length of the southern portion of Dockweiler State Beach.
- Volleyball and Basketball Courts.
- Catamaran Storage near Lifeguard Headquarters.

**Plant and Animal Life:**

Over 90 percent of Dockweiler State Beach is composed of sandy fill material that has been imported to the site since the 1930s. Only about 35 acres along the Vista del Mar bluffs support plant and animal life.

Dockweiler State Beach contains very few native plant communities. Vegetation is located on the bluffs (Sea Fig and Coastal Sage Scrub) and as landscaping at beach facilities. Typical plant life include Mexican Fan Palm, Giant Bird of Paradise, and Melaleuca. A variety of shorebirds inhabit the beach as well as gulls, pelicans, loons, and terns. Two endangered species, the California brown pelican and the California least tern, have been sighted and known to exist at Dockweiler.

**Unique Features:** Dockweiler contains a diversified mix of on-site land uses that mirror the diversity of its surrounding area. Features include a Least Tern Bird Sanctuary, the combined mouths of the Marina Channel Harbor and Ballona Creek, adjacent townhome communities in Venice and Playa del Rey, recreational facilities like the Coastal Bike Path and the RV campground, and passive recreation activity such as wildlife observation.

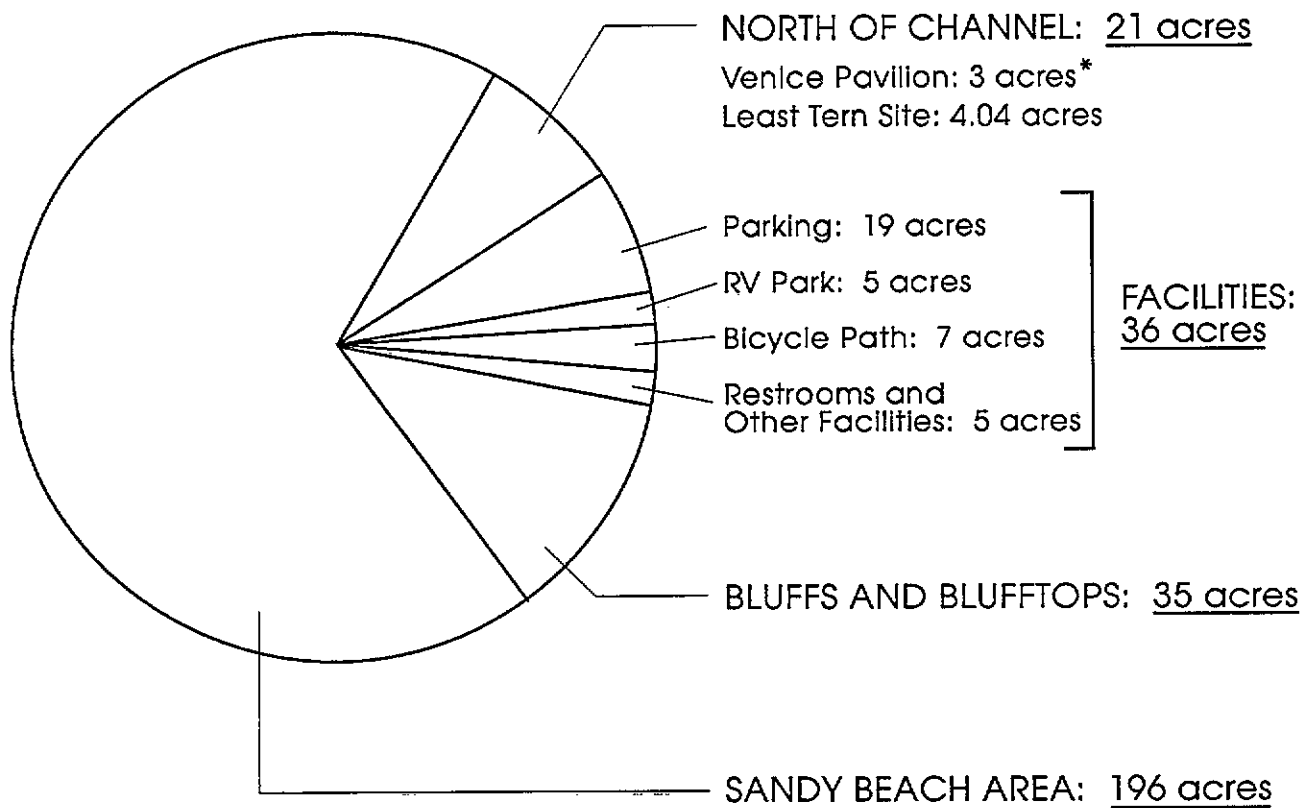
**Natural Resources:** The vast majority of the unit's 288 acres resulted from beach augmentation projects that took place during the construction of the Hyperion Wastewater Treatment Plan and the Marina del Rey Harbor. Sand deposits from these sites were placed on the shoreline to create a coastal strand. Dockweiler's principle "natural" feature is its beach bluffs (Plate 1).

**History:** Dockweiler State Beach's was once used by Gabrielino (Kumuvit) Indians who inhabited the area by living on lagoons.

In 1885, Moye C. Wicks developed "Port Ballona," the present site of the Marina del Rey Harbor. Development in the area during the early 1900s included the Del Rey Hotel and Pavilion and the Santa Fe Railroad line. The unit was known as Moonstone Beach until the late 1930s. In March 1955, the Beach was renamed by the State Parks and Recreation Commission to Dockweiler State Beach in honor of a former member of the State Commission.

**Management:** The Los Angeles City Department of Recreation and Parks operated the facility until 1976 when it leased the facility to the County of Los Angeles Department of Beaches and Harbors. Today, the latter continues to operate the Beach under an agreement with the California Department of Parks and Recreation, and is referred to as the managing agency throughout the remainder of the text of this Plan.

# TOTAL BEACH ACREAGE: 288 ACRES



\* Not included in the summary of acres for the area north of the Channel.

## DOCKWEILER STATE BEACH GENERAL PLAN

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

GRUEN ASSOCIATES

Figure 3  
Total Beach  
Acreage Summary



PHOTO CREDIT: Security Pacific Photograph Collection/  
Los Angeles Public Library

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**DOCKWEILER STATE BEACH GENERAL PLAN**

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

GRUEN ASSOCIATES

Plate 1  
Dockweiler State Beach: 1924



**1.3 BEACH ATTENDANCE**

As illustrated in Figure 4 and Table 1, Dockweiler State Beach has experienced a substantial increase in yearly attendance since the mid-1970s. Between 1975 and 1988, Dockweiler's attendance grew from 2.2 million visitors in 1975 to 5.3 million in 1988. Like many other beaches situated along Santa Monica Bay, Dockweiler's attendance totals have decreased since its peak year in 1988. Yet despite the decline in the past few years, Dockweiler State Beach still exhibits a 66 percent net increase in beach attendance for the period between 1975 through 1990.

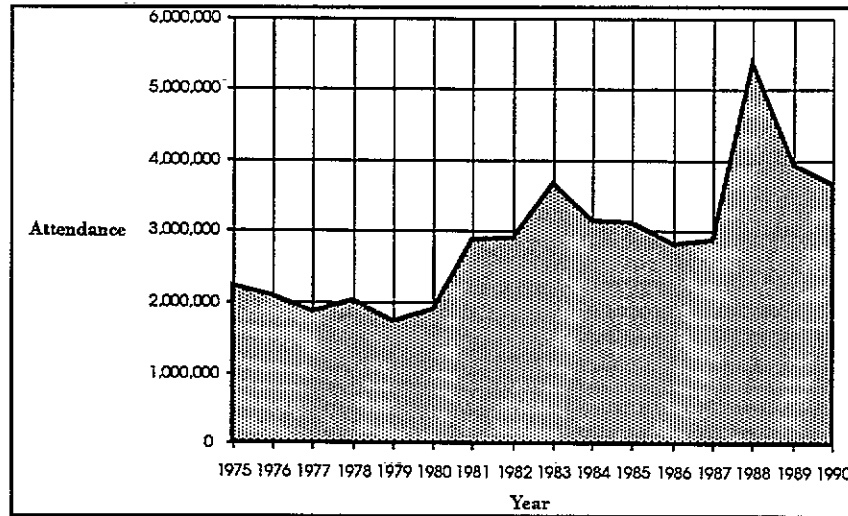


Figure 4  
Beach Attendance: 1975-1990

**TABLE 1**  
**Beach Attendance: 1975-1990**

Year	Attendance	Year	Attendance
1990	3,664,900	1982	2,893,675
1989	3,937,960	1981	2,870,980
1988	5,347,875	1980	1,901,069
1987	2,879,150	1979	1,734,823
1986	2,818,352	1978	2,030,765
1985	3,116,102	1977	1,861,220
1984	3,135,490	1976	2,082,490
1983	3,666,366	1975	2,207,535

RESOURCE ELEMENT  
DOCKWEILER STATE BEACH GENERAL PLAN

## 2.0 RESOURCE ELEMENT

This Resource Element has been prepared in compliance with the Public Resources Code (Section 5002.2) and the California Administrative Code (Section 4332). The data and recommendations in this Resource Element establish long-range management objectives for the unit's natural and cultural resources. In order to obtain these objectives, specific actions or restrictions are identified to promote and establish guidelines for suitable levels of development and land use. Resource sensitivities and physical constraints are also determined in this unit's Resource Element.

The following resource information summarizes the natural, cultural, aesthetic, and recreational resources for Dockweiler State Beach. These data provides a concise and condensed version of information taken from a large collection of primary and secondary literature that can be accessed from the State Department of Parks and Recreation in Sacramento and at area offices. A detailed inventory of Dockweiler State Beach's characteristics and unique features, collected during the General Plan process, is on file with the Department.

### 2.1 NATURAL RESOURCES

#### Topography

Dockweiler State Beach is situated on the edge of a broad alluvial coastal plain in the Los Angeles County Basin. Prior to 1948, the Beach consisted primarily of sea bluffs gradually eroded over time by the Pacific Ocean. Due in large part to coastal construction projects such as the Hyperion Wastewater Treatment Plant and the Marina del Rey Harbor, over 20 million cubic yards of compatible dune sand has augmented the beach.

The slope of the bluffs above the beach average 20 to 35 percent. The slopes have been landscaped and also include pedestrian staircases that provide access for beachgoers arriving by way of Vista del Mar. Although beach augmentation projects have created a valuable recreational resource, and have left Dockweiler a wider beach than at any point in its history, it should be noted that this portion of the site has been artificially replenished, and is subject to erosion.

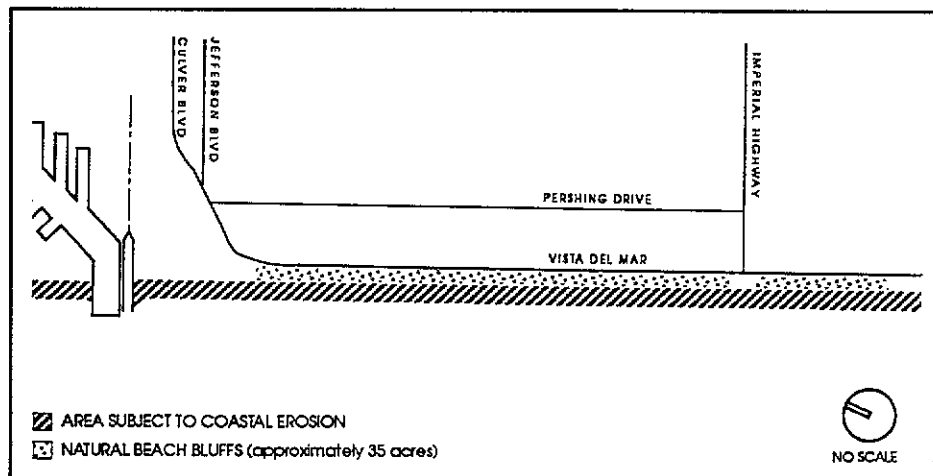


Figure 5  
Area Subject to Coastal Erosion

## **Climate**

Dockweiler State Beach experiences a marine Mediterranean climate moderated by the unit's location next to the Pacific Ocean and the Southern California coastal mountain ranges. Although the Beach primarily encounters warm, dry summers and cool, wet winters, the prevailing winds and weather at Dockweiler cause cooler summers and warmer winters in comparison with other places along the same general latitude situated away from the ocean.

During the majority of the year, the area along the coast is distinguished by night and morning low cloudiness and sunny afternoons. The Beach normally has mild temperatures produced by low clouds and westerly sea breezes. However, gusty dry northeasterly winds known as "Santa Anas" often reach the coast, bringing warm, dry air to the area from inland deserts. Such wind conditions prevail during the fall and winter months. Occasionally, these gusts reach the entrance of coastal canyons which bisect the unit area causing strong offshore flow conditions.

The annual average temperature for the unit area is 62.2 degrees Fahrenheit, while the average maximum temperatures range from 64.4 degrees Fahrenheit in January to 76.3 degrees Fahrenheit in August. The normal average precipitation, as recorded at the Los Angeles International Airport's weather station, is 12.1 inches for the Beach area. The majority of the precipitation falls between late October and early April when about one day in four may have measurable rain.

## **Hydrology**

Dockweiler State Beach belongs to the Los Angeles San Gabriel River hydrologic unit, the Coastal Plain hydrologic subunit, and the Santa Monica Heights hydrologic subarea. Although the unit does not possess intermittent or year round streams, periodic stormwater runoff intermittently occurs only at Ballona Creek. The Hyperion Wastewater Treatment Plant's "wastewatershed" and offshore runoff is important to the Beach since proper disposal of water material results in greater safety and enjoyment for persons visiting Dockweiler.

Increasing demands on limited potable water resources within the rapidly growing Southern California region has galvanized efforts to implement water conservation programs in the City of Los Angeles. As a result, the quantity of available water resources for Dockweiler State Beach is limited. Water usage at the beach is presently allocated toward public facilities such as restrooms, showers, and drinking fountains.

Interest in water quality within the project area focuses on the water conditions and levels of contaminants in Santa Monica Bay. In the vicinity of Dockweiler State Beach, six facilities are designated as point sources of contaminants in the Bay. These sites include two municipal wastewater treatment plants, three coastal generating stations, and one oil refinery. The sources of contaminants in the Bay include trace metals, inorganic, non-metallic constituents (chlorine, phosphate, nitrogen), pesticides, and PCBs (decay of products releasing the contaminant to the environment: transformers, capacitors). Dockweiler has been closed at times to fishing and swimming due to unhealthy levels of contaminants from these point sources. The Beach is also a location for discharge of surface storm drains, which are considered "non-point" sources of pollution carrying oils and solvents from streets and gutters to the Bay.

## **Geology**

The project study area lies along the southern Santa Monica Bay coastline which belongs to the Transverse Range Geomorphic Province. Dockweiler's physical appearance has undergone significant changes over the past 50 to 60 years; the most notable of these changes being the widening of the coastal strand. The shoreline strand of Dockweiler has been created through beach augmentation projects that followed the construction of the Hyperion Wastewater Treatment Plant, the Marina Channel, and the expansion of the Hyperion Plant. Longshore currents move toward the unit in a south to southwest direction, and are weakest in winter and spring. Although these currents provide the unit with sand from natural processes, Dockweiler has repeatedly utilized construction projects to replenish and expand the beach.

With regard to the unit's geologic characteristics, Dockweiler State Beach contains the following features:

- Pre-Cretaceous intrusive granitic and metamorphic rock underlies the majority of the unit. The manifestation of unconformities consisting of Cretaceous-Tertiary contacts exists between the underlying basement rocks.
- Holocene Beach sand covers the project from the low but relatively steep bluff at the edge of Vista Del Mar to the shoreline. Excavation of the El Segundo Sand Hills' dune sand in 1948 and the channeling of the Marina Harbor in 1960 has supplied most of the material for Dockweiler's sandy shore.
- The unit's coastal strand consists of quaternary beach deposits and quaternary dune sand. In addition, the artificial fills located in the vicinity of Dockweiler are comprised of quaternary alluvium and upper pleistocene deposits.
- The primary seismic and geologic feature in the area is the strike-slip Malibu Coast fault. Earthquakes, with magnitudes ranging from 4.5 to 4.9 on the Richter scale, have occurred in recent years near the project site.

## **Soils**

The nearly 20 million cubic yards of compatible beach sand placed on Dockweiler State Beach is mostly comprised of "existing" sand originating from the sediments taken from the Hyperion dune sand and the El Segundo Sand Hills. The median grain size of the Hyperion sand samples ranged from .35mm to .40mm while the samples taken from the Beach ranged between .31mm to .40mm.

The U.S. Army Corps of Engineers has estimated that the net annual rate of nearshore littoral transport in Santa Monica Bay ranges between 200,000 and 250,000 cubic yards in a southerly direction. Evidence of the dominant southerly direction of the movement of sediment can be observed in the form of a wider beach on the north side of many groins in Santa Monica Bay. This beach widening results in the interruption of sand supplies moving downdrift to southern beaches such as Dockweiler.

Historically, Dockweiler has experienced long-term erosional trends to its shoreline. Although the ramifications of natural conditions such as strong winds and heavy rains contribute to the erosion of the

## ***Resource Element***

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beach, attempts to protect beachfront facilities have been made with construction of coastal structures. These structures include several rubblemound groins that have served to slow long shore migration.

### **Plant Life**

Plant life at Dockweiler State Beach is typically located on the bluffs and as a landscape feature at public facilities. Among the most dominant species include coastal sage scrub, sea fig, Mexican Fan Palm, Bird of Paradise, and Melaleuca.

The vegetation on the bluffs is predominantly comprised of sea fig and coastal sage scrub. Sea fig (*Carpobrotus*) at Dockweiler takes the form of succulent perennials that consist of coarse-leaved, trailing plants useful for covering sunny banks, and binding loose sand on the beach. Coastal Sage Scrub is comprised of soft-woody shrubs less than six feet tall. Adapted to fire, growth occurs in late winter and during the summer and fall seasons.

Plants that appear at the beach's public facilities include a large and diverse collection of trees, shrubs, and flowering plants. The *Washingtonia robusta* (Mexican Fan Palm), a tall, slender tree with short fan-like fronds, is located at most restrooms and parking lots. Other landscaping plants include the *Melaleuca nesophila* (Pink Melaleuca), characterized by gnarled, heavy branches that sprawl in picturesque patterns, and the *Strelitzia nicolai* (Giant Bird of Paradise), an evergreen perennial that has large banana-like leaves.



Plate 2  
Mexican Fan Palm and Ice Plant  
near Deauville Restroom

Aquatic vegetation offshore from the unit comprises those organisms that exist in Santa Monica Bay's subtidal soft-bottom habitat, and sandy intertidal and surf zone. These organisms are typically diatoms, blue-green algae, and flagellates.

No rare, or endangered plants have been identified at the unit.

### **Animal Life**

Dockweiler State Beach falls within the ecoregion defined as the California Chapparal Province. This province includes the central part of the California Coast Ranges, and extends from the coast to the mountains of central and southern California. Unlike many of the other terrestrial areas in this province,

the project study area has relatively limited wildlife habitat resources. Nevertheless, two biotic communities as well as Santa Monica Bay offer different wildlife habitats:

- **Coastal Sage Scrub:** The coastal sage scrub is a drought resistant and fire adapted plant association. Along with the foraging opportunities provided by the vegetation, seeds, insects, and rodents, the scrub also offers wildlife increased opportunity for resting, roosting, nesting, and escape cover.
- **Santa Monica Bay:** Marine mammals known to regularly appear are the California gray whale (*Eschrichtius robustus*), the California sea lion (*Zalophus californianus*), and the Pacific bottlenose dolphin (*Tusiops turncatus*).

Endangered, threatened, and special interest species sighted and known to exist at Dockweiler include the California brown pelican (*Pelecanus occidentalis*), and the California least tern (*Sterna albifrons*). Common species found at Dockweiler State Beach include various species of gulls, terns, and loons, and domestic dogs and feral cats. In the immediate area adjacent to the unit, the El Segundo Blue Butterfly is known to exist on the Chevron Oil Refinery property to the south and the dune areas east of the unit.

### **Marine Life**

Much of the marine flora and fauna that live in Santa Monica Bay exist on the Bay's sandy soft-bottom habitat. This portion of the Bay that occurs west of Dockweiler State Beach consists of unconsolidated sediment comprised of sand, silt, and clay. Those species living in this environment include the following:

- **Marine Flora:** Diatoms, blue-green algae, and flagellates attach to sand grains or move about on the surface of the sediments. Species that habituate in the intertidal and surf zone are sparse. Benthic diatoms occasionally form a brownish green layer on sands where wave action is not too great, and sea felt and sea lettuce may occur on protected beaches where there is little sand movement.
- **Marine Fauna:** The marine fauna for Dockweiler can be divided into two categories: The benthic community and fishes. The former live in the soft, sandy intertidal substrate and on rock groins. Common species include the Bean clam (*Donax quoldii*) and the Sand crab (*Emerita*). Although fishes such as the smelt, surfperch, and halibut comprise much of the unit's marine fauna, the grunion is the most visible fish at the Beach since it uses Dockweiler's sandy shore for spawning between mid-March and mid-September.

### **Ecology**

Dockweiler State Beach's ecosystem consists of a terrestrial ground (coastal strand and bluffs) and aquatic/marine environment (Santa Monica Bay). According to the California Public Resources Code Section 5019.53, the project study area belongs to the Coastal Strip ecological region. This region includes the entire California coast and consists of a variety of terrain such as the rugged shoreline of northern and middle California and the typical dune sand character of most Southern California beaches.

## ***Resource Element***

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Although Dockweiler State Beach is predominantly an urban beach surrounded by urban land uses like residential neighborhoods and heavy industrial plants, it is still possible to determine a number of ecological units of special interest. Among these include:

- The Least Tern Nesting Area. This 4.04-acre dune sand, fenced area provides areas for foraging, nesting, and roosting by the Least Tern. The continued preservation of this fully protected area should be of paramount importance in order to maintain the existence of this endangered species.
- The Coastal Strand. Historically susceptible to flood during heavy rains and storm conditions, Dockweiler State Beach's coastal strand is referred to as "existing" sand as opposed to natural dune sand since the vast majority of the unit's sand has been derived from beach augmentation projects. This beach resource must be closely monitored, and beach plan and profiles that study coastal erosion should be continued.
- Bluffs. The bluffs are yet another sensitive ecological area on the beach requiring special monitoring. Although vegetation grows on the slopes, efforts must be made to introduce indigenous species into the area. Furthermore, beach visitors traversing down these slopes to the shore by way of the worn pathways heavily contributes to the erosion and denuded appearance of the bluffs.

## **2.2 CULTURAL RESOURCES**

### **Native American Resources**

Based on a complete archeological survey, there are no known Native American sites at Dockweiler State Beach. Prehistorically, Dockweiler was inhabited by Indians, who called themselves Kumivit, though they are better known as Gabrielinos. This group had a dense population and a rich material culture. With permanent villages established in sheltered areas along the coast, the Gabrielinos' population expanded eventually spurring the development of permanent villages having satellite communities. Their communications network consisted of economic, religious, and social ties.

### **Euroamerican Resources**

There are no known historic sites or any significant Euroamerican cultural resource sites, features, or buildings at Dockweiler State Beach. The most interesting historical cultural resource at the Beach is the Old Lifeguard Headquarters located on the beach bluffs near the geographic center of the unit.

### **Historical Sketch**

The Los Angeles area has a well established cultural record for the last 8,000 to 9,000 years. However, three possible "Early Man" sites discovered in the area may provide evidence that people were present as far back as 30,000 years. The well known prehistoric chronology spans three periods beginning with the Millingstone Horizon (6000-1800 B.C.) followed by the Intermediate Horizon (1800 B.C.-500 A.D.) and the Late Horizon (500-1769 A.D.). The Millingstone Horizon is characterized by the manifestation of a gathering subsistence system which included the collection of wild plants, seeds, and shellfish. Artifacts of this period include millingstones, hammerstones, and crude chopping/scraping tools. The Intermediate Horizon revealed profound trends in resource exploitation, spatial distribution, and an



enhancement in diversification and specialization. Although the activities of the previous period continued, the significant changes during the Intermediate Horizon occurred in the simultaneous increase in coastal resource exploitation and the decrease in plant collection. In addition, hunting and maritime resource exploitation also increased as important elements of the subsistence matrix. The Late Horizon illustrates the culmination of the adaptive trends that occurred in the middle Horizon. The integral parts of the cultural system (population density, social complexity, site diversity, and size of the interaction sphere) were significantly aggrandized.

### **Current History**

In 1885, Moyer C. Wicks introduced the plans for the development of "Port Ballona," the present site of Marina Del Rey Harbor. Attractiveness as well as locational importance brought the Santa Fe Railroad's first new rail line into Port Ballona. After a major storm caused considerable damage to Wicks' wharf in 1889, Santa Fe abandoned its right of way.

In 1902, the community became known as Playa Del Rey, meaning "the King's Playground." Efforts to create new development projects such as a new rail line, the Del Rey Hotel and Pavilion, and several new tourists attractions helped promote an increase in the area's popularity. Heavy storms, however, once again affected the area; the hotel was demolished by the rains and the Pavilion burned down. In 1923, the Dickson and Gillespie Corporation acquired most of the acreage within the area. Soon thereafter, Playa Del Rey was annexed by the City of Los Angeles.

On March 10, 1955, the State Park and Recreation Commission changed the unit's name -- formerly known as "Moonstone Beach" -- to Dockweiler Beach State Park in honor of a former member of the State Park and Recreation Commission, Isidore B. Dockweiler. The name was updated in 1962 to become Dockweiler State Beach. The Los Angeles City Department of Recreation and Parks operated the facility until 1976. Since 1976, the County of Los Angeles Department of Beaches and Harbors has operated and maintained Dockweiler State Beach by agreement with the State Department of Parks and Recreation.

## **2.3 AESTHETIC RESOURCES**

### **Visual**

The aesthetic resources of Dockweiler State Beach are perceived as an integration of external stimuli as well as the personal interpretation made by a Beach observer. The project area possesses both positive and negative features which may contribute to the overall experience for the Beach observer.

Several locations on Dockweiler offer spectacular views of the Beach and Santa Monica Bay. One of the primary vista points is located on the bluffs at Vista Del Mar and Waterview Street (Plate 3). Because the natural bluffs are located 700 to 900 feet from shore and approximately 20 to 35 feet above sea level, visibility of the Santa Monica Mountains and Malibu are greatly enhanced particularly on a clear day. Looking south, the beach, the Bay, and the Palos Verdes Peninsula can be seen from the dune sand area.

The Beach maintains a considerable amount of landscaping. The prominent and significant landscaped areas include the Main entrance, the Recreational Vehicle Campground, the Gillis restroom, and the Kilgore Center concession and restroom area. Although the Beach possesses several positive aesthetic features, the presence of unattractive resources may diminish the overall visual quality of the unit. The following features are considered as negative impacts:

*Resource Element*

- Incompatible adjacent land uses. The immediate viewshed south looks less attractive due to the presence of the Hyperion Wastewater Treatment Plant and the Chevron Oil Refinery.



Plate 3  
Vista del Mar at Waterview Street

- Landscaping on the bluffs. Consisting of ice plants or coastal sage scrub, this vegetation has either died or is sparse, leaving the bluffs looking neglected and denuded.
- Graffiti and uninterestingly designed facilities create an unattractive built environment. Various restroom, concession, and sand barrier facilities contain graffiti sprayed on walls and many of the beach structures such as the Lifeguard Headquarters and the Scattergood Plant maintain blank wall facades.

**Noise**

Auditory features are both pleasant and disruptive. The roar of the breaking surf and the screeching cry of shorebirds greatly enhance the quality of the beach and often tends to screen the negative sounds omitted from adjacent neighborhoods. While the pleasant and tranquil "natural sounds" of the ocean are desirable, they are counterbalanced by the more disruptive sounds created by airplanes departing from nearby Los Angeles International Airport (Figure 6).

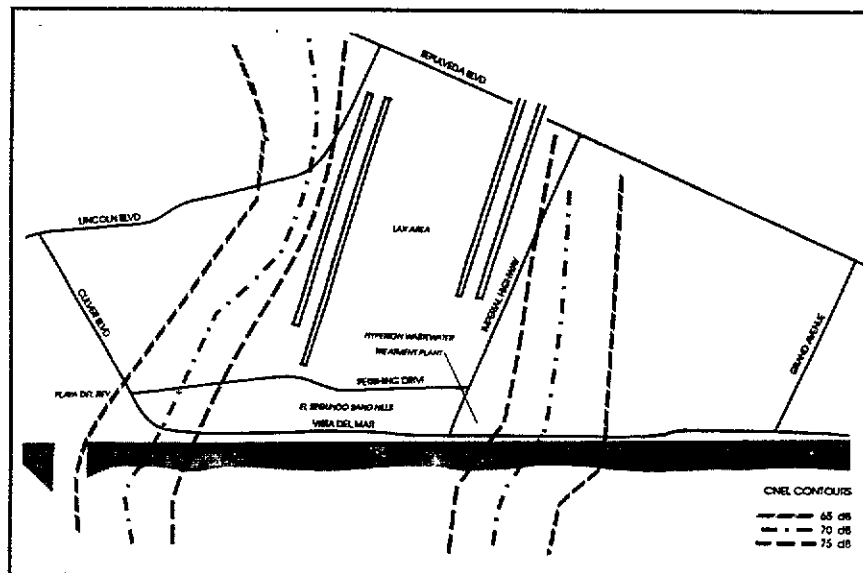


Figure 6  
Noise Levels at Los Angeles International Airport

## 2.4 RECREATIONAL RESOURCES

The Southern California coast offers priceless recreational resources utilized by millions of people each year. Offering a wide variety of beach-oriented and recreational opportunities, Dockweiler State Beach exemplifies the diversity of experiences offered at Los Angeles County beaches. According to the Los Angeles County Department of Beaches and Harbors, Lifeguard Division, more than 3.5 million persons visited the area in 1990.

Recreational amenities at Dockweiler attract beachgoers to the area throughout the year; however, the vast majority of people visit the beach during the summer when the coastal environment provides relief from the warmer inland areas. During the summer season, predominant passive activities at Dockweiler are beach-oriented, and include the following:

- Sun bathing
- Picnicking
- Swimming
- Beachcombing
- Surf Fishing
- Jogging

In addition, favored active, recreational activities include:

- Volleyball
- Basketball
- Bicycling
- Catamaran Sailing
- Hang-Gliding



Plate 4  
South Bay Coastal Bike Path

## 2.5 RESOURCE POLICY FORMATION

### Classification

Dockweiler State Beach has been a unit of the California State Park system since 1947, and was named and classified a State Beach on June 21, 1962. Formerly known as Moonstone Beach, the State Park and Recreation Commission officially changed the unit's name to Dockweiler State Beach on March 10, 1955 in honor of a former member of the commission. The County of Los Angeles Department of Beaches and Harbors began managing Dockweiler on June 1, 1976, and continues to manage the facility for the State Department of Parks and Recreation today.

The State of California Public Resources Code defines a State Beach as a type of state recreation unit as follows:

5019.56. State Recreation Units. State recreation units consist of areas selected, developed, and operated to provide outdoor recreational opportunities. Such units shall be designated by the Commission by naming, in accordance with the provisions of Article 1 (commencing with Section 5001) and this article relating to classification.

In the planning of improvements to be undertaken within State Recreation Units, consideration shall be given to compatibility of design with the surrounding scenic and environmental characteristics.

State recreation units may be established in the terrestrial or underwater environments of the state and shall be further classified as one of the following types:

(d) State Beaches consist of areas with frontages on the ocean or bays designed to provide swimming, boating, fishing, and other beach-oriented recreational activities. Coastal areas containing ecological, geological, scenic, or cultural resources of significant value shall be preserved within state wildernesses, state reserves, state parks, or natural or cultural preserves.

### Declaration of Purpose

The purpose of Dockweiler State Beach is to provide quality scenic, natural, and recreational opportunities for the public. The Beach should make available to all visitors -- for their benefit and enjoyment -- the wide variety of resources along the shoreline and coastal strand. In addition, all beach activities should perpetuate both the active and passive beach-oriented recreational opportunities the unit has to offer as well as maintain beach resources.

The implementation of management policies and the location of construction improvements shall be accomplished in a manner which enhances public opportunities for beach-oriented recreation, and should be provided in a high quality environment that preserves existing natural resources and reinforces the aesthetic qualities of the unit.

### Zone of Primary Interest

The zone of primary interest for Dockweiler State Beach lies in that area outside the unit where land use changes could affect the recreational and resource values of the Beach. This zone includes the adjacent residential community in Playa del Rey, the El Segundo Sand Hills and Los Angeles International Airport Northside area, and the Ballona Wetlands/Playa Vista community.

In addition, the department should be concerned about activities on all lands, regardless of the distance from the unit, that through their development and use could adversely affect the resources and features of Dockweiler State Beach. Air and water pollution generated by adjacent industrial land uses such the Hyperion Wastewater Treatment Plant, Scattergood Steampower Plant, and the Chevron Oil Refinery as well as noise and fuel emissions from jet airplanes arriving and departing LAX have and will continue to affect Dockweiler State Beach. Another potential concern focuses on the damming of rivers and the building of breakwaters and other structures that could disrupt the replenishment and normal movement of littoral sand.

## 2.6 RESOURCE MANAGEMENT GOALS AND DIRECTIVES

In an effort to ensure that expansion plans for beach recreation facilities will be sensitive to the unit's existing natural and man-made resources, resource management directives have been established to govern future recreational and facility development on Dockweiler State Beach. Planning, operational, and resource management activities shall be carried out in accordance with the Resource Management directives of the State of California Parks System. Specific departmental resource management directives amplify the legal codes, and provide clear management guidelines. Directives that pertain to existing or potential problems related to the management of resources at Dockweiler State Beach include:

- #15 State Recreation Units: Protection of resources
- #18 State Beaches: Avoid using sandy beaches for secondary uses
- #19 State Beaches: Protection of resources
- #33 Plant Species
- #35 Wildlife Protection
- #46 Environmental Quality
- #58 Cultural Resource Protection

In addition to the policies, directives, and laws that apply statewide, the following specific resource management goals and directives have been developed for Dockweiler State Beach.

### Natural Resources

#### Coastal Erosion

Like many coastal units of the State Park System, coastal erosion has been identified as a potential threat to facilities at Dockweiler State Beach. The unit's coastal strand, however, consists of sand that has been largely transported to the beach through beach augmentation projects.

## Resource Element

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*Goal:* Preserve the coastal strand of Dockweiler State Beach for its recreational, natural, and scenic values to be used and enjoyed by visitors seeking beach-oriented activities.

*Directive:* The managing agency (County of Los Angeles Department of Beaches and Harbors) should continue to support a beach monitoring and profiling program to determine conditions and changes in beach elevation and beach width over time. Information collected as part of the program include historical aerial and ground view photos, current aerial photos, and plan and profile drawings. The program should be coordinated with the data collection efforts of the U.S. Geological Survey, U.S. Army Corps of Engineers, and the County of Los Angeles Bureau of Engineers.

*Goal:* Insure that new development on the Beach will neither create nor contribute to erosion or geologic instability.

*Directive:* Construction of future permanent facilities shall be sufficiently set back from the existing shoreline in order to ensure that the developments will endure through the life expectancy of the project. The sufficient setback will be based on historical trends of erosion for that portion of the unit where a project is being proposed as well as up to date available data.

### Human-Caused Erosion of Beach Bluffs

Extending from Waterview Street to the north to Grand Avenue to the south, the 35 acres that comprise Dockweiler's beach bluffs are a significant natural resource. With an average height of 40 feet and slopes ranging from 20 to 50 percent, the bluffs are primarily inhabited by coastal sage scrub and sea fig. The vegetation and the condition of the bluffs, however, often look neglected and denuded due to pedestrian crossings.

*Goal:* Preserve and protect the beach bluffs for their natural values.

*Directive:* Pedestrian access should be limited from Vista del Mar. All existing accessways should be closed with the exception of the pedestrian paths at Waterview Street and across Vista del Mar Park. In an effort to protect the natural condition of the slopes, the managing agency should investigate various concepts that would eliminate pedestrians trampling

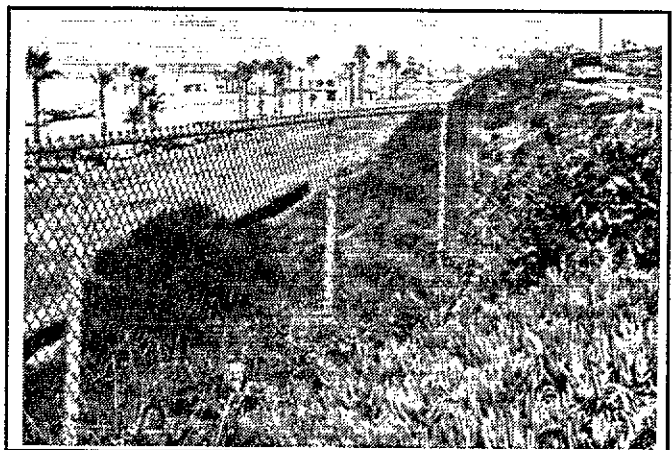


Plate 5  
Fence near Main Entrance

vegetation on the bluffs. Proposals that should be considered include but are not limited to fencing the bluffs (Plate 5) or red striping the curbs on Vista del Mar.

*Goal:* Eliminate the neglected and denuded look of the bluffs and enhance the slopes with landscaping.

*Directive:* The slopes should be improved with the removal of non-native species and the re-introduction of indigenous species. The type of species appropriate for the bluffs shall be determined by the managing agency in consultation with the State Department of Parks and Recreation.

### Plant Species

The plant life on Dockweiler State Beach consists primarily of coastal sage scrub on its beach bluffs and various vegetation that serves as landscape treatment at public facilities and recreation resources that include parking lots, restrooms, lifeguard headquarters, and the recreation vehicle park. Existing landscape plants growing at the unit include Mexican Fan Palm, Giant Bird of Paradise, Myoporum, and Melaleuca. Exotic species, such as the hottentot fig and periwinkle, have also become naturalized in the sand dunes and slopes of the bluffs.

*Goal:* Remove exotic species from the bluffs at Dockweiler State Beach in order to create an environment suitable for the re-introduction of native plant communities.

*Directive:* The managing agency shall pursue a long-range plan to control and remove the presence of exotic plants. Highest priority shall be given to those species most invasive and conspicuous in the landscape. Coordination between the managing agency and State and local agencies to manage and eradicate invasive exotic species on lands adjacent to the unit (i.e., El Segundo Sand Hills) represents an important element in implementing the long-range plan.

*Goal:* Prevent exotic species from displacing native species. Preserve and encourage native species that have greater value for native wildlife, and that do not require permanent irrigation and greater maintenance costs.

*Directive:* In order to maintain the diversity of native species, landscape treatment in developed areas should incorporate species indigenous to the unit. If exotic species are used, these shall be species that add to the overall quality of the landscape at the unit's public facilities. A list of appropriate exotic plants appears in Table 2. These plants shall be used exclusively as landscape treatments and should be incorporated only in areas that have a Moderate or High allowable use intensity (refer to Figure 7).

*Goal:* Where feasible, landscape new recreational and facility developments primarily with native plant species in order to enhance the appearance of the Beach, reduce irrigation and maintenance costs, and create new habitats for native wildlife.

**Resource Element**

**Directive:** The moist morning fogs and sunny afternoons at the beach provide an excellent environment for native plant communities that are drought-resistant and survive under trying ocean conditions. It is recommended that the managing agency consult the State Department of Parks and Recreation for a listing of appropriate native plant species. Table 2 also includes a list of species native to the dune and bluff area adjacent to the unit at the El Segundo Sand Hills.



Plate 6  
Melaleuca nesophila

**TABLE 2**  
**Plant Palette**  
**Plant Species that may be used as Landscape Treatment**

NATIVE SPECIES: Appropriate for Zones I-III.	EXOTICS APPROPRIATE AS LANDSCAPE FEATURES: Appropriate for Zones II and III.
Artemisia Atriplex Baccharis Dithyrea Eriogonum Heliotropium Isomeris Mirabilis Plantago Senecio	Arctostaphylos Ceanothus Drosanthemum Lantana Osteospermum Bird of Paradise Juniperus Karo Melaleuca Myoporum Coral Tree Mexican Fan Palm
These recommended native and exotic plants should only be used in the appropriate zone designations. The zone designations correspond to the Allowable Use Intensity Map and Table. Other plant species that are indigenous to the area will also be given consideration during the development review process.	



### Animal Life

Although Dockweiler State Beach maintains relatively limited wildlife habitat resources, the unit's coastal strand and the coastal sage scrub on the beach bluffs provide two different micro-ecosystems. The Coastal Strand, including intertidal areas, offers refuge for crustaceans and worms that are either directly consumed by shorebirds or serve as food for fish, which in turn are consumed by other resident birds such as loons, grebes, cormorants, and gulls. The coastal sage scrub houses vegetation, seeds, insects, and rodents, and thus provides wildlife increased opportunity for roosting, nesting, and escape cover. Endangered species that have been sited at the Beach include the California Least Tern and California Brown Pelican.

*Goal:* Preserve, enhance, and investigate the potential expansion of the California Least Tern Bird Sanctuary.

*Directive:* Recent studies have determined that an additional nesting colony should be established for the California Least Tern. In order to identify the need or possible change in the diversity or number of the species, the managing agency should study the potential expansion of the current facility or establishing a new one near the mouth of Ballona Creek.

*Goal:* Preserve the Beach's most significant topographic feature, its beach bluffs, in order to provide the unit's wildlife with habitat and foraging resources.

*Directive:* As part of the long-range plan to re-introduce native species to the beach bluffs, the managing agency should also focus on creating a diversity of groundcover habitats that will support all levels of animal life at the beach.

### Aesthetic Resources

#### Visual Quality

Due to its centralized location between the northern arc of Santa Monica Bay and the tip of the Palos Verdes Peninsula, various locations throughout Dockweiler State Beach provide spectacular views on a clear day of the Santa Monica Mountains, Santa Catalina Island, and the Palos Verdes Peninsula. The Beach's linear quality and its adjacent location to the Marina del Rey Channel Harbor provide panoramic views not only from atop the beach bluffs, but also from the coastal strand and viewing piers at the Marina Channel.

## *Resource Element*

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*Goal:* Preserve views of the ocean for beach visitors and motorists along Vista del Mar.

*Directive:* The managing agency should work to maintain scenic quality at Dockweiler State Beach by limiting beach improvement projects from obstructing view corridors and providing opportunities for appreciation of aesthetic resources. To enhance the visual quality of the unit, facilities and landscape plans should be designed to enhance the existing built form and blend with the natural landscape where possible.

### **Cultural Resources**

Since Dockweiler State Beach is a man-made resource that traces most of its origins to beach replenishment projects that took place during the late 1940s, early 1960s, and late 1980s, the unit retains very few historically-interesting buildings or culturally-significant areas. Two places of cultural interest, however, are the Old Lifeguard Headquarters building located on the bluffs near the geographic center of the unit and the bluff area west of the Scattergood Steampower Plant where the sport of hang-gliding originated.

*Goal:* Continue to investigate the potential for adaptive reuse of the Old Lifeguard Headquarters.

*Directive:* Because of the structure's dilapidated condition, the managing agency should initially determine whether the Old Lifeguard Headquarters can be structurally rehabilitated. Based on the condition of the building, the managing agency should take the following course of action:

1. If the building cannot feasibly be seismically and structurally improved, the structure should be removed for safety purposes.
2. If the building can be rehabilitated, the managing agency, for a period of two years following adoption of the Dockweiler State Beach General Plan, should seek a developer that would be interested in adaptively reusing the building. During this time, the managing agency should also explore the possibility of adaptively reusing the structure as a concession facility. All adaptive reuse proposals shall comply with the State Historic Preservation Office standards for rehabilitation.
3. If during this period no developer can be found to rehabilitate the Old Lifeguard Headquarters, the managing agency should document its findings with the State of California Historic Preservation Office and remove the building for safety purposes.

*Goal:* Restore a hang-gliding facility on the bluffs west of the Scattergood Steampower Plant where the sport traces its origins. Commemorate the site with an interpretive exhibit (refer to the Interpretive Element).

*Directive:* The managing agency should pursue the construction of a hang-gliding recreation facility on the bluffs west of the Scattergood Plant. The agency should follow the guidelines for the level of land use intensity and site development outlined in the Land Use and Facilities Element of this General Plan.

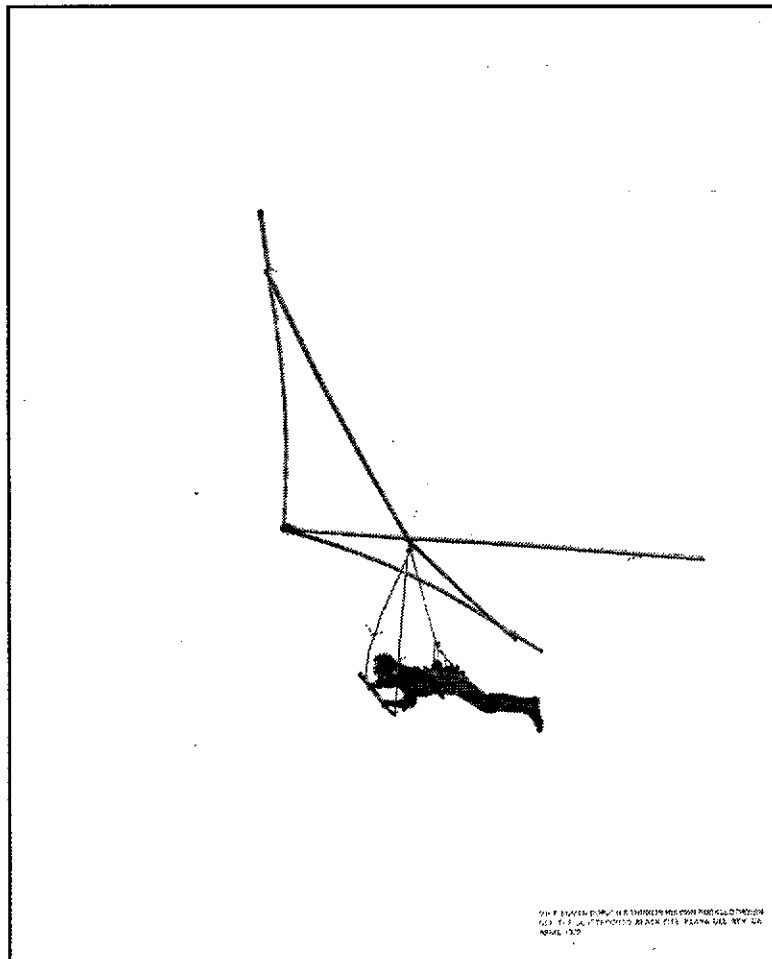


Plate 7  
Hang-Gliding on the Bluffs of Dockweiler: April 1972  
PHOTO CREDIT: George Uveges

## 2.7 ALLOWABLE USE INTENSITY

The California Public Resources Code, Section 5019.5, requires that a land carrying capacity survey be conducted prior to the preparation of any development plan for any park or recreation area; Section 5001.96 further requires that attendance be kept within limits so established. Allowable Use Intensity refines the concept of land carrying capacity, and has been prepared as part of the Resource Element of the General Plan in fulfillment of the above code requirements. The concept of Allowable Use Intensity designations serve as one of several factors considered in developing the Land Use Element of the General Plan. Other factors that may also be considered in determining land use for any unit of the State Park System include:

- Classification and purpose
- Recreation needs
- Design considerations
- Total carrying capacity
- The desired quality of the recreation experience

Allowable Use Intensity determinations establish the limits of development and use an area can sustain without an unacceptable degree of deterioration in the character and value of the Beach's scenic, natural, and recreational resources. Determinations that govern intensity designations are:

Analysis and Integration of Resource Management and Protection Objectives: Defined by the Public Resources Code, other state laws, unit classifications and declarations of purpose, and specific declarations of resource management policy presented in this Resource Element.

Resource Constraints: Those factors which would make visitor use or facility development unsafe, economically impractical, or undesirable. Determining factors include erodibility and compaction potential of soils, geologic hazards, slope stability, hydrologic conditions, potential for pollution of surface waters, and flooding.

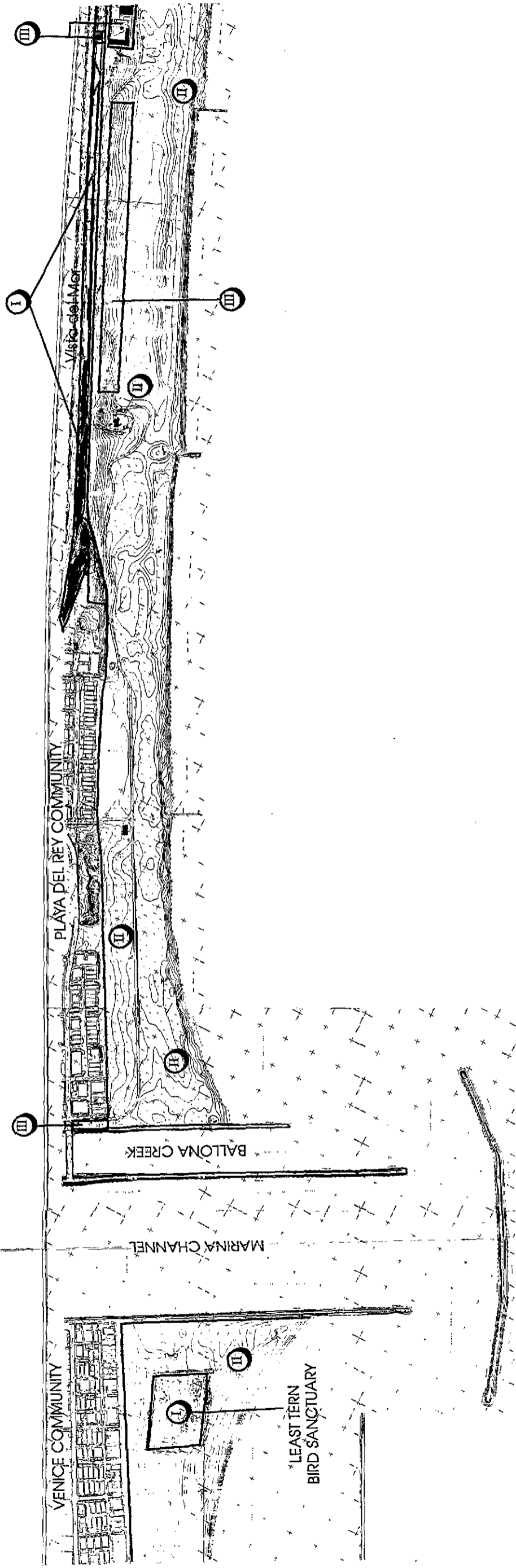
Resource Sensitivities: Defined as the conditions, locations, or values of resources that warrant restricted use or development to protect resources. Sensitivities include factors such as the unit's ability to withstand short-term and long-term human impact; the fragility and significance of archeological and historical resources; the durability, fragility, and regeneration rates of unit vegetation; and the wildlife's ability to tolerate human activity. The unit's resource sensitivity may also consider scenic resources; rare, threatened, or endangered plants, animals, and habitats; unique or scientifically important botanic features; and other resources of regional or statewide significance.

### **Allowable Use Intensity for Dockweiler State Beach**

Based on the preceding factors, Allowable Use Intensities for lands in Dockweiler State Beach have been determined, and depicted in Figure 7. Three use intensity categories have been developed (Low, Moderate, High) in Table 3, and outline the site conditions and the representative examples of facilities and activities appropriate for each respective zone.

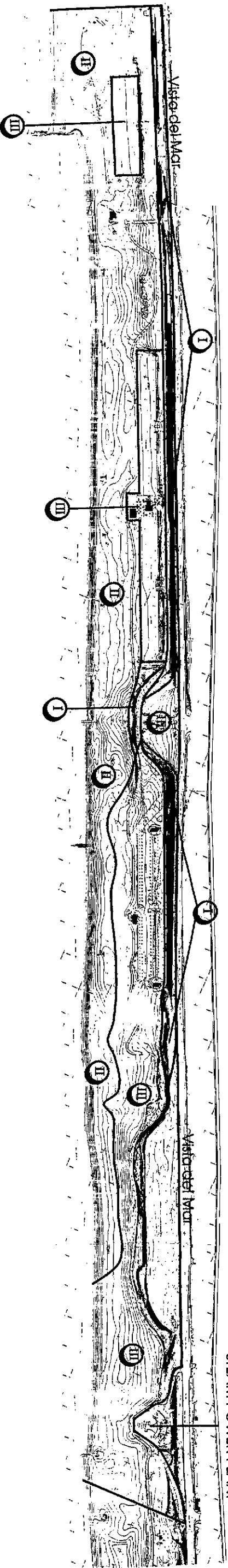
**TABLE 3**  
**Allowable Use Intensity Zones**

<b>ZONE</b>	<b>SITE CONDITIONS</b>	<b>APPROPRIATE FACILITIES AND ACTIVITIES</b>
I- Low	Areas of sensitive Natural Values: Beach Bluffs, Wildlife Habitats	Viewing, Nature Study
II- Moderate	Area of Coastal Strand capable of withstanding heavy use, but subject to occasional ocean wave attack	Sunbathing, Swimming, Fire Rings, Portable Restrooms, Informal Picnicking, Other informal Beach-oriented recreational activities.
III- High	Existing Facilities, Higher Intensity Recreational and Operational Facilities	Parking Lots, Picnic Areas, RV Campground, Volleyball, Hang-Gliding, Bicycling



**DOCKWEILER STATE BEACH GENERAL PLAN**

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



ZONE	SITE CONDITIONS	APPROPRIATE FACILITIES AND ACTIVITIES
<b>I</b> LOW	Areas of Natural Resource; Beach Bluffs, Wildlife Habitats	Viewing, Nature Study
<b>II</b> MODERATE	Areas of Coastal Strand capable of withstanding heavy use, but subject to occasional wave attack	Sunbathing, Swimming, Fire Rings, Portable Restrooms, Informal Picnicking, Other informal Beach-oriented recreational activities
<b>III</b> HIGH	Existing Facilities, Higher Intensity Recreational and Operational Facilities	Parking Lots, Picnic Areas, R.V. Campground, Volleyball, Hang-Gliding

Figure 7  
Allowable Use Intensity

LAND USE AND  
FACILITIES ELEMENT  
DOCKWEILER STATE BEACH GENERAL PLAN



## **3.0 LAND USE AND FACILITIES ELEMENT**

The Land Use and Facilities Element outlines the long-range public and operational facilities development for Dockweiler State Beach based upon the unit's resource preservation and public recreation needs. Consisting of three major sections that cover the scope of the Beach's land use, facility, and planning issues, this element provides the following information:

- Describes the unit's relationship with surrounding land uses and facilities.
- Illustrates and explains current conditions in the unit.
- Identifies and recommends new facilities and uses which would remain consistent with the allowable use intensities.

### **3.1 EXISTING CONDITIONS**

Comprised of 288 acres of dune beach sand, Dockweiler State Beach is located on both the north and south sides of the Marina del Rey Channel: 21 acres in the northern segment and 267 in the southern segment. Although situated in an urban area, public facilities such as the Channel Harbor and the Los Angeles International Airport impede the normal grid of surface streets and divert traffic destined for Dockweiler onto one of the few arterials connecting to Vista Del Mar. From the north, the Beach is served by the Marina Freeway and Culver Boulevard. From the south and east, the Imperial Highway and San Diego Freeway provide access to Dockweiler, and in the future, the Century Freeway (planned to open in 1994) will also serve the Beach.

Bicycle and pedestrian access to the Beach are available at a number of locations. The South Bay Coastal Bike Trail has access points at the bridge that spans Ballona Creek and at Culver Boulevard. The path winds south through the entire length of Dockweiler and connects to El Segundo and Manhattan Beach. Pedestrian access is available at the 62nd Street Parking Lot, Culver Boulevard, and the pedestrian staircases provided along the bluffs that link the Beach with Vista Del Mar, as well as the Main Entrance at Imperial Highway.

For the purpose of this General Plan, Dockweiler State Beach has been divided into five study areas that span the entire length of the unit. The areas have been grouped according to geographic locale, and the location of existing and proposed activity centers. The five study areas are:

- AREA 1: Least Tern Bird Sanctuary/Venice Community
- AREA 2: 62nd Place Center/Playa del Rey Community
- AREA 3: Gillis Center/Lifeguard Headquarters
- AREA 4: Kilgore Center/Main Entrance
- AREA 5: RV Campground/Hyperion and Grand Street Centers

*Land Use and Facilities Element*

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Dockweiler State Beach is adjacent to a wide variety of land uses. With an ocean beach frontage spanning more than two miles, the Beach neighbors urban land uses like the Venice and Playa del Rey residential communities, the Hyperion Wastewater Treatment Plant, and the Del Rey Lagoon Recreation Area. Yet despite this urban setting, Dockweiler also borders ecologically important areas such as the El Segundo Sand Dunes and Ballona Wetlands.

Similar to its surrounding environment, Dockweiler State Beach also contains diversified land uses and facilities. Although the activities at the unit are primarily beach-oriented and recreational, other land uses and facilities located on the Beach include the Least Tern Bird Sanctuary, County of Los Angeles Lifeguard Headquarters, the Sea World Marine Mammal Transfer Station, and a Recreation Vehicle Campground. The following photo survey and Figures LUF-1 through LUF-5 depict the character and location of the existing/proposed land uses and facilities for Dockweiler and the surrounding area.

**AREA 1: Least Tern Bird Sanctuary/Venice Community**

This portion of the unit comprises the 21-acre segment north of the Marina Channel. The accompanying photo illustrates the pedestrian promenade and boat viewing areas located along the northern jetty groin of the Marina Channel.

Proposals for this area include the City of Los Angeles' proposed expansion of Ocean Front Walk.



Plate 8  
Pedestrian Promenade adjacent to Dockweiler State Beach

Plate 9 depicts two of the primary land uses on this portion of the Beach: In the background, the Venice Community that abuts the Beach along Ocean Front Walk, and in the foreground, the 4-acre Least Tern Bird Sanctuary.

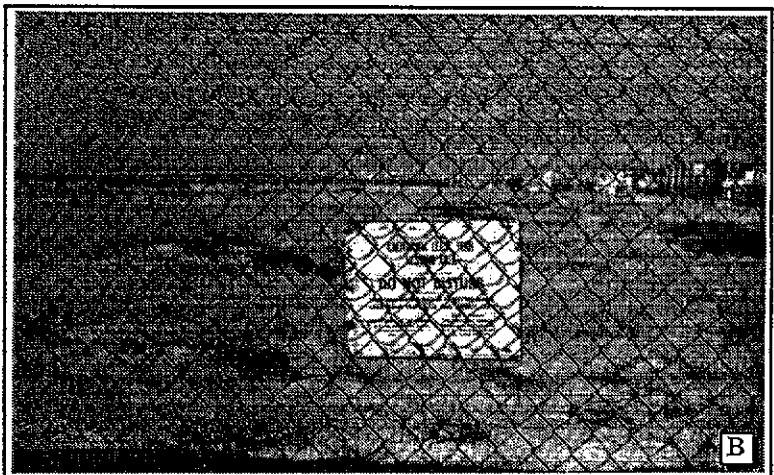
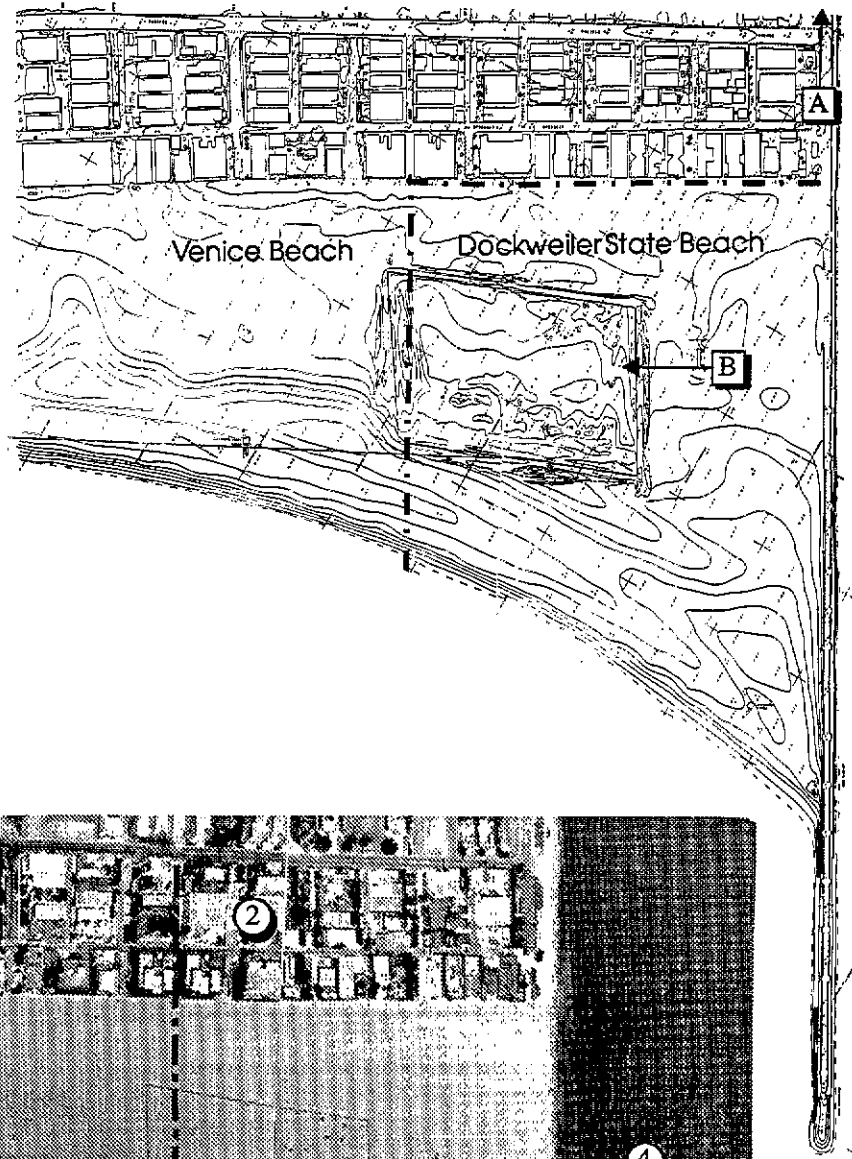


Plate 9  
Least Tern Bird Sanctuary

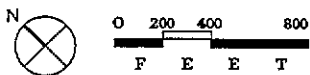
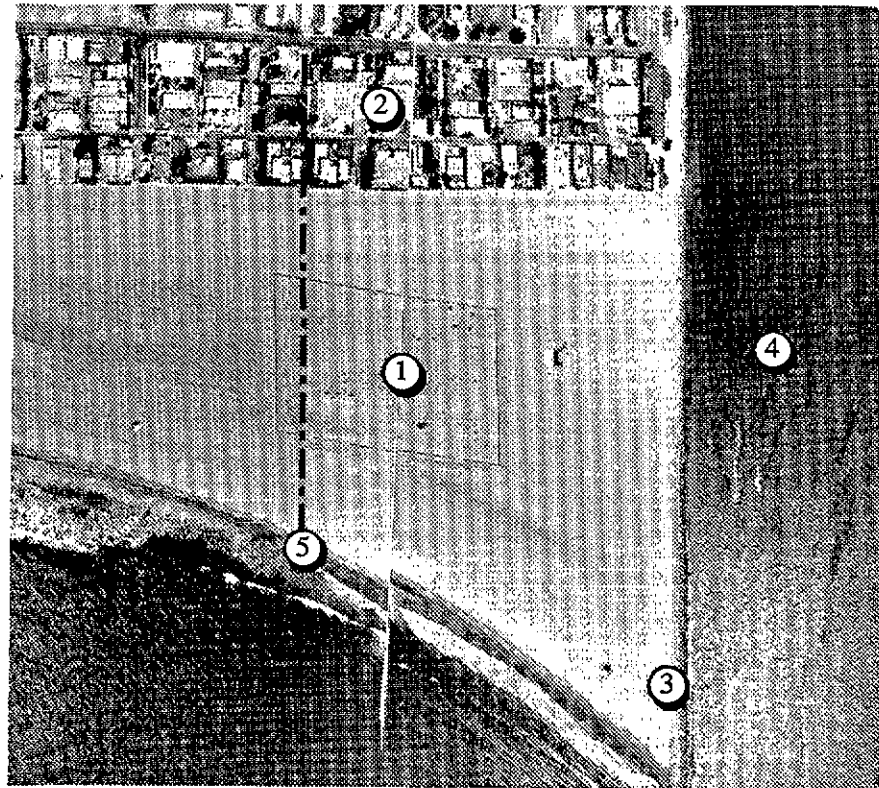
**PHOTO KEY**

**A** **B** Keyed to photos on opposite page.



**LEGEND**

- ① Least Tern Bird Sanctuary
- ② Venice Community
- ③ Pedestrian Promenade
- ④ Marina Channel
- ⑤ Beach/ City of L.A. Boundary



AREA 1  
Least Tern Bird Sanctuary/  
Venice Community

**DOCKWEILER STATE BEACH GENERAL PLAN**

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

**Figure 8**  
**Existing/Proposed**  
**Land Use and Facilities**

**AREA 2: 62nd Place Center/  
Playa del Rey Community**

This portion of the unit extends from Ballona Creek to the bluffs that begin at Waterview Street. Adjacent land uses include the Del Rey Lagoon Recreation Area, and the beachfront condominiums located along Pacific Avenue and Trolley Way.

The Marina del Rey Fishing and Viewing Pier located adjacent to Dockweiler State Beach represents one of the most popular spots on the Beach (Plate 10).



Plate 10  
Fishing and View Piers (Marina del Rey)

Often considered a traditional beach sport activity, volleyball represents one of the primary recreational resources at Dockweiler. Along with cycling and watersports, volleyball stands out as one of the most popular recreational activities at Dockweiler.

Although volleyball facilities are also available adjacent to the Bird Sanctuary, Area 2 contains the majority of the courts, such as those illustrated in Plate 11.

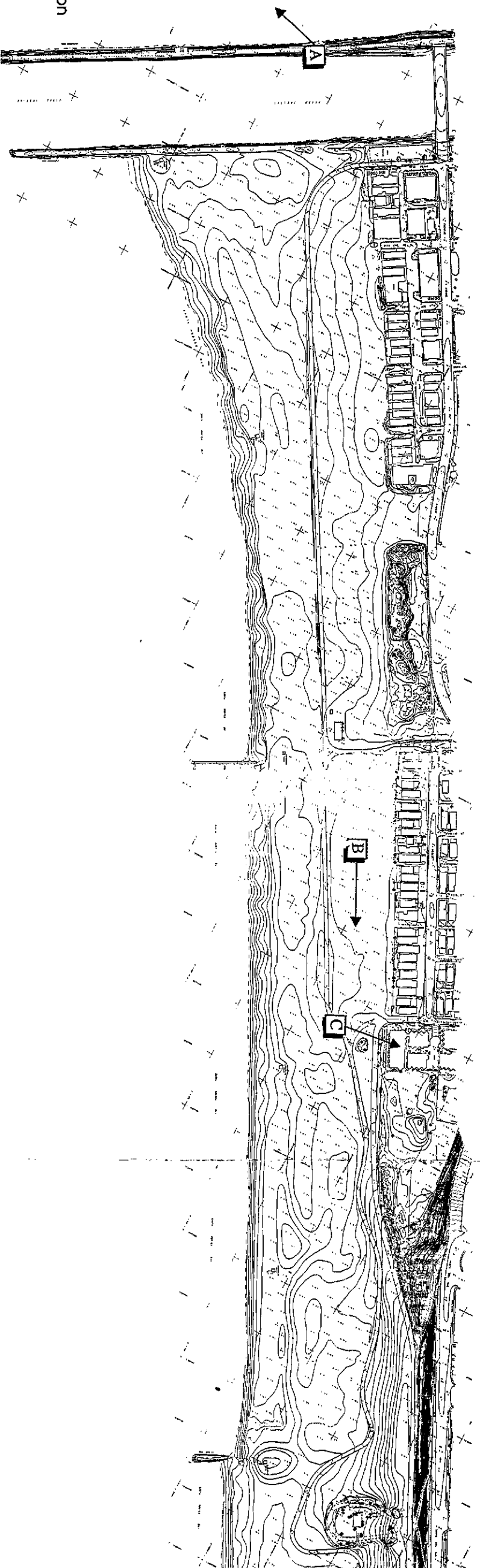


Plate 11  
Volleyball Facilities

The Playa del Rey Residential Community, located adjacent to the Beach and also east of Vista Del Mar, has convenient access to the Beach along Culver Boulevard and the pedestrian accessway on Waterview Street. Plate 12 depicts some of the townhouses and blufftop homes adjacent to Dockweiler.

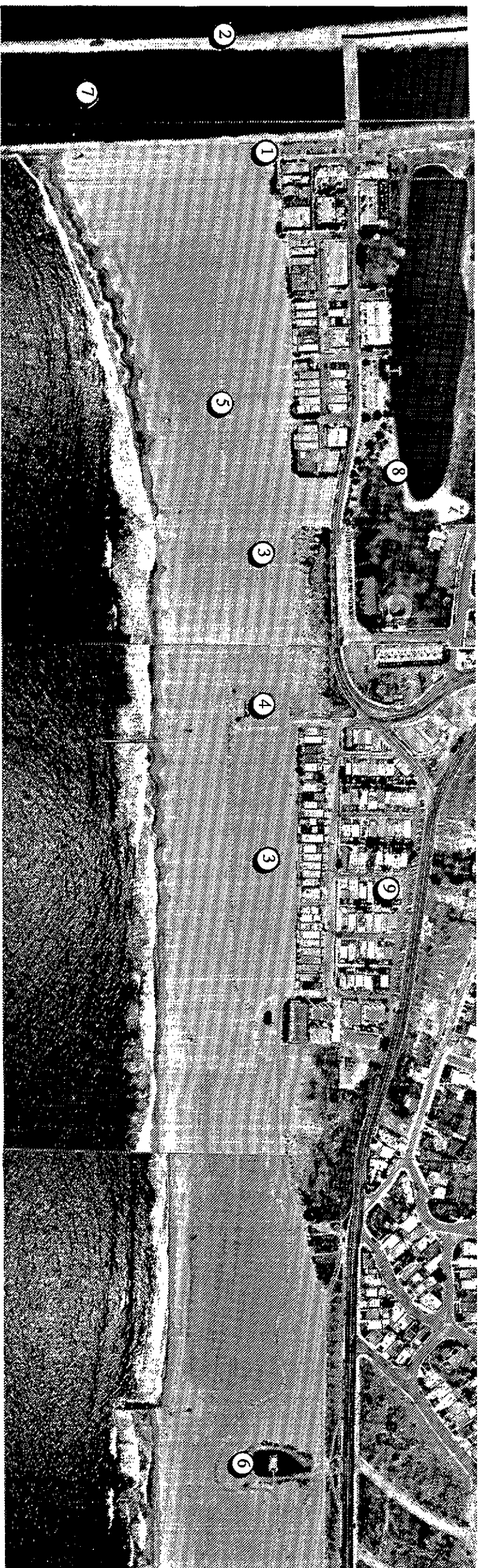
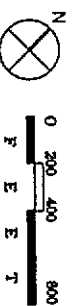


Plate 12  
Beach Front Condominiums



**PHOTO KEY**  
 [A] [B] [C] Keyed to photos on  
 opposite page.

- LEGEND**
- ① Bollona Center  
 • 62nd Street Parking Lot  
 • Pacific Avenue Bridge Bike Path Connection
  - ② Fishing and Viewing Pier (Marina del Rey)
  - ③ Volleyball Facilities
  - ④ Culver Restroom
  - ⑤ Coastal Bike Path
  - ⑥ Gillis Restroom
  - ⑦ Bollona Creek
  - ⑧ Del Rey Lagoon Recreation Park
  - ⑨ Playa del Rey Community



**DOCKWEILER STATE BEACH GENERAL PLAN**

State of California Department of Parks and Recreation  
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AREA 2: 62nd Place Center/Playa del Rey Community

Figure 9  
 Existing/Proposed  
 Land Use and Facilities

*Land Use and Facilities Element*

**Area 3: Gillis Center/  
Lifeguard Headquarters**

Stretching approximately one-half mile from the Gillis Restroom to the Lifeguard Headquarters, Area 3 is located opposite the El Segundo Sand Hills and the flight path of the northern runway of Los Angeles International Airport.

Plate 13 shows the Gillis Restroom Area. Landscape treatment includes sea fig, Mexican Fan Palms, and Myoporum.



Plate 13  
Gillis Restroom

Plate 14: Photo of the Old Lifeguard Headquarters building located on the bluffs east of the new Lifeguard Facilities. The building represents one of the unit's few cultural resources and management of this resource is outlined in the Resource Element of this General Plan.

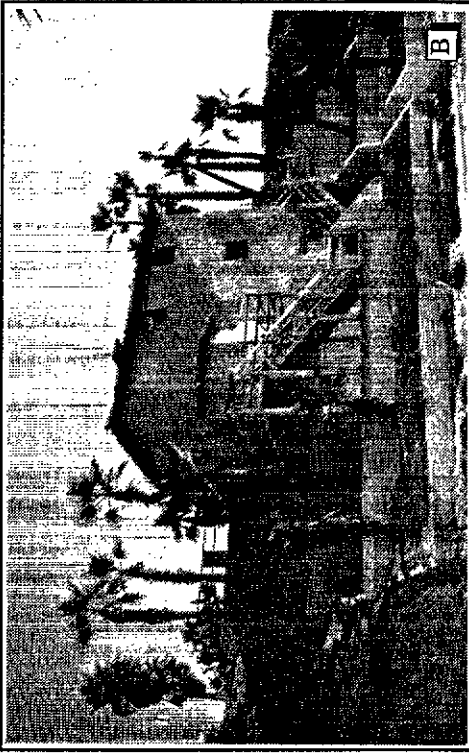


Plate 14  
Old Lifeguard Headquarters

The Lifeguard Headquarters and Beach Maintenance Yard Facility is illustrated in Plate 15. The one-story, 1.5-acre concrete structure currently houses Lifeguard and Beach Maintenance Facilities. The Sea World Marine Mammal Transfer Station is also located within the boundaries of the facility, and works out of a temporary trailer building. The structure is strategically placed near the geographic center of the Beach.

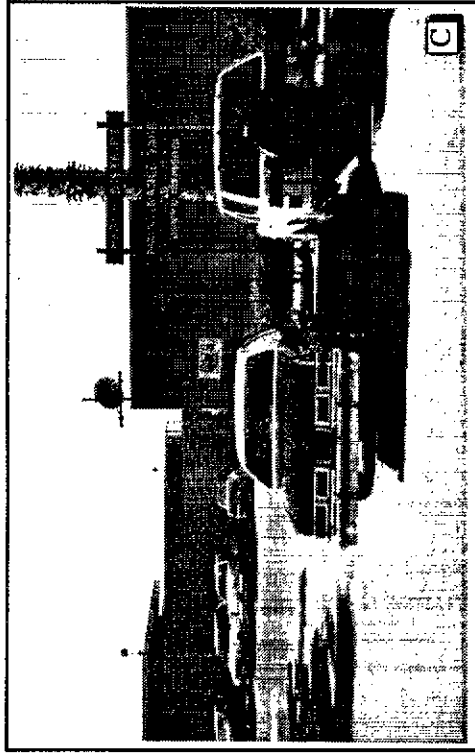
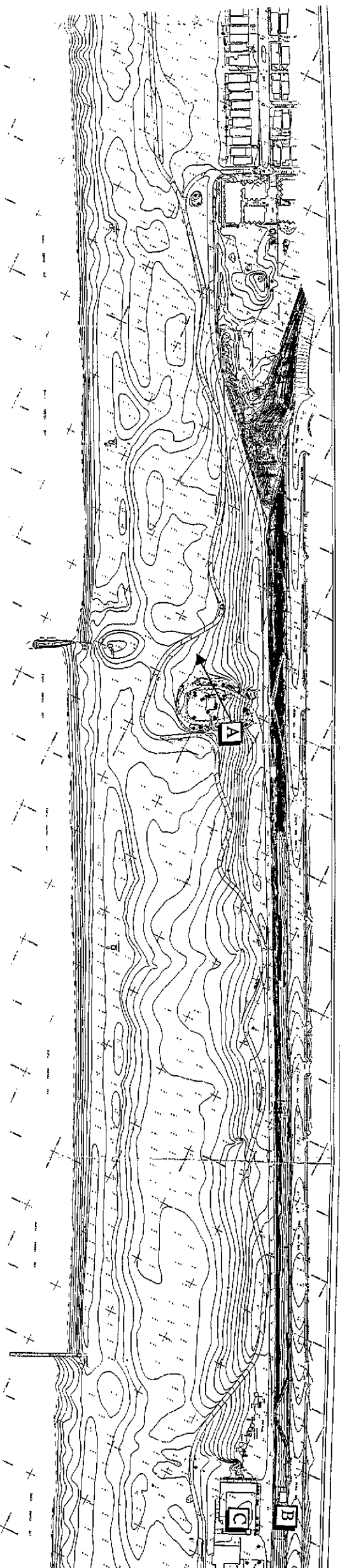
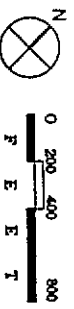
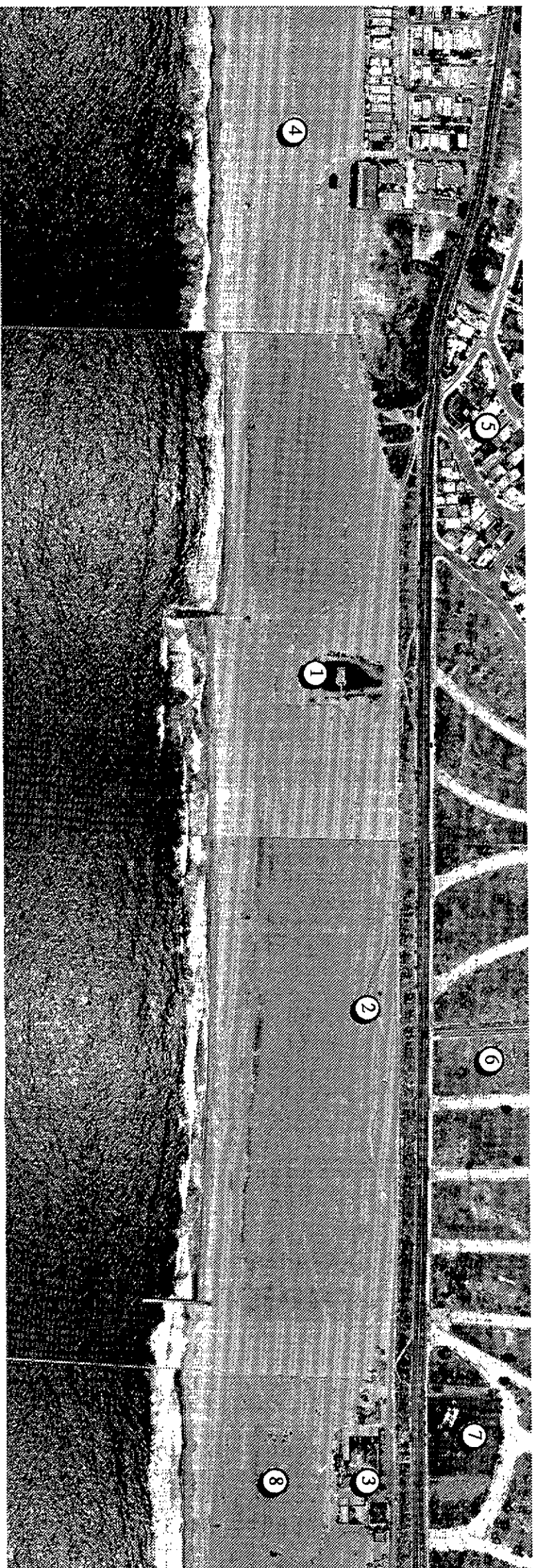


Plate 15  
Lifeguard Headquarters/Beach Maintenance Yard

**PHOTO KEY**  
**A B C** Keyed to photos on  
 opposite page.



- LEGEND**
- ① Gillis Restroom
  - ② Proposed Gillis Center  
 • Parking Lots #6 and #7  
 • Concession
  - ③ Lifeguard Headquarters/  
 Maintenance Facilities
  - ④ Coastal Bike Path
  - ⑤ Playa del Rey Community
  - ⑥ LAX Dunes Restoration/Golf Course Project  
 (Department of Airport-LAX)
  - ⑦ Vista del Mar Park  
 (City of Los Angeles)
  - ⑧ Catamaran Storage Area



**DOCKWEILER STATE BEACH GENERAL PLAN**

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

G R U E N   A S S O C I A T E S

AREA 3: Gillis Center/Lifeguard Headquarters

Figure 10  
 Existing/Proposed  
 Land Use and Facilities

*Land Use and Facilities Element*

**AREA 4: Kilgore Center/  
Main Entrance**

Similar to Area 3, the Kilgore Center/Main Entrance Area is adjacent to the El Segundo Sand Dunes and the flight path of the southern runway of Los Angeles International Airport. This portion of the beach contains three parking lots, two restrooms, one concession stand, and one basketball court. Plate 16 shows Parking Lot #3.



Plate 16  
Parking Lot #3

The Land Use and Facilities Plan proposes three new concessions. Plate 17 illustrates the Kilgore Center Concession facility, the only current concession in operation at the Beach.

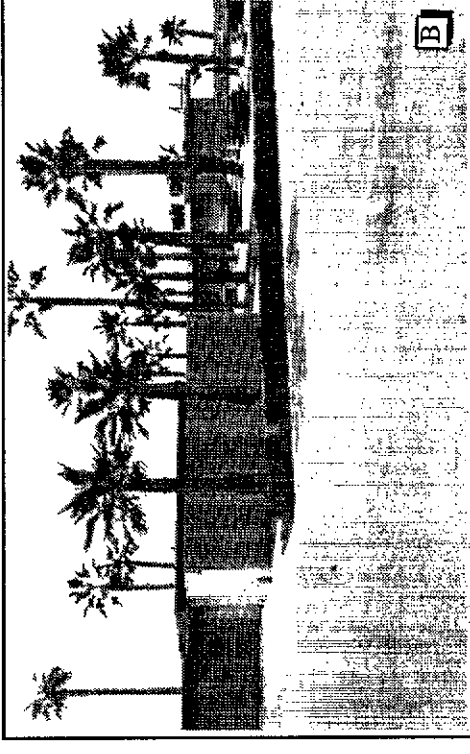


Plate 17  
Kilgore Center Concession

Although Dockweiler State Beach can be accessed at Grand Street and Vista Del Mar, and at 62nd Place and Pacific Avenue, visitors to the unit primarily enter through the main entry at Vista Del Mar and Imperial Highway (Plate 18). The Land Use Plan proposes the rehabilitation of the main entry and the enhancement of the landscaping by using primarily indigenous vegetation.

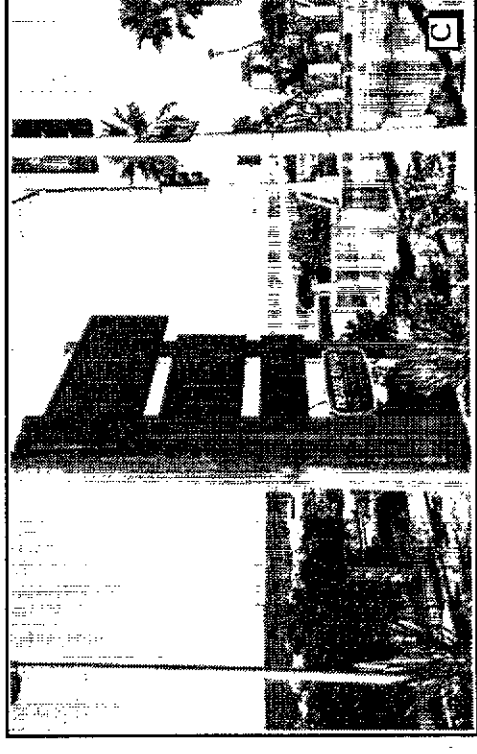
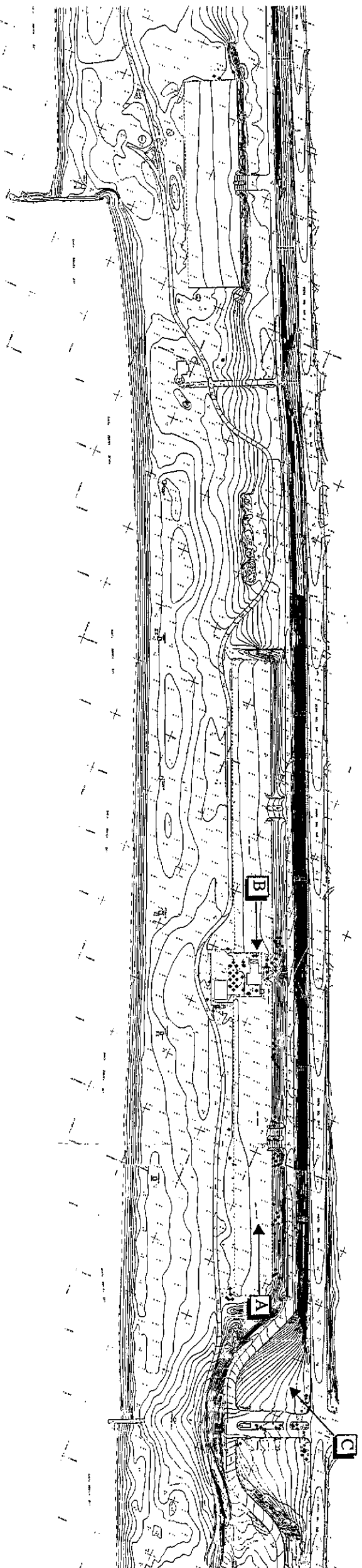


Plate 18  
Main Entrance



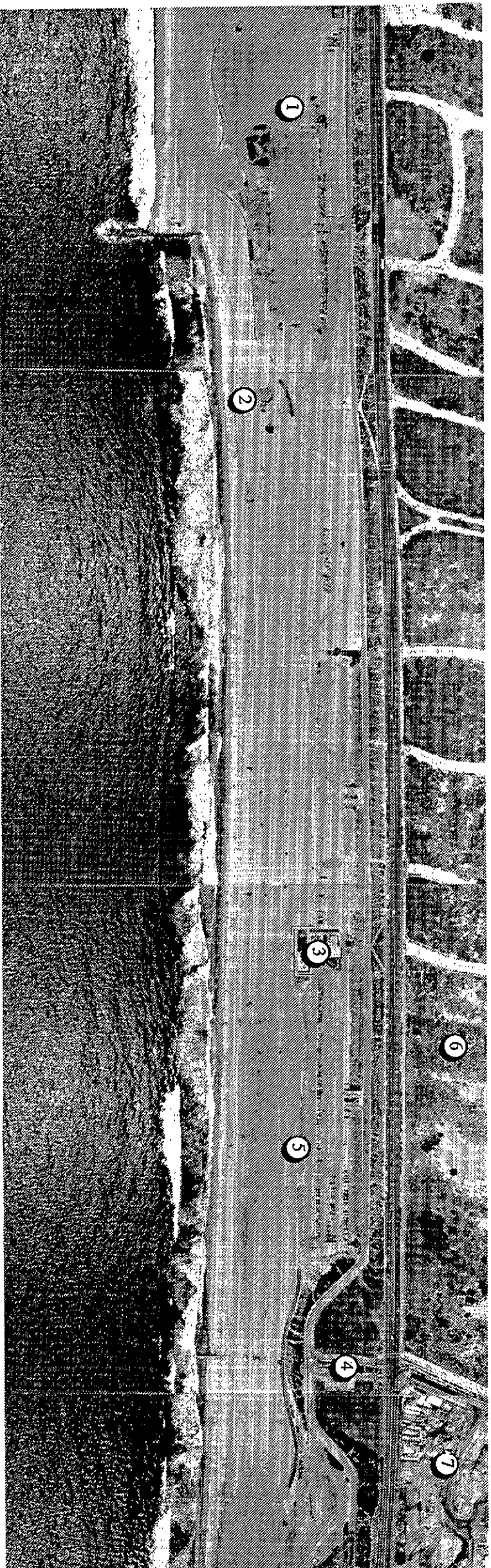


**PHOTO KEY**

**A** **B** **C** Keyed to photos on opposite page.

**LEGEND**

- 1** Parking Lot #5 and Basketball Court
- 2** Deauville Restroom
- 3** Kilgore Center  
• Parking Lots #3 & #4  
• Restrooms  
• Concession
- 4** Main Entrance
- 5** Coastal Bike Path
- 6** El Segundo Sand Dunes
- 7** Hyperion Wastewater Treatment Plant Expansion



**DOCKWEILER STATE BEACH GENERAL PLAN**

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

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AREA 4: Kilgore Center/Main Entrance

Figure 11  
Existing/Proposed  
Land Use and Facilities

**Land Use and Facilities Element**

**AREA 5: RV Campground/  
Hyperion and Grand Street Centers**

The surrounding land uses and facilities along this portion of the beach consist primarily of heavy industrial uses. Adjacent uses include the Hyperion Wastewater Treatment Plant and the DWP Scattergood Steampower Plant.

Area 5 is comprised of a wide variety of uses that include three volleyball courts, the Hyperion Parking Lot, and the 118-berth RV Campground (Plate 19).

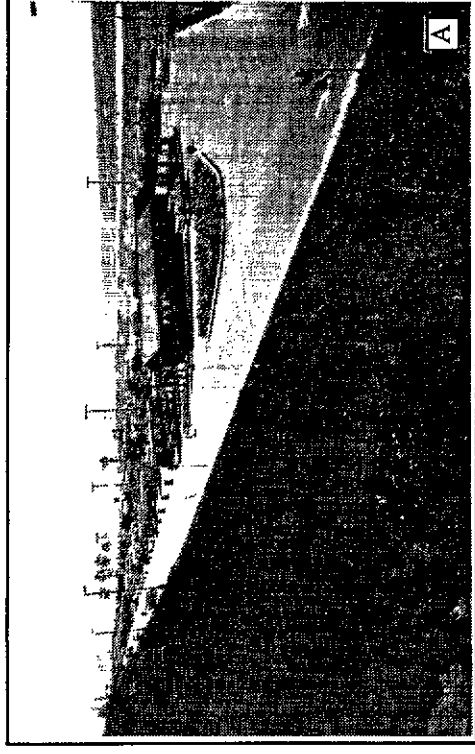


Plate 19  
Recreation Vehicle Campground

The 600-car Hyperion Parking Lot (Plate 20) has been built as part of an agreement between the Los Angeles County Department of Beaches and Harbors and the Hyperion Waste Treatment Facility. As part of this agreement, the lot will be used for construction worker parking for the duration of the Hyperion Expansion project, then revert back to the County for public beach parking if it is needed.

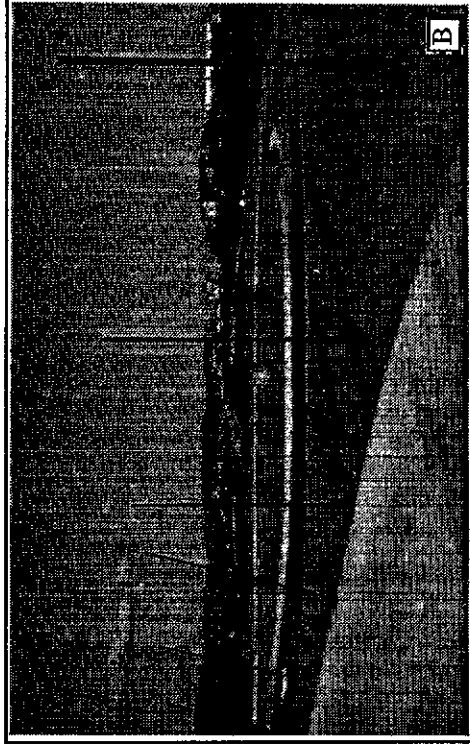


Plate 20  
Hyperion Parking Lot

Plate 21 depicts the site of the future Hyperion Center that will include a restroom, concession, and volleyball facilities. South of this site, a Hang Gliding and picnic area facility is also being planned as part of Hyperion Center.

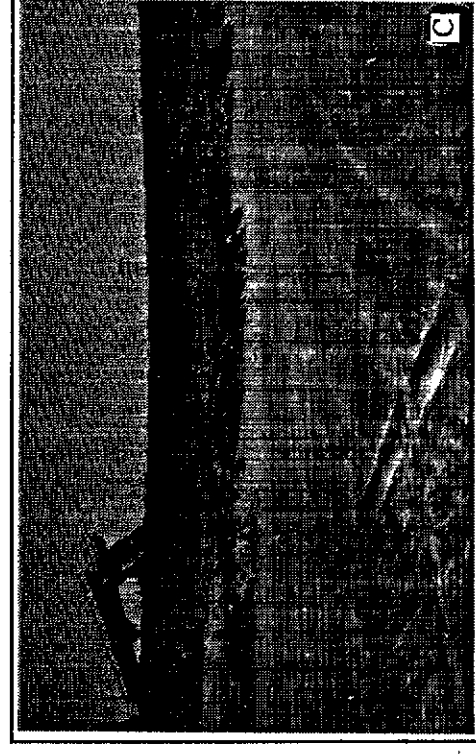
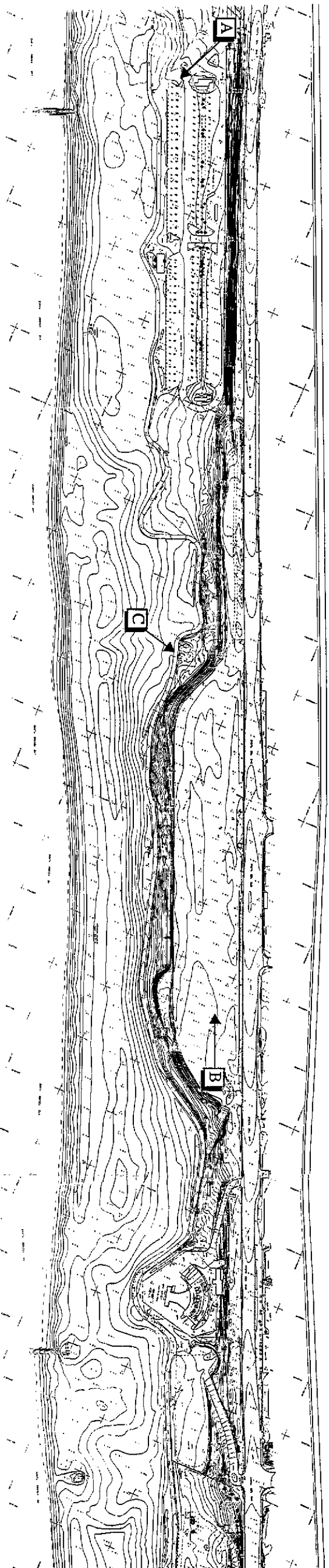


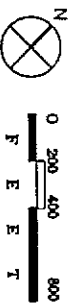
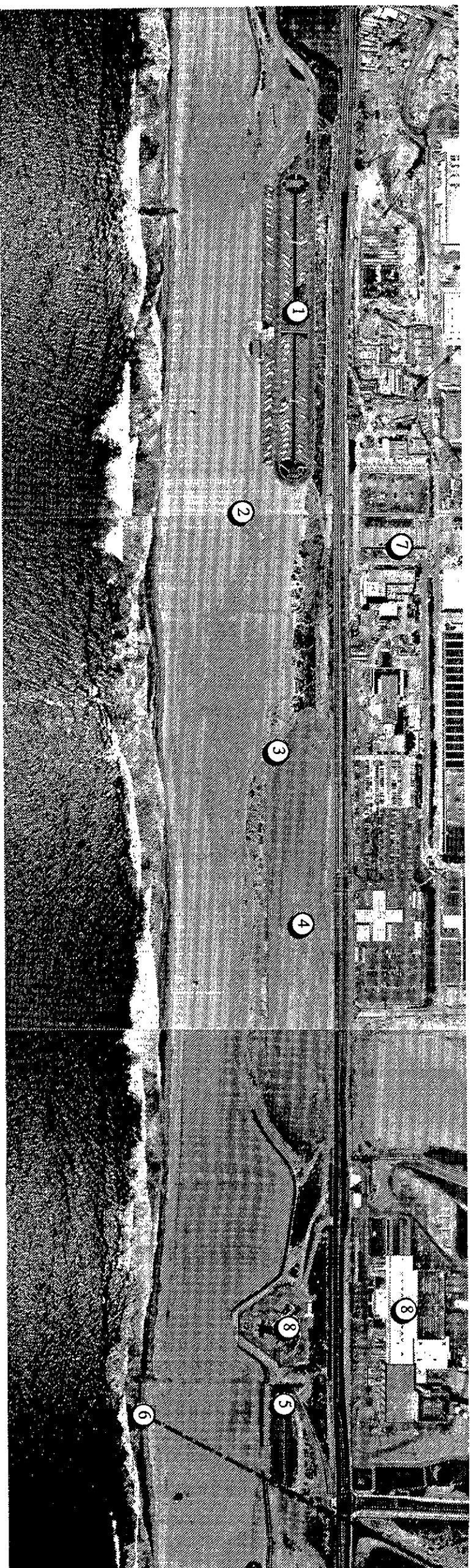
Plate 21  
Hyperion Center Site

**PHOTO KEY**  
**A B C** Keyed to photos on  
 opposite page.



**LEGEND**

- ① RV Campground
- ② Coastal Bike Path
- ③ Proposed Hyperion Center  
 • Volleyball  
 • Hang Gliding  
 • Restrooms  
 • Concession
- ④ Parking Lot #2  
 (Under construction)
- ⑤ Grand Street Center  
 • Parking Lot #1  
 • Proposed Restrooms
- ⑥ Beach/City of El  
 Segundo Boundary
- ⑦ Hyperion Pier
- ⑧ Scattergood Steam  
 Power Plant



**DOCKWEILER STATE BEACH GENERAL PLAN**

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

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AREA 5: RV Campground/  
 Hyperion and Grand Street Centers

Figure 12  
 Existing/Proposed  
 Land Use and Facilities

### *Land Use and Facilities Element*

#### 3.2 PLANNING ISSUES

It is necessary to make judgments regarding the relative suitability of a place; what it was, what it has become, and what it will be. In order to successfully determine the appropriate land uses and facilities for Dockweiler State Beach, an understanding of the unit's key planning issues must first be reached. The following section aims to provide such an understanding by presenting the data and planning basis for the proposed land use and facilities for the Dockweiler State Beach General Plan. The main topics of discussion are:

- Design and Carrying Capacity
- Growth and Development in Surrounding Areas
- Unresolved Planning Issues

#### Design and Carrying Capacity

An analysis of the unit's design and carrying capacity reveals the level of attendance and utilization at the unit, and the intensity of use of its existing facilities. An examination of these factors can help determine what facilities should be expanded and where new beach-oriented activities should be encouraged. Two important issues at Dockweiler State Beach focus on the peak periods of attendance at the unit and the carrying capacity of existing parking facilities.

**Beach Attendance:** In 1989, nearly 4,000,000 persons visited Dockweiler State Beach. Although the unit's daily attendance during this period averaged slightly less than 10,800 persons, Figure 13 demonstrates that the unit, like most Southern California beaches, receives high intensity use during the summer months between Memorial Day and Labor Day. Between these two holidays, Dockweiler's daily attendance averaged more than 22,200 persons (36,140 during the weekends), with a one-day peak attendance of 210,000 on the 4th of July.

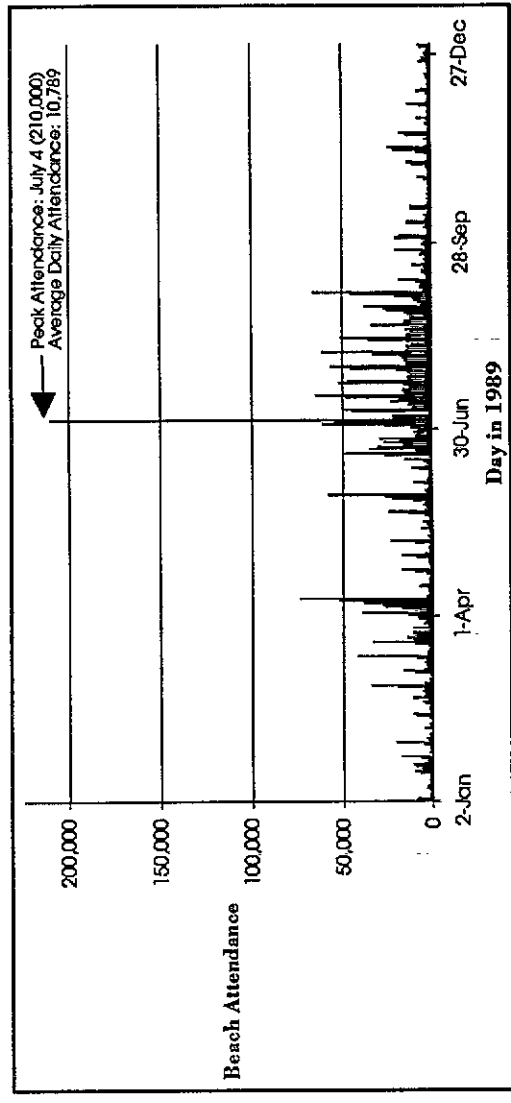


Figure 13  
Daily Beach Attendance: 1989

Parking Carrying Capacity: Dockweiler State Beach currently contains nearly 1,400 paid public parking spaces. As a result of its large size (288 acres) and wide coastal strand, the beach has the ability to accommodate large numbers of beachgoers, particularly on major holidays such as Easter Sunday, Memorial Day, the 4th of July, and Labor Day. Yet despite its capability to carry large crowds, Dockweiler State Beach maintains a relatively low parking carrying capacity when compared to other popular Santa Monica Bay beaches such as Zuma, Will Rogers, Santa Monica, and Manhattan. As illustrated in Figure 14, Dockweiler State Beach ranks with Venice Beach among units with the lowest number of paid public parking spaces per acre. In an effort to improve this substandard condition, the Land Use and Facilities Plan proposes to increase the number of paid public parking spaces from 4.8 to 9.3 spaces per acre.

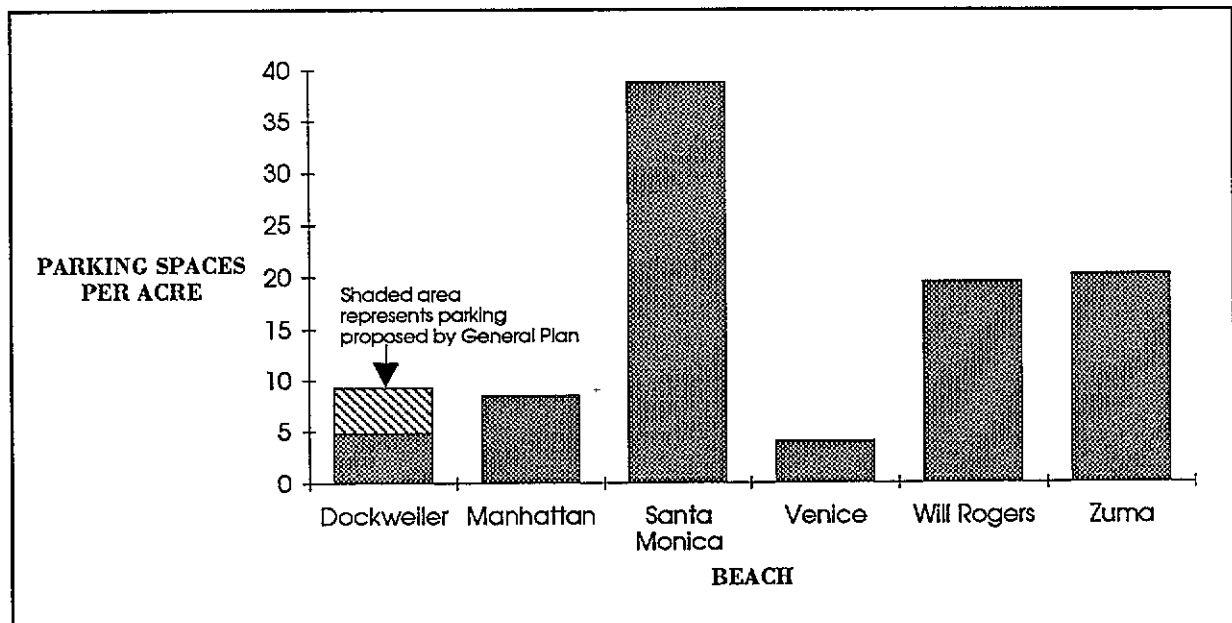


Figure 14  
Parking Carrying Capacity for Santa Monica Bay Beaches

### Growth and Development in Surrounding Areas

As indicated in the previous section, Dockweiler State Beach is a relatively underutilized beach that receives high intensity use during the summer. Although it is important to consider current conditions when planning proposed land uses and facilities, an understanding of both the growth in adjacent communities and regional developments that may affect the area also play an integral role in planning the future of Dockweiler State Beach. Two projects have been identified that could meaningfully increase attendance at the unit: the residential component of the Playa Vista project located northeast of the Beach and the Century Freeway (I-105).

*Land Use and Facilities Element*

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Playa Vista. Located less than one mile northeast of Dockweiler State Beach, the 1,007-acre Playa Vista development proposes nearly 5 million square feet of office space, 720,000 square feet of retail space, 2,400 hotel rooms, a 600-900 slip marina, and a 260-acre wetland restoration area. However, the key component of the project in relation to Dockweiler State Beach is the nearly 12,000 (15 percent affordable units) dwelling units. Because of the development's close proximity and its convenient transportation access to the unit via Culver Boulevard and Vista del Mar, it can be expected that many future residents of Playa Vista will use Dockweiler State Beach as a primary recreational resource.

Century Freeway. Expected to open in October 1994, the Century Freeway will extend from the City of Norwalk to the east and will terminate at the intersection of Sepulveda Boulevard and the Imperial Highway. Although the Imperial Highway currently provides convenient access for many inner city residents, the Century Freeway will increase and improve beach access for residents from more inland cities. As a major interstate highway, the Century Freeway may well have the same effect on Dockweiler State Beach as the Santa Monica Freeway (I-10) had on Santa Monica Beach in the 1960s.

### 3.3 PROPOSED LAND USES AND FACILITIES

With its many recreational resources and support facilities, Dockweiler State Beach has been well established and accepted by the public. In an effort to complement the unit's existing resources and facilities, the following Land Use and Facilities Plan has been prepared. The various components of these proposed land uses and facilities address issues directly related to the enhancement, preservation, and location of beach elements and functions. Programs for facility and concession operation and beach thematic interpretation are discussed in the Interpretive, Operations, and Concessions Elements. In accordance with the State Beach designation, improvements to Dockweiler State Beach should accomplish the following:

- Provide diverse recreational opportunities.
- Minimize environmental effects on the Beach's and the surrounding area's natural resources.
- Minimize high intensity new development.
- Improve access, parking, restrooms, and concessions.
- Rehabilitate and restore natural and cultural resources.
- Provide management consistent with beach operation, resource protection, public health, and beach safety.

The following recommended actions have been organized according to beach subareas established in the Existing Conditions section of this Plan. Each section includes an identification of key planning issues followed by land use/facilities findings and directives. Figure 15 and Table 4 summarizes the existing and proposed land uses and facilities for Dockweiler State Beach.

#### **AREA 1: Least Tern Bird Sanctuary/Venice Community**

##### Planning Issues

- Endangered species: California Least Tern (*Sterna albifrons browni*)
- City of Los Angeles proposal to extend Ocean Front Walk

*Finding:* The Least Tern Bird Sanctuary area has been a historic nesting site with nesting records dating back to 1898. The enlargement and fencing of the sanctuary in 1988 has helped to eliminate much predation and disturbance. Recent findings indicate that additional Least Tern nesting sites have been established in the area. The managing agency should continue to preserve the existing facility and investigate the potential for its expansion.

*Directive:* The managing agency shall assure any land use decisions related to the Least Tern Bird Sanctuary should conform with policies for preservation and continued operation of the Bird Sanctuary as outlined in the Resource Management Policy section of the Resource Element.

*Land Use and Facilities Element*

In addition, the managing agency should attempt to expand this facility or seek other areas where nesting could occur.

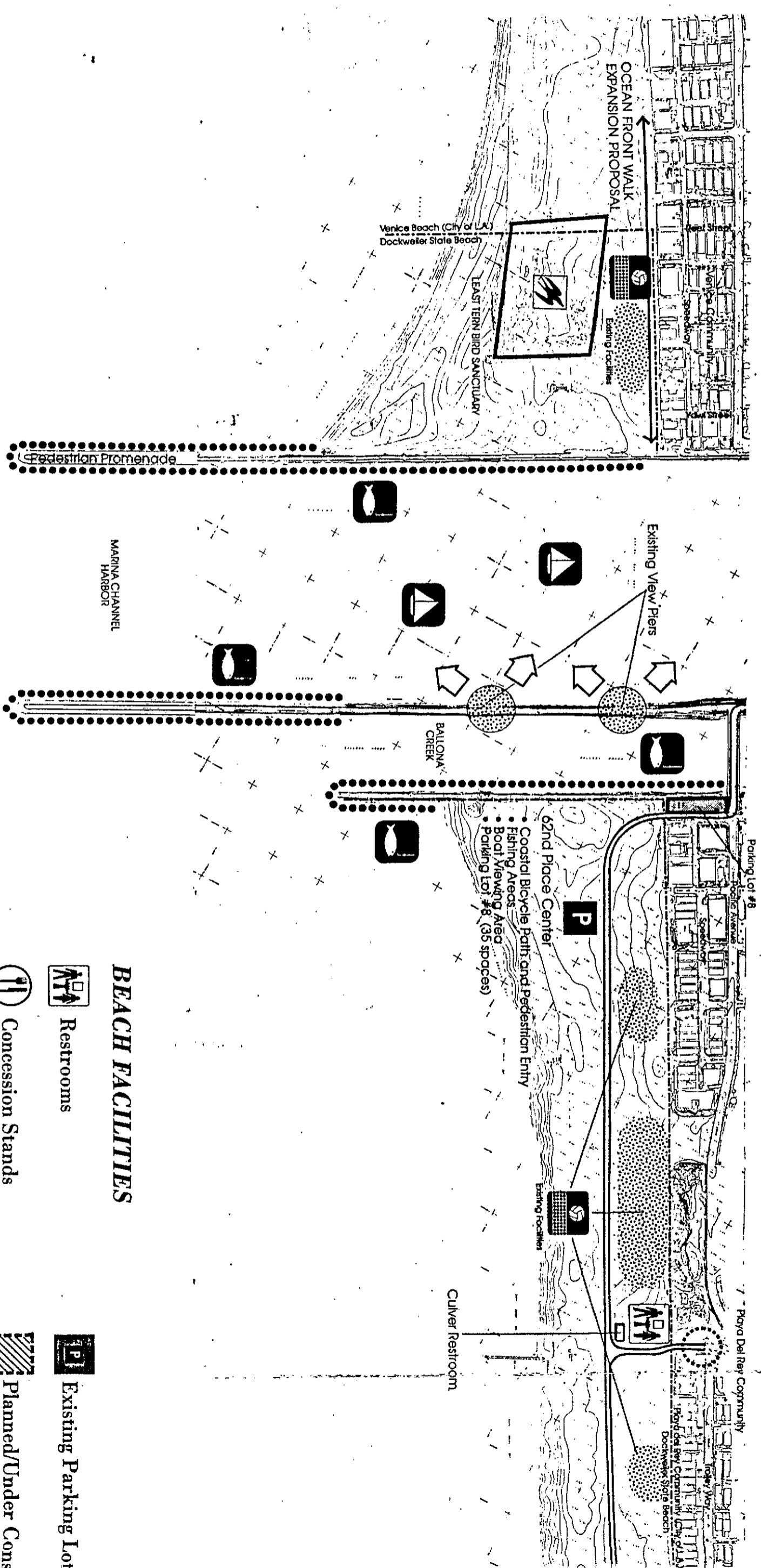
*Finding:* The City of Los Angeles proposes to expand Ocean Front Walk from the Venice Beach area. The managing agency shall assure that any expansion plans conform with the unit's classification as part of the State Park System.

*Directive:* The managing agency shall work with the City of Los Angeles to assure that any expansion plans of Ocean Front Walk do not adversely affect or change the character of Dockweiler State Beach.









**TABLE 4  
Existing and Proposed Land Uses and Facilities**

FACILITY	EXISTING	PROPOSED ACTIONS
Concessions	<ul style="list-style-type: none"> <li>1- at Kilgore Center</li> </ul>	<ul style="list-style-type: none"> <li>3- at Hyperion Center, Lifeguard Headquarters, Gillis Center</li> </ul>
Restrooms	<ul style="list-style-type: none"> <li>7- at R.V. Campground (3), Kilgore Center, Gillis Center Culver Drive, Deauville St.</li> </ul>	<ul style="list-style-type: none"> <li>2- at Grand Street Center, Hyperion Center</li> </ul>
Parking Lots Parking Spaces	<ul style="list-style-type: none"> <li>5- at Grand Street, Kilgore Center (2), near Lifeguard Headquarters, at 62nd Place Center</li> <li>1,384</li> </ul>	<ul style="list-style-type: none"> <li>3- Hyperion Parking Lot (under construction), at Gillis Center (2)</li> <li>1,286</li> </ul>
Recreation Facilities	<ul style="list-style-type: none"> <li>South Bay Coastal Bike Path</li> <li>Volleyball- Near Venice Community, Adjacent to Playa del Rey Community, In Front of R.V. Campground</li> <li>Basketball- To Be Removed</li> </ul>	<ul style="list-style-type: none"> <li>Re-route of Bike Path</li> <li>Volleyball Center</li> <li>Hang-Gliding Facility</li> </ul>
R.V. Campground	<ul style="list-style-type: none"> <li>118 berths</li> <li>83 with full hookups</li> <li>35 without hookups</li> </ul>	<ul style="list-style-type: none"> <li>30-35 new berths</li> <li>10-15 visitor parking spaces</li> <li>Children's play area</li> </ul>
Public Facilities	<ul style="list-style-type: none"> <li>Lifeguard Headquarters</li> <li>Beach Maintenance Yard</li> <li>Main Entrance</li> </ul>	<ul style="list-style-type: none"> <li>Adaptive Reuse of Old Lifeguard Headquarters</li> <li>Rehabilitation of Main Entrance</li> </ul>



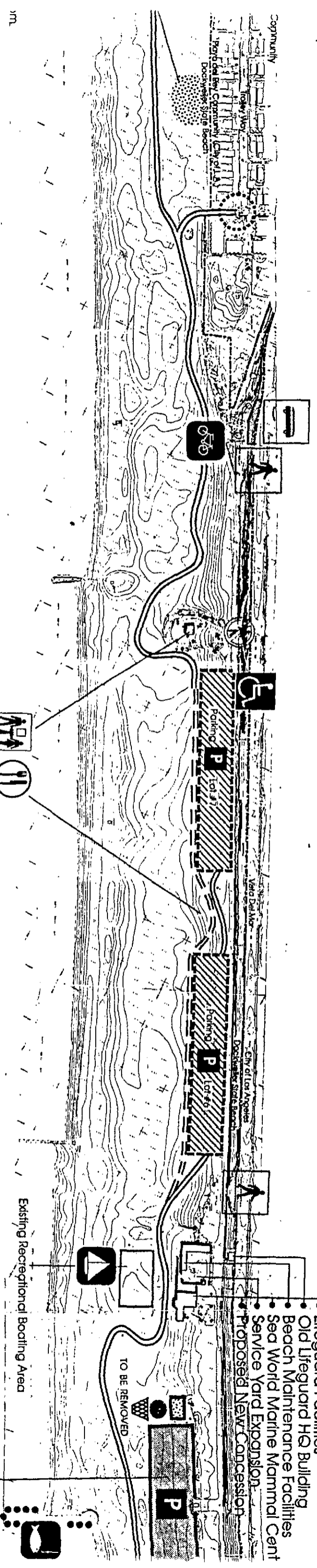


**BEACH FACILITIES**

-  Restrooms
-  Concession Stands
-  Pedestrian Accessways
-  Vehicle Passenger Loading/Unloading Area
-  Existing Parking Lot
-  Planned/Under Cons
-  Handicapped Parkin
-  Limited, Emergency

**LIFEGUARD HEADQUARTERS**

- Lifeguard Facilities
- Old Lifeguard HQ Building
- Beach Maintenance Facilities
- Sed World Marine Mammal Cent
- Service Yard Expansion
- Proposed New Concession



- Existing Restrooms
- Planned Concession
- Planned Picnic Area
- Parking Lot #6 (344 spaces)
- Parking Lot #7 (344 spaces)

**RECREATIONAL AND  
NATURAL RESOURCES**

Existing Parking Lots

Planned/Under Construction Parking Lots

Handicapped Parking

Limited, Emergency Access Gates



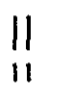
Existing Recreational Use



Planned Recreational Use



Existing Bicycle Path



New Bicycle Path



Volleyball



Basketball



Recreation Vehicle Campground



Fire Rings Area



Fishing Area



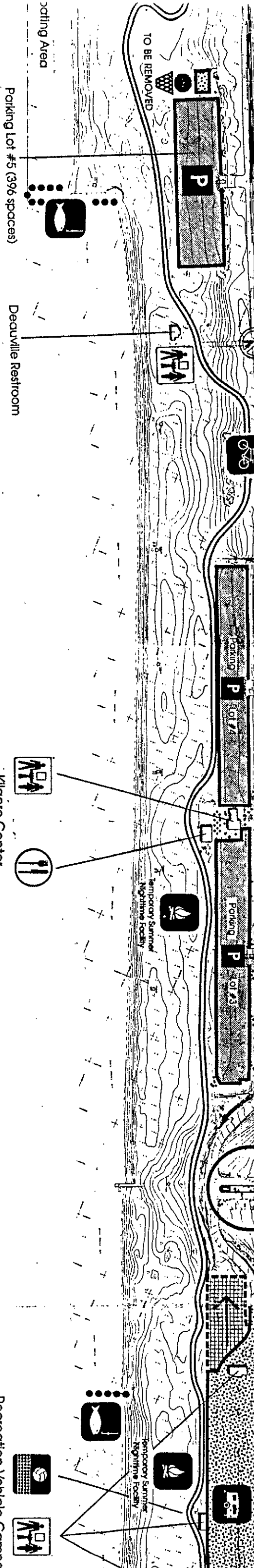
Boat Viewing



Bird Sanctuary

# GUARD HEADQUARTERS

- Guard Facilities
- Lieguard HQ Building
- Beach Maintenance Facilities
- World Marine Mammal Center
- Service Yard Expansion
- Proposed New Concession



# MAIN ENTRANCE

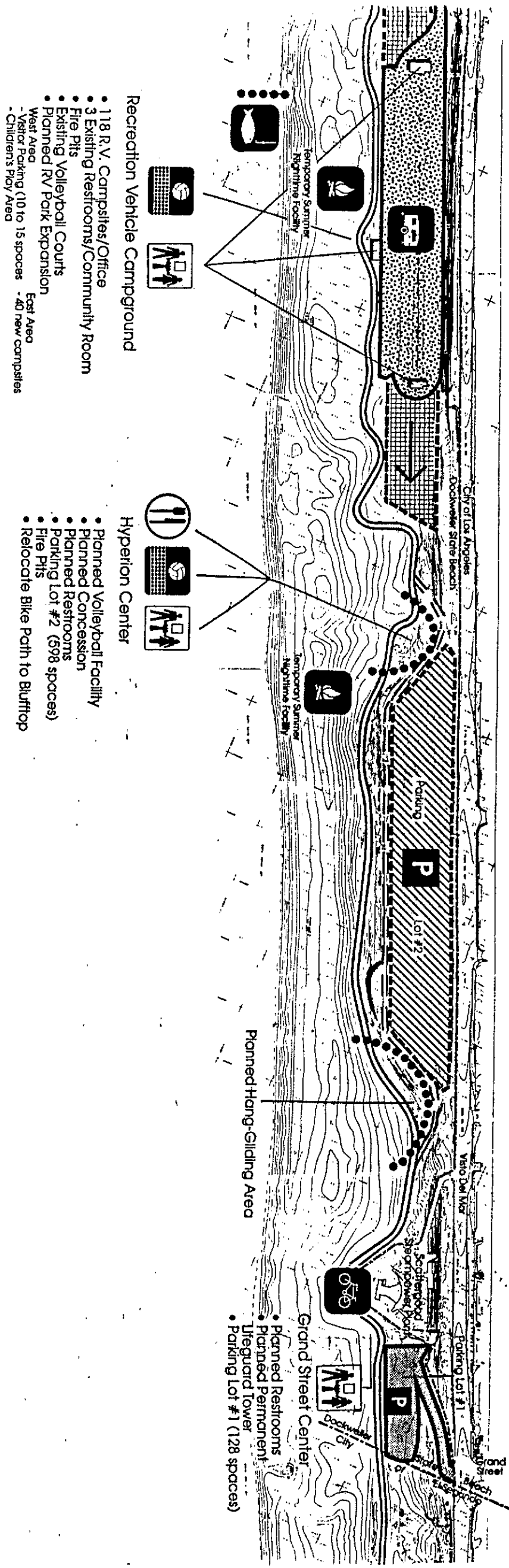
- Rehabilitate Main Entry Booth
- Improve Existing Landscaping/Signage

- Existing Restrooms
- Existing Concession
- Parking Lot #3 (399 spaces)
- Parking Lot #4 (426 spaces)
- Fire Pits

- 118 R.V. Campsites/Office
- 3 Existing Restrooms/Commur
- Fire Pits
- Existing Volleyball Courts
- Planned RV Park Expansion
- West Aired
- Visitor Parking (10 to 15 spaces)
- Children's Play Area

**ENTRANCE**

Relocate Main Entry Booth  
 Existing Landscaping/Signage



- Recreation Vehicle Campground**
- 118 R.V. Campsites/Office
  - 3 Existing Restrooms/Community Room
  - Fire Pits
  - Existing Volleyball Courts
  - Planned RV Park Expansion
  - West Area
    - Visitor Parking (10 to 15 spaces)
    - 40 new campsites
    - Children's Play Area
  - East Area

- Hyperion Center**
- Planned Volleyball Facility
  - Planned Concession
  - Planned Restrooms
  - Parking Lot #2 (598 spaces)
  - Fire Pits
  - Relocate Bike Path to Blufftop

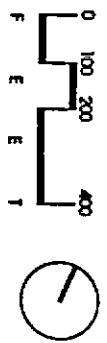
- Grand Street Center
- Planned Restrooms
- Planned Permanent Lifeguard Tower
- Parking Lot #1 (128 spaces)

# DOCKWEILLER STATE BEACH

## G E N E R A L P L A N

STATE OF CALIFORNIA DEPARTMENT OF PARKS AND RECREATION  
 COUNTY OF LOS ANGELES DEPARTMENT OF BEACHES AND HARBORS

GRUEN ASSOCIATES



## Land Use and Facilities Element

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### **AREA 2: 62nd Place Center/Playa del Rey Community**

#### Planning Issues

- Potential sensitivity of adjacent residential community to high intensity uses.
- Improvement of parking and public access.

*Finding:* In an effort to retain the low to moderate use level for this area, uses should be limited to those designated in the allowable use intensity table in the Resource Element.

*Directive:* The managing agency should preserve the area's passive and beach-oriented recreational opportunities such as sunbathing, informal picnicking, and nature observation. To ensure that this portion of the beach retains its existing use level, new development such as concessions and parking facilities should be directed to more underutilized areas of the unit.

*Finding:* The 35 parking spaces of Parking Lot #8, located adjacent to Ballona Creek near the intersection of 62nd Street and Pacific Avenue, represent the area's only paid public parking facility. The managing agency should improve this condition by developing new parking spaces.

*Directive:* In order to provide additional parking spaces for this portion of the beach, the managing agency can pursue two policies:

1. The managing agency should attempt to jointly develop a parking facility on a City of Los Angeles-owned parcel adjacent to Dockweiler State Beach in the Playa del Rey community. The lot could be operated during the day as beach visitor parking and at night could serve as resident or guest parking for residents of Playa del Rey.
2. The managing agency should develop a new parking facility in Area 3 near the Gillis Restroom. The development of the facility in Area 3 would be sensitive to the low and moderate intensity level of Area 2, yet would improve access to the northern portion of the Beach.

*Finding:* Area 2 contains two pedestrian- and bicycle-oriented beach entrances: at the Pacific Avenue Bridge and at Culver Drive. These entryways should be improved with beach signage and identification.

*Directive:* These two areas, as well as other beach entryways such as the pedestrian path at Vista del Mar and Waterview Street (Area 3) and the Main Entrance (Area 4), should be improved with a coordinated sign program that would identify entrance into the beach and the location of nearby facilities.

**AREA 3: Gillis Center/Lifeguard Headquarters**

Planning Issues

- Airplane noise.
- Enhancement of beach facilities.
- Visual quality of Lifeguard Headquarters area.
- Potential rehabilitation of Old Lifeguard Headquarters.
- Improvement of public access.

*Finding:* The Aesthetic Resource section of the Resource Element indicated that noise levels from jet airplanes arriving and departing from Los Angeles International Airport (LAX) reached their highest levels at Dockweiler State Beach in Area 3 (75 dB CNEL). Although the unit has attracted many beachgoers because of its reputation as the "beach where planes take off," new land uses and facilities should be located in other areas of the beach where airplane noise would be less bothersome.

*Directive:* The continued moderate intensity use (sunbathing, swimming, informal picnicking) of this portion of the Beach should be permitted since some beach visitors enjoy watching the airplane departures. The managing agency should encourage the development of new recreational land uses in other areas to avoid conflicts with airline-generated noise.

Although Area 3 should not be targeted for the implementation of new recreation resources, the area would serve as an ideal location for the development of parking facilities that could improve access to other parts of the beach such as Area 2, and provide substitute public parking spaces that would replace those being used during Hyperion's expansion construction. The managing agency should develop a parking facility in this area and monitor its use over the term of the Hyperion project. If the spaces prove to be needed, the facility should be retained.

*Finding:* The Dockweiler Lifeguard Headquarters and Beach Maintenance Yard, located near the geographic center of the unit, provide valuable public safety and beach maintenance services that add to the total enjoyment of beachgoers. The organization of maintenance facilities and the visual quality of the structures, however, appear unattractive and somewhat neglected, and require improvement.

*Directive:* Beach maintenance equipment, such as trash receptacles and catamarans, should be screened from view. To improve the visual quality of the Dockweiler Lifeguard Headquarters building, the front and side facades of the building should be treated with landscape accents such as those recommended in the Plant Palette in the Resource Element.

*Finding:* As indicated in the resource management policy section of the Resource Element, the Old Lifeguard Headquarters represents one of the few cultural resources at Dockweiler State Beach. As such, efforts should be made to adaptively reuse and rehabilitate the structure.

*Directive:* Land use and building function decisions regarding the Old Lifeguard Headquarters should conform with the policies outlined in the Cultural Resource section of the Resource Element.

## Land Use and Facilities Element

**Finding:** Dockweiler State Beach represents one of the major recreational and scenic resources available to residents of Playa del Rey. Improvements for public access to this section of the beach are needed, particularly for residences atop the Westchester Bluffs.

**Directive:** As illustrated in Plate 22, the existing entryway to the beach in Area 3 is relatively dilapidated and in need of improvement. In an effort to improve both the Waterview Street pedestrian entrance and the safety of the bus passenger dropoff zone, the managing agency should pursue the following policies:

1. The managing agency should work with the City of Los Angeles to eliminate parking on Vista del Mar to improve southbound traffic conditions and public safety.
2. The managing agency should develop an enhanced bus dropoff area and pedestrian accessway based upon design concepts recommended below.



Plate 22  
Waterview Street Pedestrian Accessway

### Design Concept

The pedestrian accessway at the intersection of Waterview Street and Vista del Mar provides spectacular vistas of the Santa Monica Mountains to the north and the Palos Verdes Peninsula and Santa Catalina Island to the south. Although the location is currently dilapidated, denuded, and ambiguous as an entrance, it has the potential to be a prominent pedestrian accessway, vista point, and bus dropoff area. The design concept illustrated in Figure 16 recommends the following features for development:

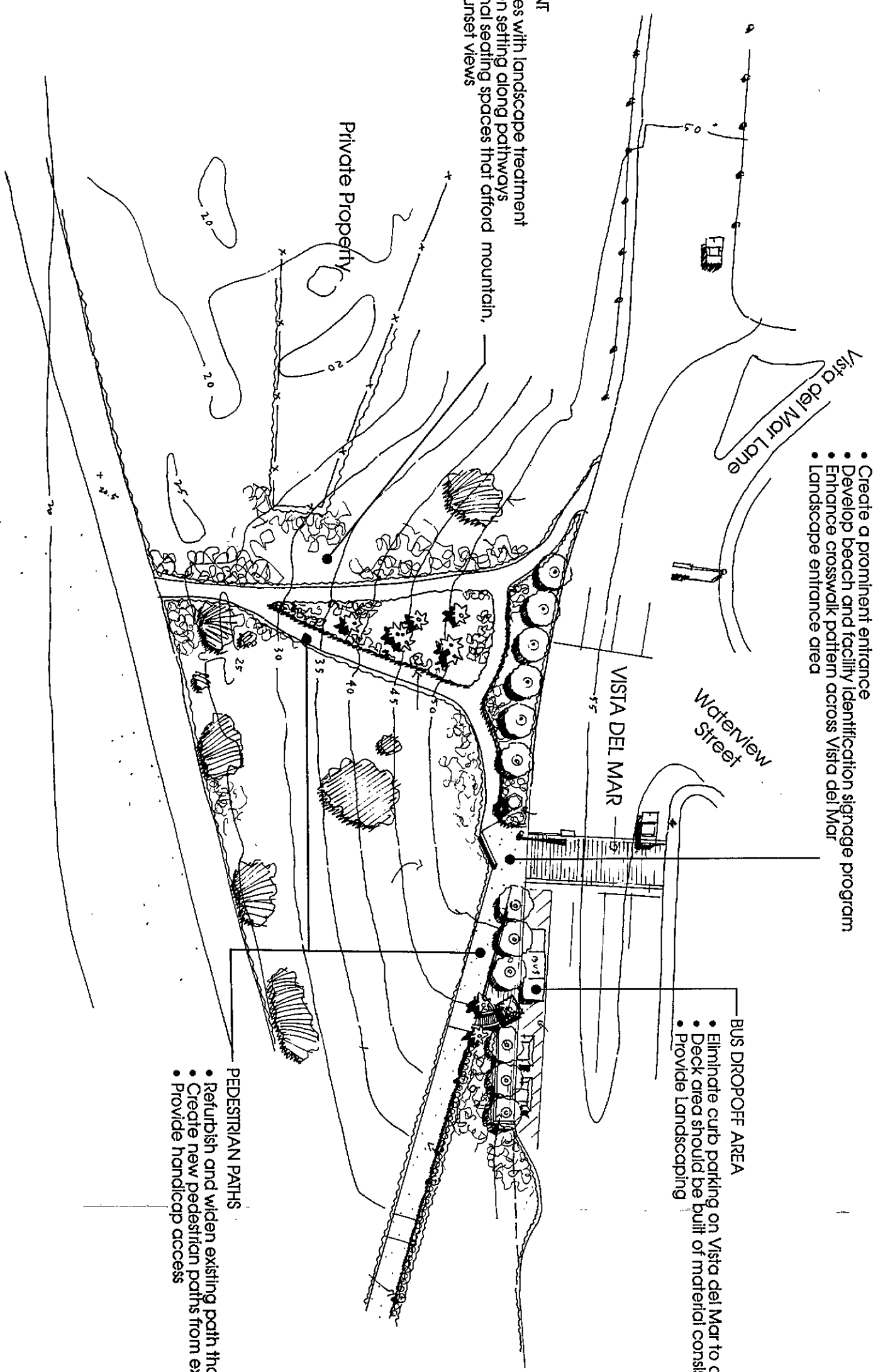
- **Bus Dropoff Area:** In order to preserve the site's natural quality, the bus dropoff area should be enlarged on a deck structure (figure 16) over the bluffs to retain the natural grade of the slopes. Access from a wooden deck should link to the existing pedestrian path leading to the beach.
- **Pedestrian Accessway:** The existing pedestrian entrance should be improved with handicap landings to provide handicap access to the beach. New paths should be created by consolidating existing informal trails on the bluffs that have been worn by pedestrians over time. As part of the access improvements, the Vista del Mar crosswalk should be widened and enhanced with a paving pattern.
- **Signage:** A coordinated sign program identifying the beach and nearby facilities should be implemented at this accessway and all other beach entrances.
- **Landscape Treatment:** The bluffs, bus dropoff area, and the area surrounding the pedestrian paths should be improved with trees, shrubs, and groundcover.

- PEDESTRIAN ENTRANCE AREA**
- Create a prominent entrance
  - Develop beach and facility Identification signage program
  - Enhance crosswalk pattern across Vista del Mar
  - Landscape entrance area

- BUS DROPOFF AREA**
- Eliminate curb parking on Vista del Mar to create dropoff zone
  - Deck area should be built of material consistent with unit's classification
  - Provide landscaping

- BLUFF TREATMENT**
- Refurbish slopes with landscape treatment
  - Create garden setting along pathways
  - Provide informal seating spaces that afford mountain, ocean, and sunset views

- PEDESTRIAN PATHS**
- Refurbish and widen existing path that leads to Gillis Restroom Area
  - Create new pedestrian paths from existing trails on bluffs
  - Provide handicap access



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**DOCKWEILLER STATE BEACH GENERAL PLAN**

State of California Department of Parks and Recreation  
County of Los Angeles Department of Beaches and Harbors  
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Figure 16  
Design Concept:  
North Dropoff Area



Land Use and Facilities Element

**AREA 4: Kilgore Center/Main Entrance**

Planning Issues

- Airplane noise.
- Enhancement of Main Entrance.

**Finding:** Like Area 3, the Kilgore Center/Main Entrance area is located below the flight path of one of the LAX runways. New recreational-oriented land uses would be inappropriate in this area and should be encouraged at other locations on the Beach where airplane noise is less obtrusive.

**Directive:** The managing agency should limit improvements in this area to the refurbishment of existing facilities such as the Kilgore Center Concession and Restroom facilities, and the Main Entrance.

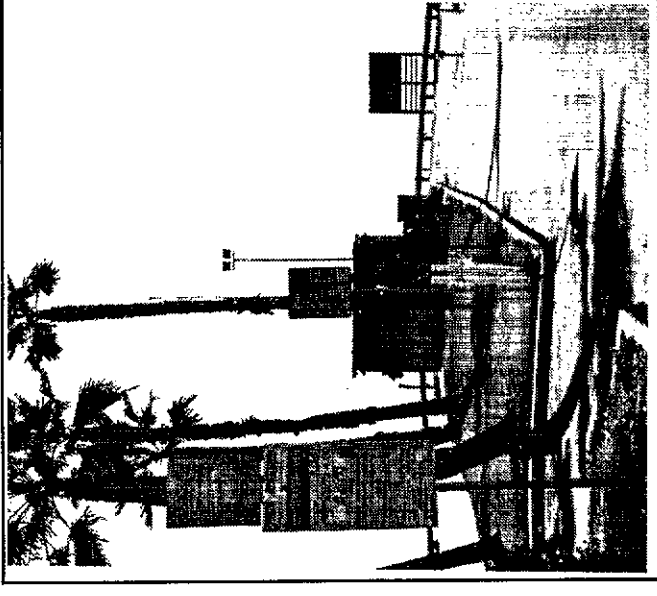


Plate 23  
Main Entrance

**Finding:** As illustrated in Plate 23, the entry to Dockweiler State Beach appears non-descript. The Main Entrance to the unit should create a common theme that can be applied not only to the unit's other beach entrances, but also unite it with other State Beaches on Santa Monica Bay operated by the Los Angeles County Department of Beaches and Harbors.

**Directive:** The managing agency should enhance and refurbish Dockweiler State Beach's Main Entrance. Plans should seek to create an entrance that would address potential traffic issues, the underutilization of the entrance's adjoining open spaces, and the aesthetic quality of the entrance. In an effort to meet these goals, the Design Concepts illustrated in Figure 17 and outlined in the section below should be implemented.

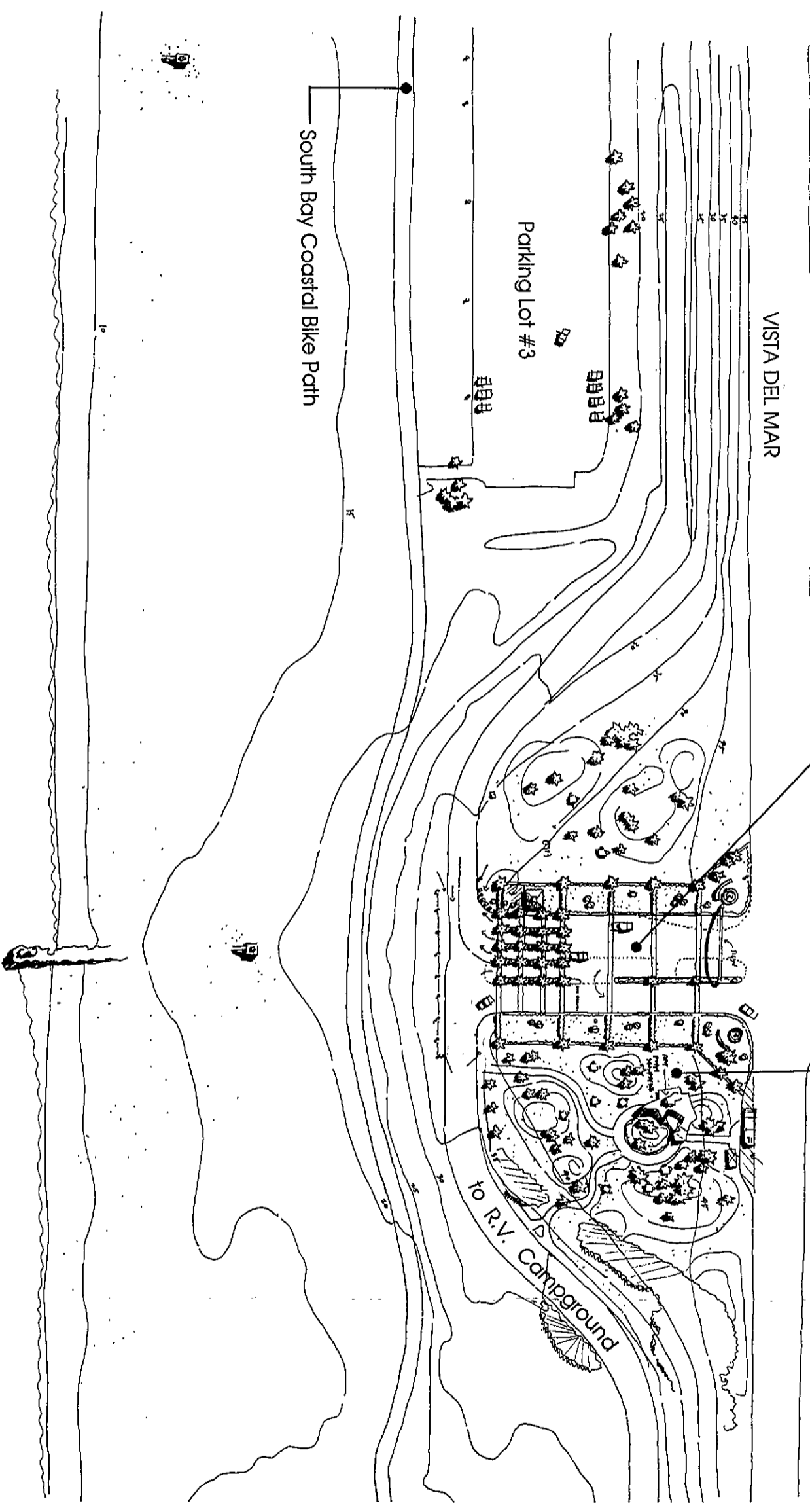
Design Concepts

The Main Entrance of Dockweiler State Beach is relatively simple and has been designed to accommodate small crowds and large recreation vehicles entering the R.V. Campground. In many ways, the Main Entrance has never been defined to it's fullest potential, and it is the intention of this section to set forth design concepts to develop an entry that would create a common and identifiable theme to unite not only the unit's entryways, but also link Dockweiler State Beach with other beach properties operated by the Los Angeles County Department of Beaches and Harbors. The following recommendations address the issues of vehicle entry, the potential for park and picnic areas, and aesthetic motif.

- MAIN ENTRANCE**
- Increase the number of pay lanes
  - Provide automobile stacking space
  - Create beach, facility, and safety identification signage program
  - Develop landscape pattern, preferably using Mexican Fan Palms

**IMPERIAL HIGHWAY**

- PARK AND PICNIC AREA**
- Relocate bus dropoff area
  - Develop a park that provides common open space, concrete pathways, informal picnic areas, and public art pieces
  - Include a Visitor Center Kiosk and Interpretive Panel



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**DOCKWEILLER STATE BEACH GENERAL PLAN**

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

Figure 17  
Design Concept:  
Main Entrance

### Land Use and Facilities Element

With the proposed addition of parking and recreational facilities, and the elimination of curbside parking along Vista Del Mar for safety purposes, it becomes imperative to adequately meet a large influx of traffic entering the Beach, particularly during the mid-summer months. In an effort to address these issues, the following recommendations are made for the Dockweiler Entry Station:

- Transform the single pay lane to four pay lanes, but do so within the existing curb lines. This could be accomplished by eliminating the existing median, and restriping the roadway.
- Separate automobile, R.V., and emergency and county vehicle traffic. Automobile stacking space will be able to accommodate over 70 vehicles at peak capacity.
- Small pay island structures should be constructed to shade personnel. A Spanish Mediterranean style should be utilized to complement existing beach facilities.
- Palm trees and special pavement treatments should be incorporated to set the character of the Beach and reinforce its openness as beach visitors enter. In addition, new signage and accent lighting (high-sodium lights) should also be incorporated into the design. Signage should be minimized. Orientation, interpretation, and regulatory information should be made available in written form in several languages rather than placed on signs. Political advertising and other inappropriate uses of signs will not be allowed.

A second design feature of the Main Entrance should focus on the potential development of a blufftop park and picnic area to improve the visual quality and use of the entry. Recommended design concepts include:

- A relocated dropoff area with a new pullout for buses and automobiles.
- A blufftop park that could include:
  - Palms and native plants
  - Concrete pathways
  - Picnic tables and drinking fountains
  - Visitor Center Kiosk/Interpretive Panel (Refer to Interpretive Element).

**AREA 5: RV Campground/Hyperion and Grand Street Centers**

Planning Issues

- Underutilization of this portion of the Beach.
- Potential expansion of RV Campground.
- Potential for higher intensity uses that would be inappropriate for other areas of the Beach.

*Finding:* With the exception of the Recreation Vehicle Campground, this portion of the unit is highly underutilized. Since many of the other areas of Dockweiler can only sustain low to moderate use intensity, Area 5 should provide opportunities for higher intensity recreational uses.

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

*Finding:* Since opening in 1984, the R.V. Campground has proven to be very popular with the public and because of the high demand for these facilities, has been a successful revenue-generating facility for the County of Los Angeles Department of Beaches and Harbors. If the demand for the Campground continues, the facility should be expanded.

*Directive:* The managing agency has previously explored the possibility of expanding the R.V. Campground. If the facility retains its popularity, the agency should conduct a study that would expand the campground on land south of the existing complex. Among other improvements that should be studied are a visitor parking lot and children's play area.

*Finding:* The bluff area of the Hyperion Parking Lot provides an opportunity for the development of two new recreation facilities:

1. On the northern rim, a volleyball area could be created.
2. On the southern bluffs, a hang-gliding facility commemorating the site where the sport originated could be constructed.

*Directive:* The managing agency should plan for the development of both facilities by conducting a site design study for each location. These studies should seek to implement the Design Concepts illustrated in Figures 18 and 19 and outlined in the sections below.

Design Concepts: Volleyball Area

As a response to the continued popularity of organized volleyball tournaments during the mid and late summer months, a competition volleyball amphitheater that would showcase the sport has been planned for Dockweiler State Beach. A Volleyball Area is envisioned (Plate 24), and should be oriented toward the northwest to allow for maximum ocean, mountain, and sunset views.

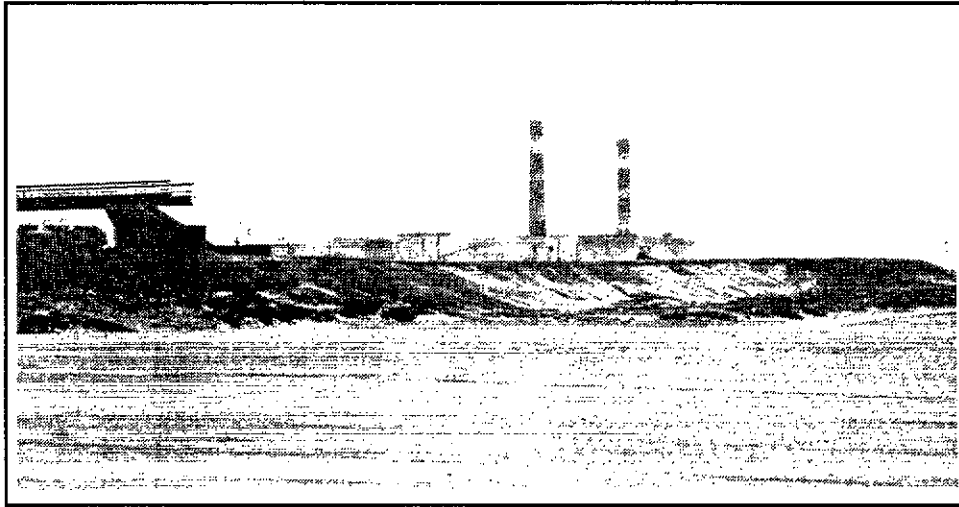


Plate 24  
Volleyball Area Site (foreground)

In order to create a "Volleyball Area," the following recommendations are made:

- The existing bike path must be relocated closer to the beach bluffs in order to position the volleyball area against the Hyperion parking lot and retain the visual quality of the beach. The relocation will allow enough area for the R.V. Campground to be expanded by approximately 50 berths.
- Bicycle racks should be provided.
- A Interpretive or Food Concession and Restroom Facility should also be provided.
- The design should provide for pedestrian staircases and handicap accessways that will connect visitors from the Beach and the Hyperion parking lot.
- Landscape treatment should include the following:
  - Embankments should be replanted with drought tolerant native groundcovers and shrubs.
  - Mexican Fan Palms, which currently exist on the beach, should be used to accent the importance of the area as well as help the facility blend in with the rest of the beach environment.

#### Design Concepts: Hang-Gliding Practice Area

The history of Hang-gliding is well documented at Dockweiler State Beach. Within steps of the planned Practice Area, the sport emerged during the mid-1960s as enthusiasts glided from the bluffs of Dockweiler using Bamboo Butterfly Gliders. In an effort to commemorate as well as teach the sport to other enthusiasts, a portion of land adjacent and southwest of the existing Hyperion parking lot has been designated for Hang-gliding.

*Land Use and Facilities Element*

In order to maximize the facility, the following design concepts have been formulated:

- According to both expert flyers and experienced teachers of the sport, launch areas should have a west and northwest orientation to maximize wind direction and velocity during take-off, and to sustain flight time. The facility should also provide an area for kite set up, bay time, and the down space for approximately 60 kites (Figure 19).
- To accommodate this design consideration, a portion of the existing bike path should be realigned and the embankment created by the Hypertion Parking Lot should be converted accordingly.
- Pathways should be concentrated in non take-off locations for safety, and slopes should be protected with soil stabilizers, and drought tolerant ground covers.
- All designs should consider implementing the following amenities:
  - Bicycle pull out/rest area
  - Informal Picnic areas, Barbecues, and Drinking fountains
  - Landscaping: Palms with native shrubs and groundcover
  - An area to store Hang-glider equipment

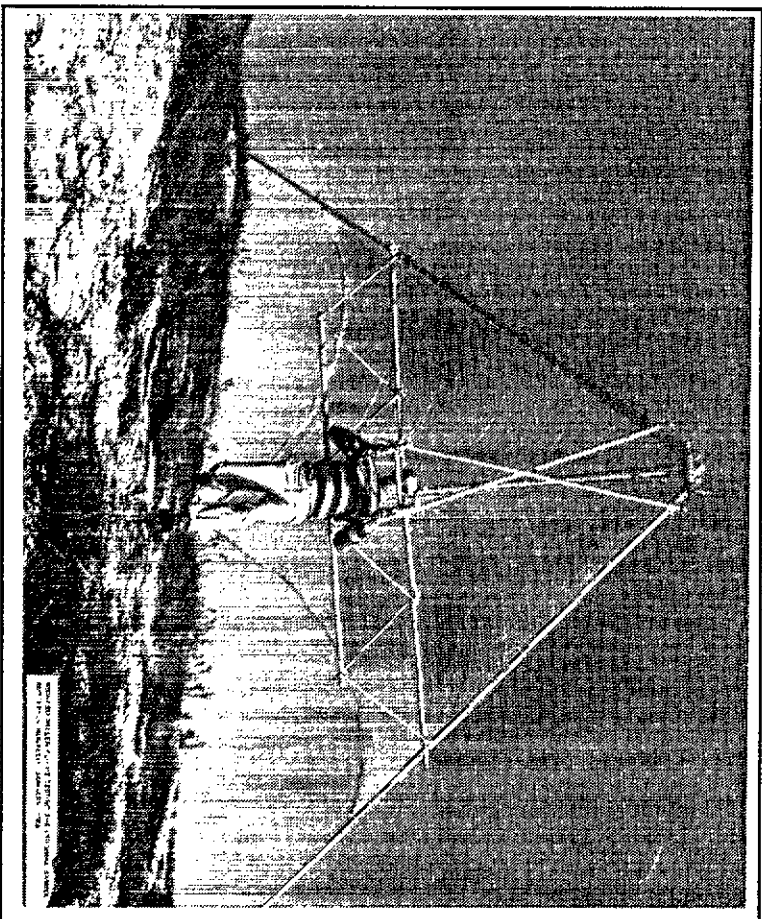
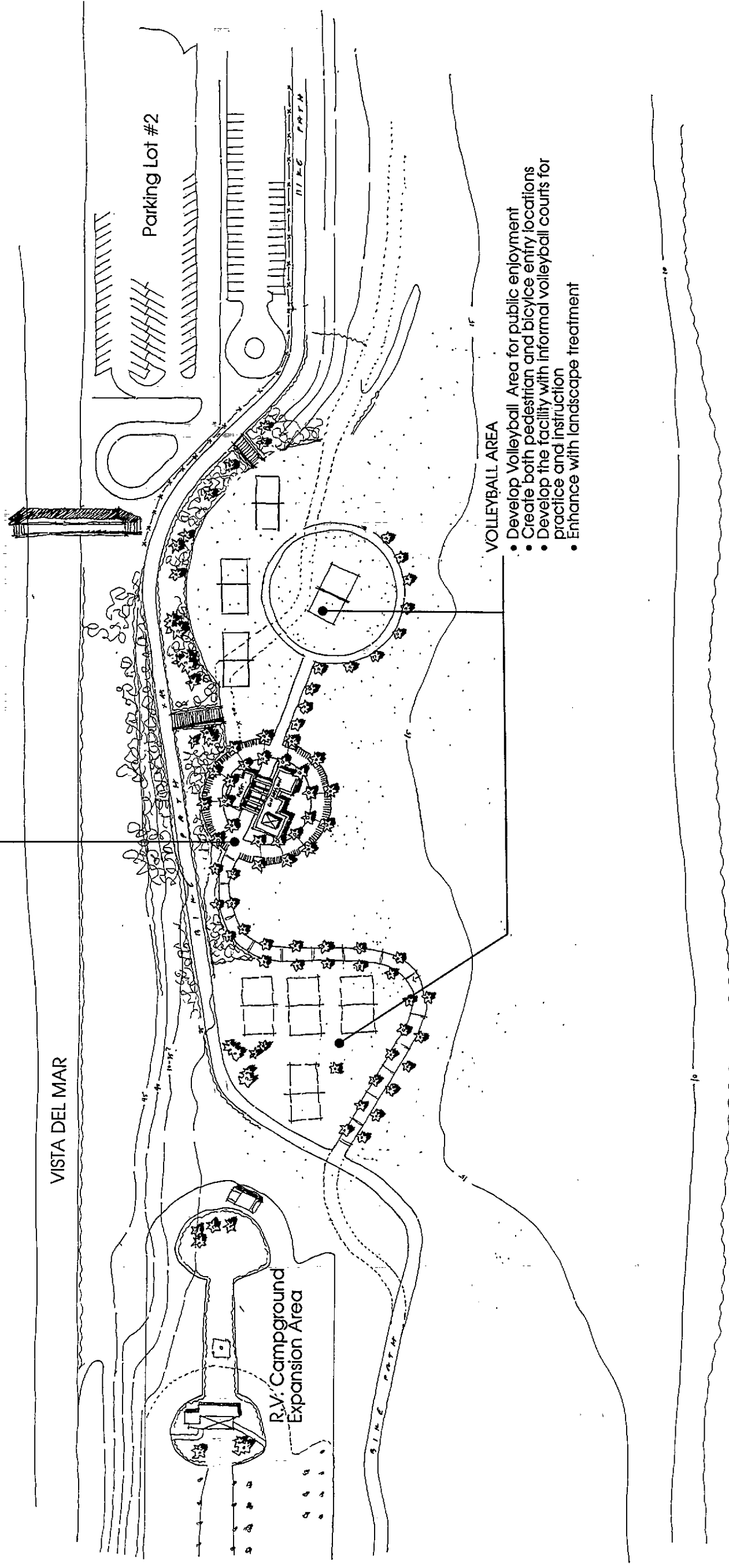


Plate 25

Hang-Gliding on the bluffs of Dockweiler: January 1966  
PHOTO CREDIT: George Uveges

- FACILITIES
- Develop concession and restroom facilities
  - Reroute bicycle path
  - Provide 100 to 150 bicycle racks
  - Enhance with landscape treatment



- VOLLEYBALL AREA
- Develop Volleyball Area for public enjoyment
  - Create both pedestrian and bicycle entry locations
  - Develop the facility with informal volleyball courts for practice and instruction
  - Enhance with landscape treatment

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DOCKWEILER STATE BEACH GENERAL PLAN

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Figure 18  
Design Concept:  
Volleyball Center

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DOCKWEILER STATE BEACH GENERAL PLAN

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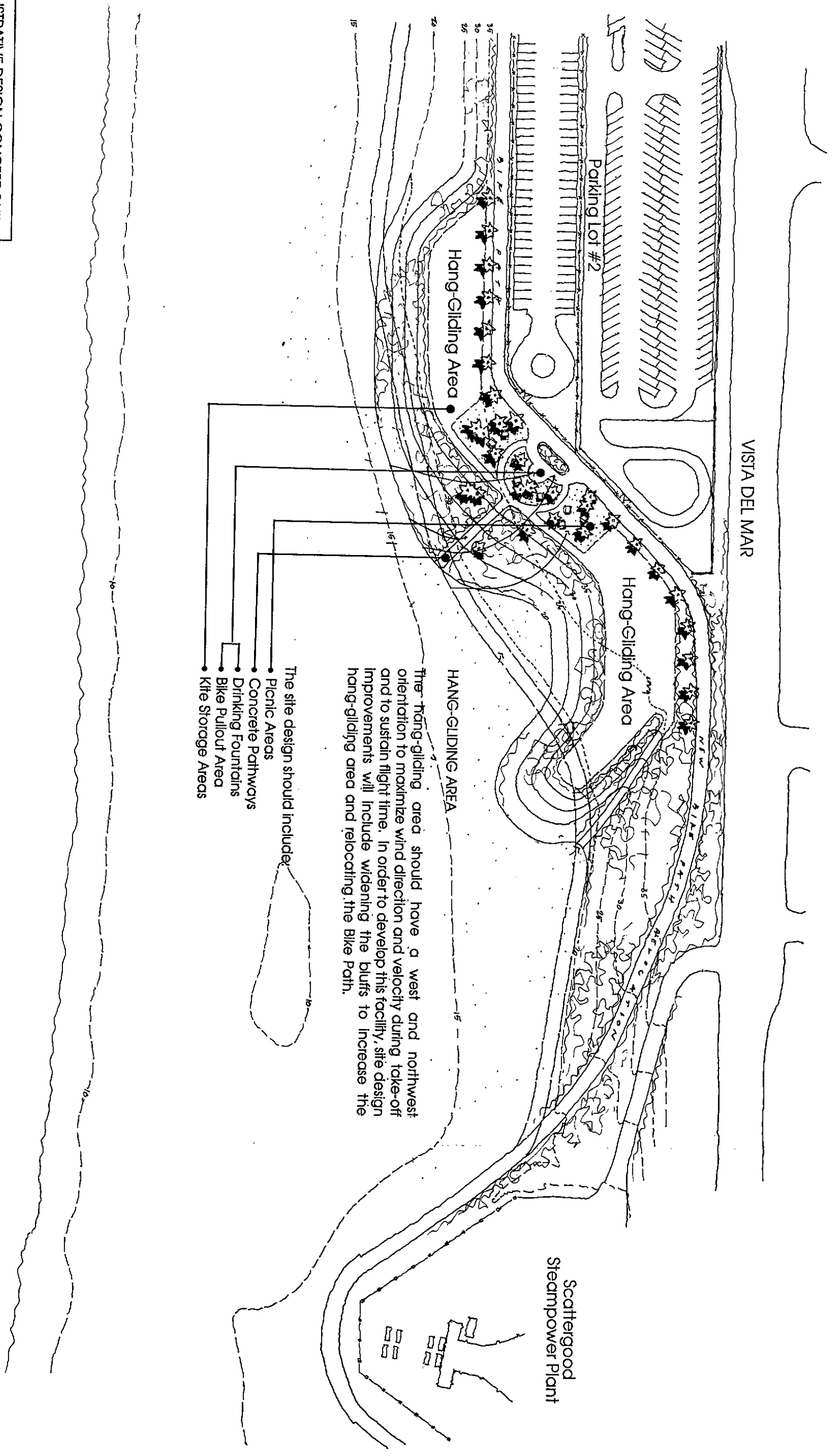
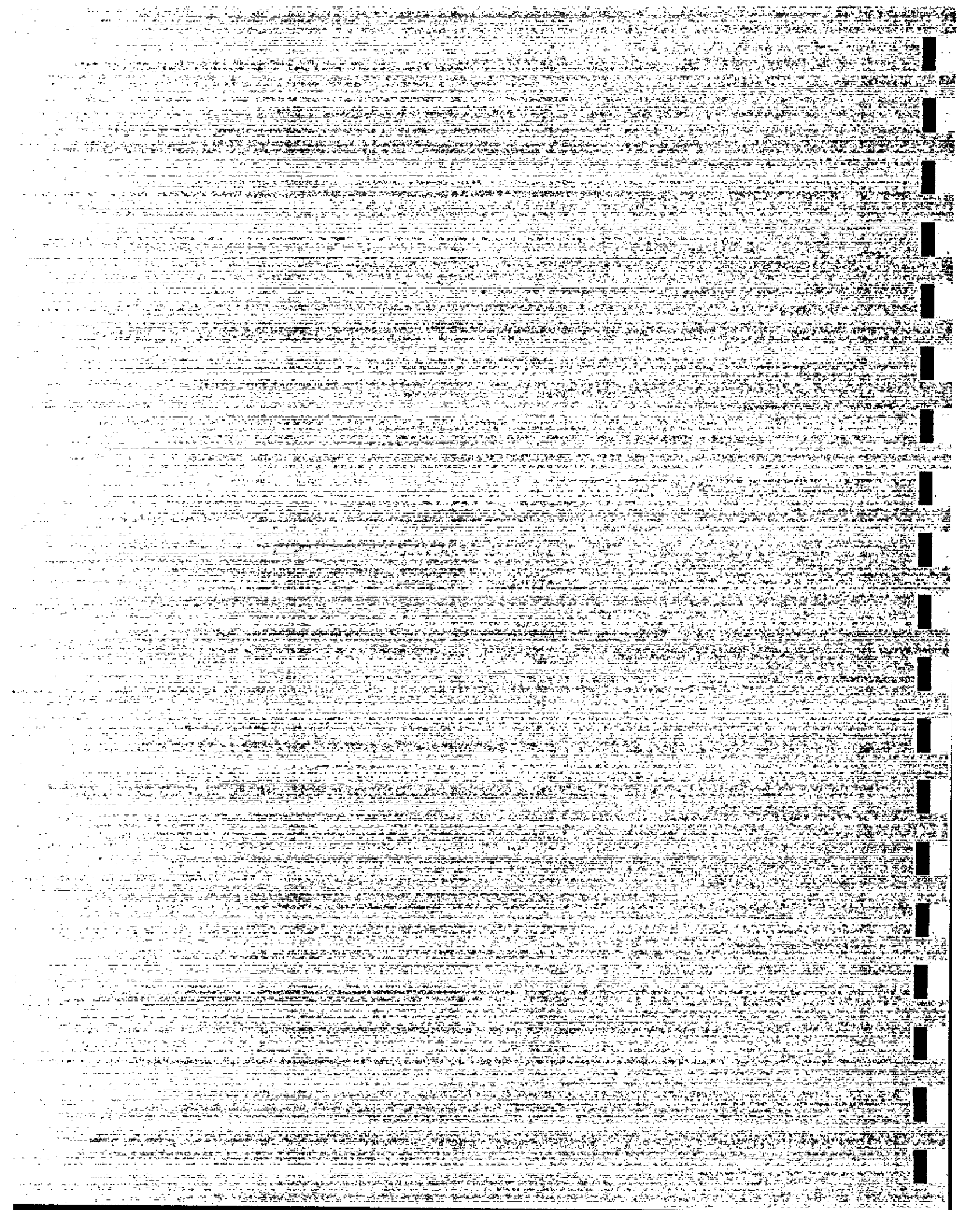


Figure 19  
 Design Concept:  
 Hang-Gliding Practice Area



INTERPRETIVE ELEMENT  
DOCKWEILER STATE BEACH GENERAL PLAN



## 4.0 INTERPRETIVE ELEMENT

The Interpretive Element outlines interpretive programs and facilities that would enhance the total beach experience for visitors of Dockweiler State Beach. The following sections of this element describe the interpretive themes, outline proposed interpretation and facility development, and provide recommendations for the implementation of the interpretive themes.

Because of its rich and diverse history, a variety of interpretive themes would be suitable for the unit and could be implemented by way of interpretive panels or concession visitor centers. Interpretation would reinforce the value of several elements in or near the unit and would provide alternative passive activities for beachgoers. Among the elements of Dockweiler State Beach that could be interpreted include:

- The erosion of the coastal strand.
- Wildlife and habitat areas at the unit and in surrounding areas.
- Modes of transportation: the Pacific Electric Red Car, the Jet Airplane, and the Automobile.
- The origination of the sport of Hang-gliding on the bluffs of Dockweiler.
- Safety at the beach.
- Isidore B. Dockweiler and the history of the Beach.

### 4.1. INTERPRETIVE THEMES

Interpretive amenities are not expected by beachgoers who usually engage in recreational and beach-oriented activities at the unit. Once in place, however, interpretation would provide a new dimension to visitor use. Based upon the existing elements within the area of Dockweiler State Beach, the following six interpretive themes have been created.

#### The Changing Coastline

Beachgoers recognize Dockweiler State Beach for its wide coastal strand and the recreational opportunities it presents. In an effort to increase visitor awareness of the condition of the Beach, interpretation of coastal

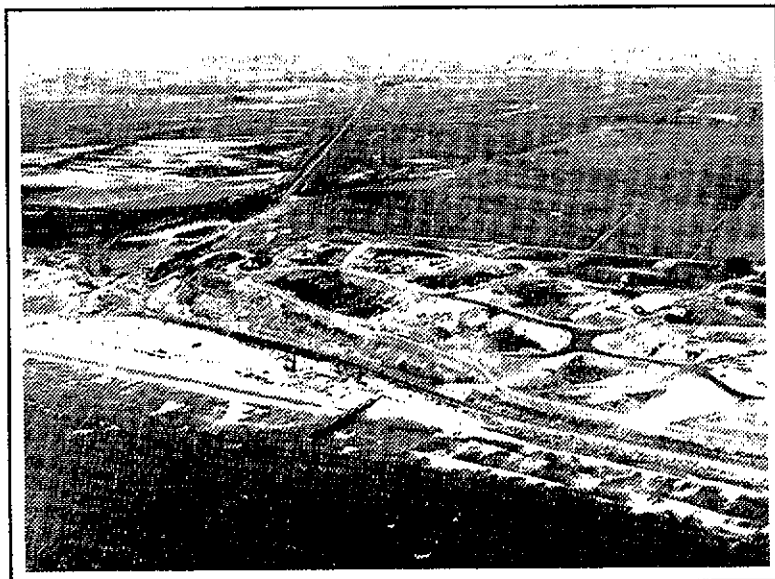


Plate 26  
The Original Coastline: circa 1930  
PHOTO CREDIT: Security Pacific Photograph Collection/  
Los Angeles Public Library

## *Interpretive Element*

erosion and beach replenishment should be provided to give beachgoers a better understanding of the manner in which weather and human intervention shapes the shoreline of Dockweiler State Beach.

Interpretive themes and subject matters could include the effects of severe winter storms such as those in 1982-83; the consequences of natural wave energy (littoral transport) that conveys between 150,000 and 250,000 cubic yards of sand per year; and beach nourishment projects that have replenished Dockweiler with nearly 20 million cubic yards of compatible dune sand. The exhibit could interpret the historical shoreline replenishment of Dockweiler through three large-scale construction projects: The Hyperion Wastewater Treatment Plant, the Marina del Rey Channel Harbor, and the expansion of the Hyperion Plant.

### **The Return of the Hang-Glider**

During the mid-1960s, the sport of hang-gliding originated on the low but steep bluffs of Dockweiler State Beach. The beach's physical topography combined with perfect wind conditions resulted in an ideal setting for hang-gliding. On the bluffs due west of the Scattergood Steampower Plant, gliding enthusiasts first tested the original Bamboo Butterfly Rogallo design in January 1966 (Plate 27). In order to commemorate the sport and interpret its relationship to the Beach, an interpretive exhibit should be located at the planned Hang-gliding practice facility proposed for development near the original site of the first test flights.

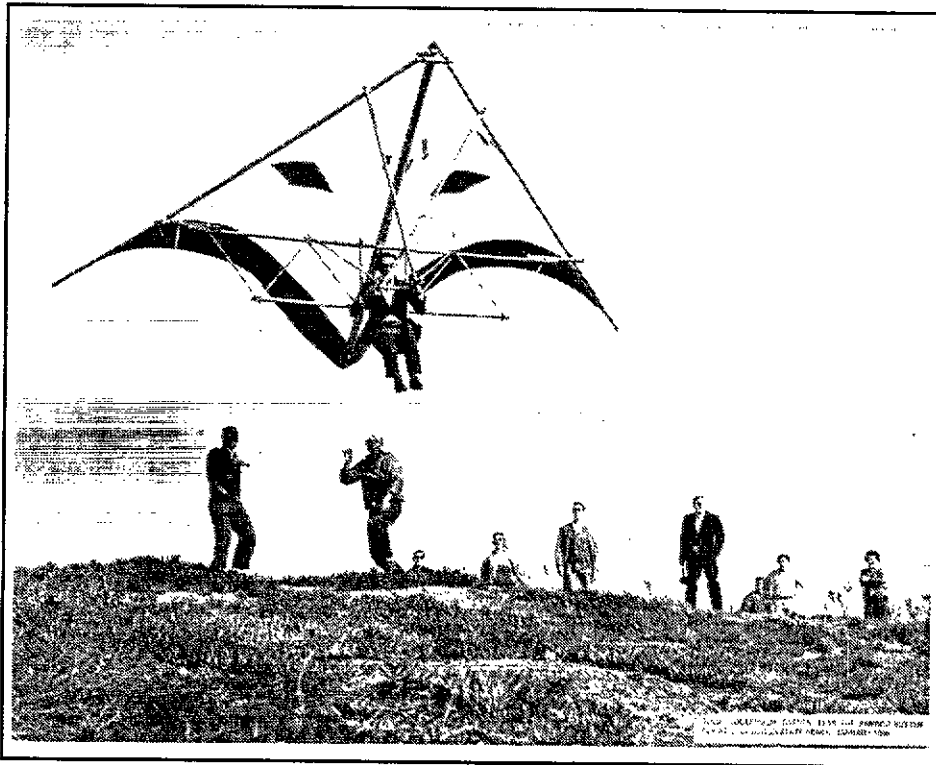


Plate 27

Benjt Soderholm flight tests the Bamboo Butterfly Rogallo: January 1966

PHOTO CREDIT: George Uveges

### **The Natural Environment**

Although Dockweiler State Beach is used primarily for recreational purposes, the unit and the surrounding area have a diverse mix of wildlife and natural habitats. Among the more interesting species sited and known to exist at the unit and in the nearby vicinity include the California Least Tern, California Brown Pelican, the El Segundo Blue Butterfly, the California Gray Whale, the Bottlenose Dolphin, and Grunion. Wildlife habitats of interest include the California Least Tern Bird Sanctuary, the El Segundo Sand Dune Habitat Restoration Area, and the Ballona Wetlands.

Interpretive themes and subject matters could include the status of each animal: endangered, threatened, special interest, or common; an examination of the restoration plans for the wildlife habitat areas; and a look at "Grunion Runs," a popular activity at the unit during the spawning period of the grunion that begins in mid-March and lasts through mid-September.

### **Planes, Trains, and Automobiles**

Throughout its history, various modes of transportation have played a role at Dockweiler State Beach. During the early part of the century throughout World War II, the Pacific Electric Red Car Line provided transit service throughout Los Angeles County. As part of its service, one of the lines travelled along Vista del Mar. Although the rails themselves are gone, the old alignment is mirrored today in the current roadway of Vista del Mar.

The jet airplane is another form of transportation that has significantly affected the way beachgoers perceive Dockweiler State Beach. Since its advent in the late 1950s, the flight path of jet airplanes arriving and departing from LAX have passed over the unit. While some beach visitors have been fascinated with the power of the planes as they take off, others consider the noise created by the planes as a nuisance.

Today, the automobile represents the primary mode of transportation that influences the Beach. Most beach visitors arrive at the unit by automobile. With the completion of the Century Freeway in 1993-94, greater automobile access will be provided to beach visitors.

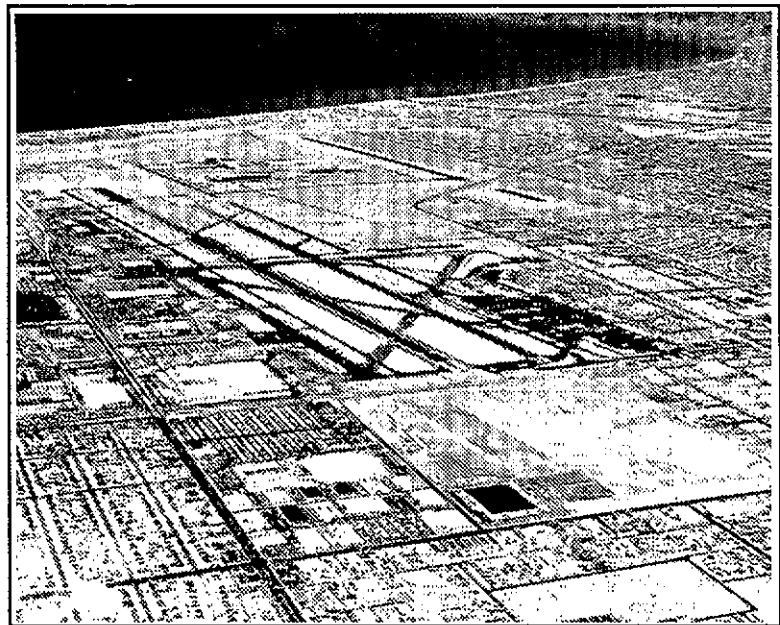


Plate 28

Los Angeles International Airport: circa 1950

PHOTO CREDIT: Security Pacific Photograph Collection/

Los Angeles Public Library

## *Interpretive Element*

In order to explain how these forms of transportation have physically, socially, and environmentally affected Dockweiler State Beach, an interpretive exhibit that discusses the past, present, and future influences of these modes should be implemented.

### **Safety at the Beach**

Interpretation should explain the dangers posed by rip currents, sunburn-related skin cancer, and other potential beach hazards. In addition, interpretation should offer advice on how to avoid and escape them. Safety recommendations by beach lifeguards should also be interpreted.

As part of the Safety at the Beach theme, the interpretive panel should promote the duties and responsibilities of the Beach Lifeguard and encourage Junior Lifeguard Programs.



Plate 29

Playa del Rey Lifeguard with Children: circa 1935

PHOTO CREDIT: Security Pacific Photographs Collection/  
Los Angeles Public Library

### **Isidore Who?**

It has been well-documented in this report that Dockweiler State Beach was named in honor of a former member of the State Park Commission. Little else, however, has been mentioned about the man and his accomplishments. Since this unit of the State Park System has been dedicated in the memory of the individual, an interpretive exhibit should be provided to complement the already existing monument located at the Main Entrance. Appropriate interpretive themes include the history of the unit prior to its renaming, and a look at the substantial contributions he made to the State, as well as his achievements before and after his tenure as a member of the State Park and Recreation Commission.

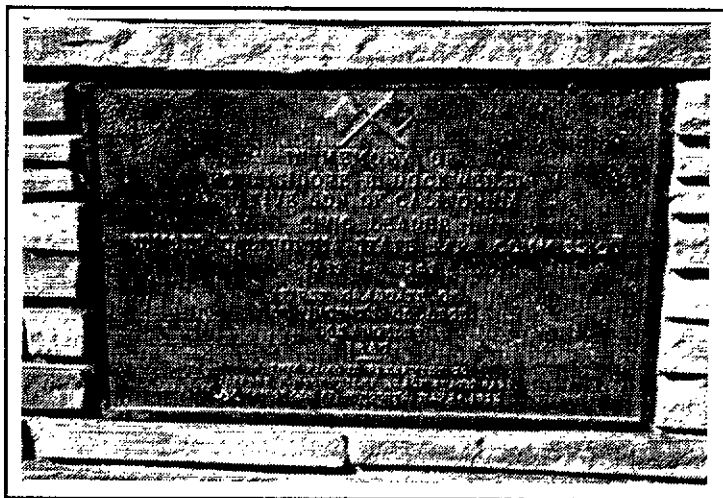


Plate 30

Dockweiler Monument at Main Entrance

## 4.2 PROPOSED INTERPRETATION

Although creating interpretive themes and exhibits would provide a positive addition to the Beach, a perception of the following potential constraints to interpretation should also be understood prior to facility development:

- Exhibits could be worn over time by trying weather conditions.
- Exhibits could be vandalized.
- The unit primarily attracts visitors interested in recreational activities.
- Funding and personnel required to operate and maintain the exhibits is limited.

Taking into consideration these factors, interpretation of the unique features of Dockweiler State Beach shall be implemented through weather- and vandal-resistant exhibit panels placed at strategic entry and activity node locations throughout the unit. In addition, a visitor concession center to be built as part of the rehabilitation of the Main Entrance could serve as the focal point that links all the interpretive themes at one location. The information for these interpretive themes shall be presented in a clear, concise, and informal manner. The location of panels and suggestions for their content are as follows:

### **The Changing Coastline**

Location: Since the Gillis Restroom is located in an area where the unit's original coastal strand merged into the beach bluffs (Plate 26), the Changing Coastline exhibit should be implemented at this location.

The content of the panel should trace the beach's topographic history from the 1900s to present day. The panel should contain photographs of the unit when it consisted primarily of rocky beach bluffs and contrast it with today's wide coastal strand. In tracing the Beach's history from this perspective, the exhibit should highlight man-made beach replenishment projects that used compatible dune sand excavated during the construction of large-scale development projects such as the Hyperion Wastewater Treatment Plant, the Marina del Rey Channel Harbor, and the expansion of the Hyperion Plant.

### **The Return of the Hang-Glider**

Location: This exhibit should be located at the southern bluff of the Hyperion Parking Facility as part of the proposed Hang-Gliding Practice Area. The exhibit could be included in the passive picnic and hang-gliding observation area.

The panel should contain historical photographs that trace the origins of Hang-gliding to the bluffs of Dockweiler State Beach. The exhibit should include photos from the United States Hang-Gliding Association that depict hang-gliders test flying the original Bamboo Butterfly Rogallo design. The exhibit should also include a history of key figures in the sport and a photo montage that demonstrates the evolution of Hang-gliding kite design.

## Interpretive Element

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### **The Natural Environment**

Location: Because of the diversity of the area's natural environment and the unit's size, this interpretive exhibit could be located at more than one area. One interpretive panel should be located near the 62nd Street Parking Lot. The exhibit should face the Marina Channel Harbor to afford beachgoers a generalized view of the Least Tern Bird Sanctuary, the Ballona Wetlands, and should discuss water-oriented birds and mammals. A second interpretive panel should be located at the Kilgore Center or Main Entrance. Its focus should be on the dune restoration projects, shorebirds, the El Segundo Blue Butterfly and marine mammals.

Because of the diverse wildlife and habitat areas at the unit and in the surrounding area, this interpretive panel should contain a brief explanation and drawing or photograph of the following animal and marine life known to exist or sited in the area: California Least Tern, California Brown Pelican, California Gray Whale, Bottlenose Dolphin, Grunion, and El Segundo Blue Butterfly. In addition, the following wildlife habitats should receive a brief description and accompanying photograph: the California Least Tern Bird Sanctuary, the El Segundo Sand Dunes Habitat Restoration Area, and the Ballona Wetlands.

### **Planes, Trains, and Automobiles**

Location: The interpretive panel should be located at the proposed bus dropoff area at Waterview Street and Vista del Mar. The panel should be placed so the viewer can face out toward the ocean, observe the former Pacific Electric alignment along Vista del Mar, and watch airplanes arrive or depart overhead.

The interpretive panel should contain historical photos, drawings, and a brief description of the past, present, and future of the jet airplane, rail transport, and the automobile as it relates to Dockweiler State Beach and the surrounding area. Among the interesting interpretive themes the panel should discuss the advancement in jet technology, the history of the Pacific Electric Rail Car, the development of the Green Line Light Rail System proposed for the South Bay by the Los Angeles County Transportation Commission, and the construction of the Century Freeway. A contrast of the old and new for each mode of transportation would add interest.

### **Safety at the Beach**

Location: This exhibit should be incorporated into the Lifeguard Headquarters Building.

The interpretive panel should explain the potential health dangers at the beach. The exhibit should contain a description and drawing of rip currents, and explain how to avoid and escape them. The panel should also contain a description of cancer-related skin cancer caused by overexposure to the sun. In addition, as a supplement to the interpretive panel, bulletin boards that provide current weather, tide, surf, emergency information, and fishing regulations should be placed at the Lifeguard Headquarters and Main Entrance as a means of increasing safety at the unit.

The panel should also include a brief description and photographs that depict the duties of Lifeguards. The exhibit should contain a discussion of how one becomes a lifeguard, the rigors of training, and the important role the lifeguard plays as the "eyes of the beach." As part of this panel, Junior Lifeguard Programs should be promoted.



### **Isidore Who?**

**Location:** The interpretive panel and visitor center should be designed into the proposed park and viewing area scheme as part of the rehabilitation and enhancement of the Main Entrance.

The interpretive panel should provide a description and applicable drawings or photographs of Isidore B. Dockweiler and his accomplishments before, during, and after his tenure as a member of the State Park Commission. Topics of discussion could include his education, background, and role as a civic leader. As background information for this panel, a brief explanation could be given as to how the Beach received its current name and what it was known as prior to being renamed Dockweiler State Beach.

## **4.3 RECOMMENDATIONS**

### **Implementation**

- Although Dockweiler State Beach is currently and will continue to be a recreation-oriented unit of the State Park System, the presence of the Recreation Vehicle Campground and the potential future development of the Volleyball Area and the Hang-Gliding Practice Area could create a need for a Visitor Information Booth. As part of the rehabilitation of the Main Entrance, the development of an interpretive kiosk should receive priority over the construction of the interpretive panels.
- There are no rankings of priority for the six interpretive panels. Each would be developed when site improvements for their specific locations take place. As such, "The Return of the Hang-Glider" interpretive panel would be constructed during the development of the Hang-Gliding Practice Area.
- Because of the relatively scattered locations of the interpretive panels, each exhibit should include a map that directs viewers to the other interpretive panels throughout the unit. The visitor center at the Main Entrance should also contain a map.
- The managing agency's budget currently does not include the provision of interpretive programs. In an effort to implement the programs of the Interpretive Element, the managing agency should seek sponsorship of the interpretive panels from outside organizations that would be willing to install and maintain the panels.

### **Research Needs**

More detailed written, graphic, and photographic information needs to be accumulated prior to design of the interpretive panels. The majority of the information for each of the interpretive themes is readily available from local, regional, and national sources. Among the sources that should be consulted include but are not limited to the following:

## *Interpretive Element*

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### *The Changing Coastline*

- Security Pacific Photograph Collection/L.A. Central Library
- Coastal Zone '89; Woodell, Egense, Butcher
- County of Los Angeles Bureau of Engineers
- Coastal Frontiers; Canoga Park, CA

### *The Return of the Hang-Glider*

- U.S. Hang-Gliding Association: Colorado Springs, CO
- Joe Greblo, USHGA Member: Van Nuys, CA
- Security Pacific Photograph Collection

### *The Natural Environment*

- Santa Monica State of the Bay Report
- Friends of Ballona Wetlands
- County of Los Angeles Department of Beaches and Harbors

### *Planes, Trains, Automobiles*

- Los Angeles Department of Airports
- Los Angeles County Transportation Commission
- CalTrans

### *Safety at the Beach*

- County of L.A. Dept. of Beaches and Harbors, Lifeguard Div.

### *Isidore Who?*

- State of California Department of Parks and Recreation
- Security Pacific Photograph Collection
- St. Vincent College: Loyola Marymount University Archives

**OPERATIONS ELEMENT**  
**DOCKWEILER STATE BEACH GENERAL PLAN**



## 5.0 OPERATIONS ELEMENT

### 5.1 PURPOSE

Dockweiler State Beach is a unit of the State Park System, managed under an agreement by the County of Los Angeles Department of Beaches and Harbors. The overall objective of the County, in operating the unit, is to provide a safe, clean, and well-managed beach for the recreational and passive enjoyment of the unit by both local residents and visitors from other areas.

The Operations Element for Dockweiler State Beach defines how the Operations Division of the managing agency will carry out the following responsibilities:

- Operate the unit and maintain its facilities.
- Protect its significant natural resources.
- Serve the park visitors and provide interpretation.
- Enforce the law and ensure proper park use.
- Implement statewide standards for maintenance, safety, equipment management, signing, communications, law enforcement, and fire protection.

The Operations Element outlines broad operational goals for the unit, and objectives for implementing the General Resource Management Policies and Land/Use Facilities Proposals for Dockweiler State Beach's existing operations. It identifies existing or potential operation problems, needs, and strategies for solving them.

### 5.2 EXISTING OPERATIONS

Dockweiler State Beach extends both north and south of the Ballona Channel. The northern portion is adjacent to Venice Beach, owned by the City of Los Angeles, and operated by the County of Los Angeles Department of Beaches and Harbors. South of the Marina del Rey Channel, Dockweiler State Beach consists of three distinct units of operation: Dockweiler North which extends from Ballona Creek to the Lifeguard Headquarters; Dockweiler South which stretches from the Lifeguard Headquarters to the R.V. Campground; and the Scattergood Facility coastal strand which encompasses the area between the R.V. Campground and the unit's southern boundary. Beach attendance in these three areas in 1989-1990 exceeded more than 3,500,000 visitors. A year-round permanent staff provides the beach with routine visitor services and maintenance functions. During the summer and holidays, however, additional staffing is required to carry out sufficient operations and beach maintenance. The existing operating conditions for Dockweiler State Beach covers four different services: Public Protection, Lifeguard Services, Parking Operation, and Beach Maintenance.

#### Public Protection

The Pacific Division of the Los Angeles Police Department provides law enforcement services for Dockweiler State Beach. The managing agency also provides security for the R.V. Campground with a security manager overseeing operations from 6:00 A.M. to 10:00 P.M. In addition, two armed security officers patrol the area from 10:00 P.M. to 6:00 A.M. In an effort to further improve security at the unit, the managing agency is reviewing the possibility of increased law enforcement by adding an

additional armed guard to the current two-member security force to patrol the beach during nighttime hours.

### **Lifeguard Services**

Lifeguard Division personnel patrol the area from 8:00 A.M. to sunset during the off season and from 7:00 A.M. to midnight during the summer months. To ensure adequate emergency aid capabilities, the Lifeguard Staff operate in tower stations along the beach and in four-wheel drive vehicles. During the winter months when beach activities are at a minimum, only three lifeguards are necessary to monitor the beach. One of these guards is stationed in the Grand Avenue tower near the Scattergood Facility, and the other two patrol Dockweiler North and South.

The summer season and major holidays such as Easter Sunday, Memorial Day, the Fourth of July, and Labor Day tend to attract larger crowds to Dockweiler. During these days, the average number of active lifeguards on duty is 20, but the staff can increase its size to accommodate days of peak attendance. In addition to these daytime services, between two and four guards patrol the area during evening hours.

### **Maintenance**

The Dockweiler Maintenance Yard Division provides trash receptacle placement, collection of refuse, and beach sanitation services. Restroom maintenance is contracted out by the County of Los Angeles Department of Beaches and Harbors. With the use of hydraulic rakes and sanitizers, the maintenance staff clean the beach three times a week during the winter and increase operations on a daily basis during the summer.

### **Parking**

A Parking concessionaire operates parking facilities at Dockweiler State Beach from 6:00 A.M. to 10:00 P.M. After 10:00 P.M., security guards at the Main Entrance allow entrance only to Recreational Vehicles destined for the R.V. Campground.

## **5.3 PROPOSED OPERATIONS**

Dockweiler State Beach was established to create for the people of California a stretch of coastline which provides a setting for outdoor recreational activities. The managing agency's primary objective is to provide for public access and enjoyment, while protecting the unit's underlying natural resources. The foremost operational concerns are:

- Resource Management
- Facility Management
- Beach Safety

### **Resource Management**

The resource management policies of the Resource Element identify several programs which could increase operation and maintenance responsibility. Policies that call for the stabilization and landscaping

of the bluffs, control of exotic species, maintenance of the coastal strand, protection of wildlife, and restoration of cultural resources could create more workload for beach maintenance, administrative personnel, and visitor services. Protecting identified natural and cultural resources, and educating the visiting public of the sensitive nature of these resources could contribute additional operational needs.

In an effort to meet any potential increase in operational responsibilities, the managing agency should stagger the development of improvement programs to minimize operational costs. In many cases, however, the operation needs created by the resource management policies can be managed under current departmental staff.

### **Facility Management**

The Land Use and Facilities Plan proposes a number of recreational beach improvements that could result in a more active Beach. Proposals include the development of a volleyball area, a hang-gliding practice area, the expansion of the Recreational Vehicle Campground, and rehabilitation of the Main Entrance. In addition, the Interpretive Element proposes the implementation of interpretive panels and exhibits at various locations throughout the Beach. These new facilities can be expected to increase off-season use and create a demand for additional operational needs such as beach maintenance, visitor services, and concession operation.

The managing agency can meet these additional operational responsibilities by:

- Increasing its operations and maintenance budget, or
- Sub-contracting facility operation and management to outside private, public, or non-profit agencies that would be responsible for all visitor services, facilities maintenance, personnel, and safety.

### **Beach Safety**

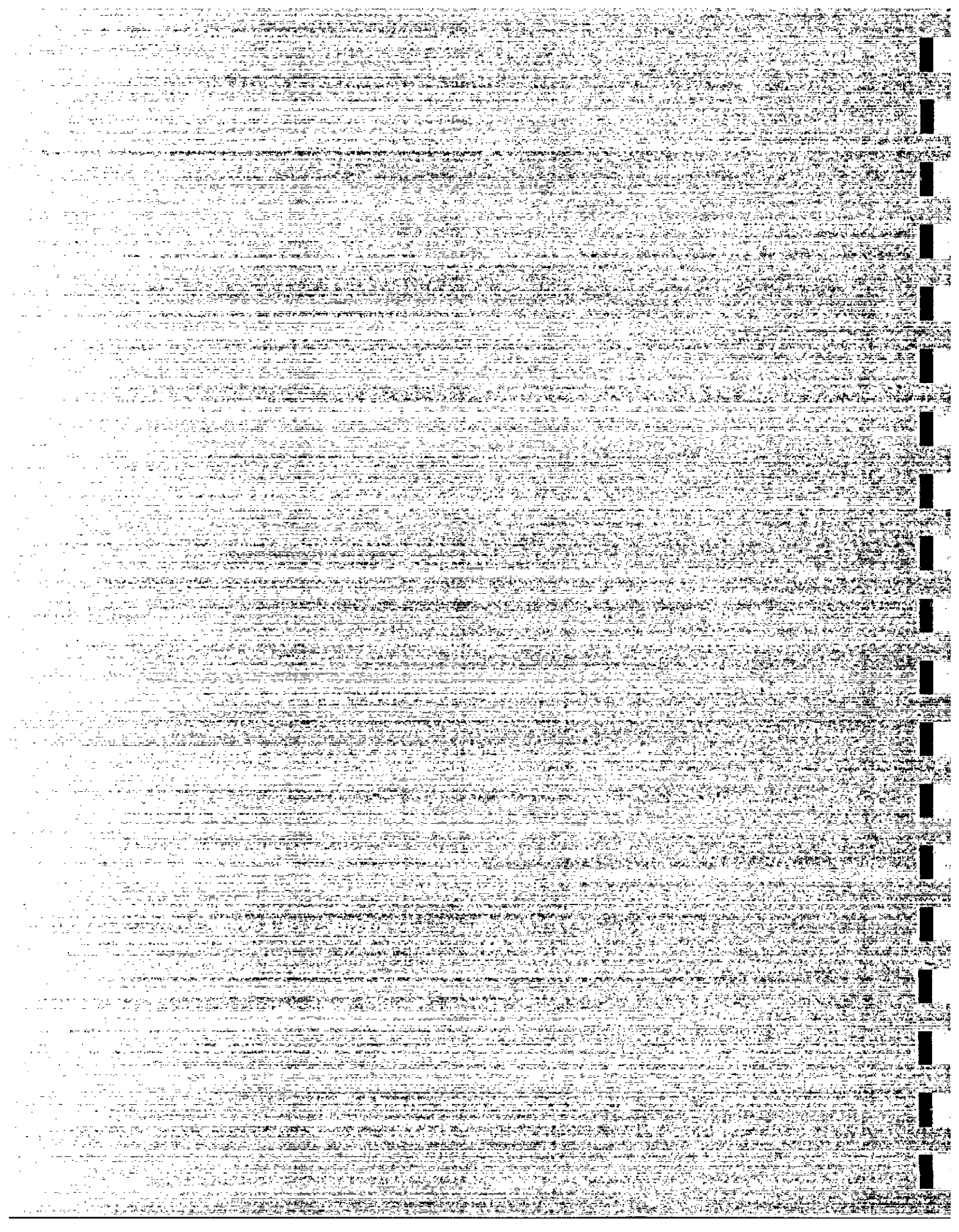
Gang violence and other crimes are potential problems at many beaches in urban areas. In order to maintain the facilities at Dockweiler State Beach and to resolve unlawful activities, the managing agency is currently seeking to implement several operation strategies. Some of these measures include:

- Red striping curbs along Vista del mar so that after hours parking would signal security personnel of unauthorized beach activity.
- The possibility of an additional armed security guard to supplement the current two member security force.





**CONCESSIONS ELEMENT**  
**DOCKWEILER STATE BEACH GENERAL PLAN**



## 6.0 CONCESSIONS ELEMENT

### 6.1 DEFINITION OF CONCESSIONS

A concession is a general term for a contract between the State of California Department of Parks and Recreation and a private individual, partnership, or corporation for the conduct of business on a state park property serving visitors for their safety, convenience, and enjoyment of the State Park System.

Although the Department of Parks and Recreation emphasizes that these concessions should not create added financial burden on the State, it equally stresses they shall either reduce costs or generate revenues that aid in maintaining and expanding the State Park System. In carrying out this policy, the State observes and adheres to the provisions of the Public Resources Code that forbid commercial exploitation of resources in units of the State Park System, and that limit the kinds of improvements and activities that are allowed in certain types of units.

### 6.2 EXISTING CONCESSIONS

Currently, there is one existing concession facility at Dockweiler State Beach (Plate 31). Located between Parking Lots #3 and #4, the Kilgore Center concession provides basic food and beverage services, and picnicking areas. The facility is approximately 3,000 square feet in size and operates on a seasonal basis.



Plate 31  
Existing Concession at Kilgore Center

### 6.3 PROPOSED CONCESSIONS

Dockweiler State Beach consists of nearly 300 acres of dune beach sand and more than two miles of sandy shoreline. Because of the unit's large size, the single existing concession is insufficient since it serves a relatively limited area. Although the urban area that surrounds the unit provides nearby ancillary services such as tackle shops, bike rentals, and informal food and beverage services, access to this area is limited from the Beach. In an effort to provide concession services that provide not only food and

## Concessions Element

beverage, but also beach-oriented rental and interpretive concessions, the following recommendations for concession facilities have been formulated.

The Land Use and Facilities Plan proposes the development of three new concession facilities to be located at the Gillis Center, the Lifeguard Headquarters, and the Volleyball Area. The development of the concessions should follow the State Park and Recreation Commission's policies regarding concessions, the Public Resource Code, and the following guidelines:

- Concessions should be located in areas of the beach where moderate to high intensity use occurs.
- Concessions should be limited in size. Building square footage should not exceed 2,000 square feet and one story in height. If built above another facility (i.e., restrooms), the concession portion of the structure shall not exceed one story in height. By placing restrictions on building size, the facilities would retain the intent of the unit's classification.
- Concession areas should be landscaped to improve their visual quality.
- Concession facilities should not be developed to compete with similar businesses outside the unit, but should provide ancillary uses that add to the total enjoyment of the beach visitor.
- The use of the concession should mirror the theme or use of the "Center" in which it is located:

- Gillis Center: The passive, oasis-like quality of this center makes it a suitable location for food and beverage service with accompanying informal picnic areas.

- Lifeguard Headquarters: An interpretive concession that deals with beach safety hazards, the duties of lifeguards, and junior lifeguard programs could be implemented. Since the facility is already currently used for catamaran storage, a boat rental concession may also be considered for this center. The facility's size shall not exceed that outlined in the Proposed Land Use Map (Figure 15).

- Volleyball Area near R.V. Park (Figure 20): A concession at this center should provide food and beverage service, sale of sundry beach-oriented items, and hang-gliding and volleyball rental equipment.

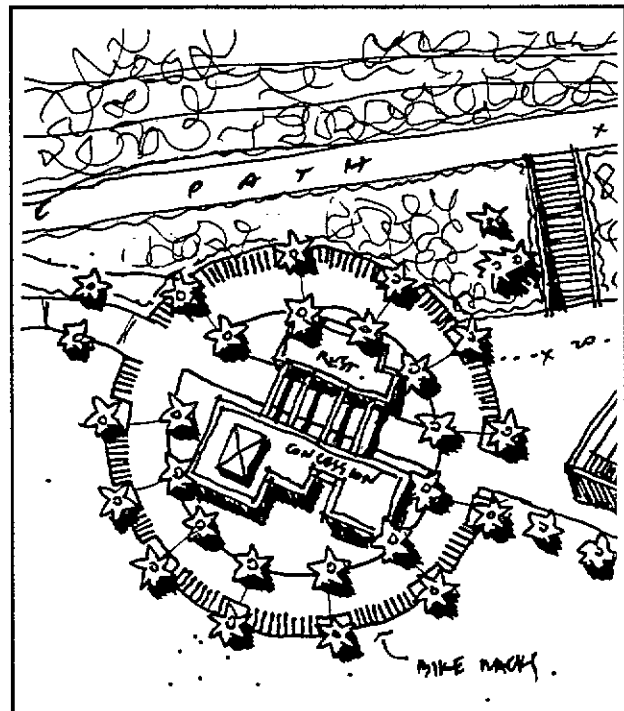


Figure 20  
Proposed Concession at Volleyball Center

ENVIRONMENTAL IMPACT  
ELEMENT

DOCKWEILER STATE BEACH GENERAL PLAN

## **7.0 ENVIRONMENTAL IMPACT ELEMENT**

As its name suggests, the Dockweiler State Beach General Plan describes the State's long-term goals and policies for the unit in more general terms. As such, the discussion of potential environmental effects in the Environmental Impact Element corresponds with the degree of specificity in the General Plan. The goal and purpose of the Environmental Impact Element is to address the likely effects of these generalized proposals, suggest appropriate measures that would mitigate potential environmental effects, and consider alternative actions.

As a specific phase of the overall plan is proposed for implementation, the managing agency will document its potential effects with a site specific environmental review as required by the California Environmental Quality Act (CEQA) and State CEQA guidelines. For more detailed information regarding the General Plan, refer to the following elements:

- Project Description: Introduction and Summary
- Natural, Cultural, and Aesthetic Resource Management Goals and Policies: Resource Element
- Land Use and Facility Development: Land Use and Facilities Element
- Programs: Interpretive, Operations, and Concessions Element
- Existing Resource Conditions: Resource Inventory (State Department of Parks and Recreation)

### **7.1 CEQA PROCESS AND REVIEW FOR GENERAL PLANS**

The Environmental Impact Element (EIE) has been prepared according to the amended mandates of CEQA, which call for an objective assessment of the proposed project's environmental consequences. Those aspects of the proposed project with the greatest potential to cause an adverse change in the environment have been emphasized. Pursuant to the Public Resources Code, Section 5002.2a, and the California Administrative Code, Section 5147, and also to minimize repetition, the EIE incorporates by reference all information contained in the preceding elements of the General Plan. Together with these other elements, the EIE constitutes an Environmental Impact Report (EIR) as required by CEQA.

### **7.2 ENVIRONMENTAL ISSUES ANALYSIS**

The Environmental Issues Analysis section of the EIR assesses the proposed project with regard to adverse and beneficial effects in the following subject areas. Other subject areas were determined to have no impact in the Initial Environmental Study contained in the Appendix of this Report.

- Earth
- Water
- Public Services
- Transportation and Circulation
- Plant Life and Vegetation
- Natural Resources
- Light and Glare
- Aesthetics
- Recreation

## *Environmental Impact Element*

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Analysis of each of these environmental subject area sections is organized within the following three subsections:

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

### **Earth**

#### *Setting*

The 288 acres of Dockweiler State Beach consists of sandy dune beach sand and low but steep bluff areas. The beach bluffs represent the unit's single significant topographic natural resource. Although they comprise only 35 acres of the unit, they serve as wildlife habitat areas and nature study locations. Despite their apparent permanence as a natural feature of the unit, the bluffs can also be susceptible to sliding during heavy rains; particularly those areas that have not been stabilized with vegetation or have been eroded over time by pedestrians climbing the slopes.

The erosion of Dockweiler State Beach's sandy shoreline has been well-chronicled. The coastal strand, which varies negligibly in width depending upon the season, is subject to coastal erosion during heavy storms. Surveys of historical topographic plans and profiles indicate patterns of erosion and replenishment from 1929 to the present. Over the past 40 years, nearly 20 million cubic yards have been placed at the unit through beach nourishment projects. In addition, three groin jettys have been constructed at Dockweiler to aid in the retention of sand at the Beach. Although these groins have served to reduce sand loss at Dockweiler State Beach, they have also disturbed the natural littoral sand transport to beaches located further south.

#### *Impacts*

Dockweiler State Beach's coastal strand is a man-made resource susceptible to erosion during heavy storms. If further beach augmentation projects are required, such programs would have a beneficial effect on the unit since it would retain the Beach as a valuable recreational resource. Beach nourishment projects, however, would be acceptable only if sources of replenishment are compatible with the existing dune sand.

The General Plan also proposes to provide two temporary parking facilities to be located between the Gillis Restroom and the Lifeguard Headquarters. The parking spaces would be used to replace those used by Hyperion Wastewater Treatment Plant construction workers during that facility's expansion. The development of the asphalt parking lots would result in the overcovering of dune sand. Although the condition may only be

temporary, the General Plan proposes to monitor the use of the lots to determine whether they will be needed to meet increased parking demands in the future.

*Mitigation*

- Sources of compatible dune sand should be identified in the event that beach replenishment projects are necessary.
- The managing agency should conduct the study proposed by the General Plan to monitor the use of the temporary parking facilities. If the lots are not needed, this portion of the unit should be restored to dune sand.
- The managing agency should stabilize the soils of the bluffs with vegetation and seek methods to prevent pedestrian erosion of the bluffs and vegetation (refer to Resource Element resource management policies).

*Water*

*Setting*

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

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

*Impacts*

Table 5 illustrates the existing and future consumption and sewage flow generation rates for Dockweiler State Beach. According to the Department of Beaches and Harbors Operations Division, existing facilities for the unit include 39 shower heads, 58 toilets, and 18 urinals. These facilities are located at the Kilgore, Deauville, Gillis, Culver, R.V. Campground, and Maintenance Headquarters restrooms. The General Plan proposes two new restroom facilities that would add approximately 10 shower heads, 20 toilets, and 10 urinals.



**TABLE 5  
Existing and Future  
Water Consumption and Sewage Flow Generation Rates**

	Sewage Flow Generation Rates		
	Existing <sup>a</sup> (gal/day)	Proposed <sup>b</sup> (gal/day)	TOTAL (gal/day)
<b>Summer Season</b>			
Showers <sup>1</sup>	49,920	12,800	62,720
Toilets <sup>2</sup>	27,840	9,600	37,440
Urinals <sup>3</sup>	8,640	9,600	18,240
<b>Off-season</b>			
Showers <sup>1</sup>	4,992	1,280	6,272
Toilets <sup>2</sup>	5,568	1,920	7,488
Urinals <sup>3</sup>	1,728	1,920	3,648

- <sup>a</sup> Existing Facilities: 39 shower heads, 58 toilets, 18 urinals
- <sup>b</sup> 2 new facilities: 10 shower heads, 20 toilets, 10 urinals
- <sup>1</sup> Peak season based on 10 showers/shower/day at 2 minutes each shower. Off-season based on 2 showers/shower/day at 1 minute each shower. Regular shower flow at 8 gallons/minute.
- <sup>2</sup> Peak season based on 10 flushes/toilet/day. Off-season based on 2 flushes/toilet/day. Regular toilet flushes at 4 gallons/flush.
- <sup>3</sup> Peak season based on 10 flushes/toilet/day. Off-season based on 2 flushes/toilet/day. Regular toilet flushes at 4 gallons/flush.

*Mitigation*

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

**Public Services**

*Setting*

The development of higher intensity land uses at Dockweiler State Beach could result in the need for additional public services such as police and fire protection.

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

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

*Impacts*

The proposed development of new recreation-oriented facilities such as the Volleyball Area, the Hang-Gliding Practice Area, and the expansion of the Recreation Vehicle Campground would attract larger crowds during the off-season as well as during peak attendance days. The increase in the number of persons and the presence of new structures and facilities could effect law enforcement and firefighting response times and staffing needs. Each agency, however, has indicated that the addition of new recreational facilities would not significantly impact their ability to provide public services to Dockweiler State Beach.

*Mitigation*

- To supplement the existing public services provided by outside departments, the managing agency may consider increasing security personnel at the unit during evening hours and peak attendance days.
- Well-populated areas such as parking facilities and activity centers should be well-lighted. The landscaping features at these facilities should be aesthetically pleasing but should avoid creating opportunities for hiding places.

**Transportation and Circulation**

*Setting*

According to the City of Los Angeles Department of Transportation, daily traffic volumes at the intersection of Imperial Highway and Vista del Mar average slightly less than 35,000 vehicle trips per day. From traffic surveys conducted in March 1990, vehicular traffic near the unit's Main Entrance included 505 eastbound and 5,010 westbound trips on Imperial Highway, and 17,272 northbound and 11,987 southbound trips on Vista del Mar. Parking facilities for Dockweiler State Beach can be accessed at Grand Avenue (150 spaces), the Hyperion Parking Lot at 12000 Vista del Mar (600 spaces), at the 62nd Street Lot (35 spaces) and through the Main Entrance (1,200 spaces). Because the Beach is currently underutilized, the single pay station at the Main Entrance rarely incurs heavy traffic stacking onto Vista del Mar and the Imperial Highway.

*Impacts*

The General Plan proposes a net increase in parking facilities from approximately 2,000 existing and temporary spaces to more than 2,600 total permanent spaces. The development of the spaces would increase vehicular traffic at the beach. In addition, the Plan's land use and facilities policies recommend the development of higher intensity uses at the unit. Although these plans would not likely affect vehicular traffic during off-season and non-peak period days, peak attendance days may impact traffic movement at the unit as well as neighboring areas.

*Mitigation*

Although the managing agency proposes to add more than 600 new parking spaces at Dockweiler, the spaces will be created to substitute for those being used by Hyperion Wastewater Treatment Plant employees during the construction of that facility. In

## Environmental Impact Element

addition, the Los Angeles Department of Transportation has previously mitigated the 600 spaces of the Hyperion Lot through mitigation measures provided in Notice of Determination 89-08-3001 (Negative Declaration). Mitigations for this facility included acceleration and deceleration lanes on the west side of Vista del Mar, a left turn lane for northbound traffic, and a traffic signal. To mitigate the 600-700 spaces proposed for the parking facilities to be located between the Gillis Restroom and the Lifeguard Headquarters, the managing agency should comply with the following mitigation measures:

- Monitor the use of new parking facilities for the duration of the Hyperion expansion project to determine the need for these facilities.
- In order to ensure that vehicular traffic does not block the flow of traffic on Vista del Mar and the Imperial Highway, the managing agency should rehabilitate the Main Entrance to allow for increased vehicular stacking. Improvements should include increasing the number of vehicle lanes, increasing the number of pay stations, and extending stacking lanes along Vista del Mar by red-stripping curbside parking north of the Main Entry.
- During peak attendance days that include but are not limited to Easter Sunday, Memorial Day, the Fourth of July and Labor Day, the Department will provide additional traffic control as needed, at the Main Entrance (intersection of Imperial Highway and Vista Del Mar).

### **Plant Life and Vegetation**

- Setting* Existing plant life at Dockweiler State Beach comes in the form of groundcover and coastal sage scrub on the bluffs and as a landscape feature at public facilities. The most dominant species include Mexican Fan Palm, Bird of Paradise, Melaleuca, and various species of ice plant. At most locations, the vegetation on the bluffs appears sparse and denuded. In order to stabilize the slopes, the existing conditions must be improved.
- Impacts* The proposed resource management policies of the General Plan would provide beneficial environmental effects for Dockweiler State Beach. The Plan proposes the elimination of exotic species, the re-introduction of native species, and the implementation of plant species that would add to the aesthetic and natural quality of the unit. The General Plan also proposes landscape treatment as part of the construction of new beach facilities and recreation activity centers.
- Mitigation*
- The managing agency shall follow the goals and policies for plant life and vegetation as outlined in the Resource Element of the General Plan.
  - Aside from typical beach maintenance and clean-up, vegetation should be properly maintained. Trees and shrubs should be pruned once a year and ground covers on the slopes of the bluffs should be trimmed and pruned as needed in order to avoid the species from invading nearby territories.

## Natural Resources

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

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

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

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

## Light and Glare

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

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

*Mitigation*            • Lighting systems installed at Dockweiler State Beach should use high-pressure sodium lights. Directional lighting should be utilized that would shield adjacent residences from potential light and glare impacts.

## *Environmental Impact Element*

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- Building designs should avoid the use of highly reflective surfaces or blank wall facades. In order reduce light and glare, structures should be designed with variations in plane, identifiable but non-reflective colors, and screened maintenance equipment.

### **Aesthetics**

#### *Setting*

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

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

#### *Impacts*

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

#### *Mitigation*

- During site specific implementation of the proposed developments for the unit, the managing agency should follow the illustrative design concepts outlined in the Land Use and Facilities Element of the General Plan.
- Specific building standards -- height, mass, scale, buildable area -- should be established for each of the facilities proposed in the Land Use and Facilities Element.
- Site specific projects should contain a landscape site design that details the types of plants to be used as landscape treatments.

### **Recreation**

#### *Setting*

Dockweiler State Beach is a man-made recreational resource. Without the continued efforts of beach nourishment projects, the Beach would only consist of beach bluffs as it did in the 1920s and 1930s. The existing recreational resources the beach has

to offer include the Recreation Vehicle Campground, informal volleyball facilities, and a portion of the South Bay Coastal Bike Path. The County of Los Angeles Department of Beaches and Harbors manages these resources.

*Impacts*

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

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

*Mitigation*

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

### **7.3 EFFECTS FOUND NOT TO BE SIGNIFICANT**

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

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

In addition, the following aspects of the local environment should receive net beneficial effects from development of the Plan:

- **Plant Life:** Benefitting from the re-introduction of native species, the removal of invasive species, and the aesthetic improvement of facilities through landscape treatment.
- **Recreation:** Benefitting from the retention of the coastal strand, expansion of existing recreation facilities such as the R.V. Campground, and the development of new, diverse recreational opportunities such as the Volleyball Area and the Hang-Gliding Practice Area.

### **7.4 RELATIONSHIP OF LOCAL SHORT-TERM USES AND LONG-TERM PRODUCTIVITY**

The current short-term use of the unit focuses on both active and passive recreational opportunities. Lack of improvements to the Beach would likely result in the unit's long-term use as strictly a natural resource consisting predominantly of beach bluffs, and very little, if any coastal strand.

The short-term uses of the land proposed in the General Plan include measures designed to improve and protect unit resources, and therefore, will protect the unit's long-term productivity. The relationship between short-term use and long-term productivity is complementary; one in which the short-term use retains and expands the environment's long-term productivity.

### **7.5 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES**

If future demands or environmental priorities change, and the unit receives designation for some other more suitable use, the area will not have been significantly altered by project implementation to preclude changes in use. The single significant environmental change the project proposes would be the overcovering of dune sand for the construction of new parking facilities to be located between the Gillis Restroom and the Lifeguard Headquarters. Despite the apparent permanence of the facility, the lot could be returned to its dune sand configuration if the parking facility proves to be unnecessary.

During project implementation, some non-renewable resources will be lost in the form of oil, gasoline, and other products required for the production of energy necessary to complete the proposed development, and in the form of construction materials.

## **7.6 GROWTH-INDUCING IMPACTS**

Development outlined in the General Plan should improve the quality of recreational experiences to state beach users. Because the unit largely serves as an ancillary use to the surrounding residential community, the proposed recreational improvements at Dockweiler State Beach are not considered growth-inducing.

## **7.7 ALTERNATIVES TO THE PROJECT**

### **No Project**

The no-project alternative would result in no changes in the existing built form of the unit. The current pattern of visitor use would continue with no established visitor information facilities, new restrooms and concessions, interpretive signage, improvements to the Beach's main entrance, or provisions for beach replenishment projects. This alternative was rejected since it fails to meet public needs and does not retain Dockweiler State Beach as a recreational resource.

### **Higher-Intensity Project**

Under this alternative, Dockweiler State Beach would be developed with higher-intensity uses such as a potential hotel project, on-site, full service restaurants, and larger concession facilities. This alternative bases its proposals on the unit's history as a man-made resource and its location in a high-density urban environment that combines residential, commercial, and industrial uses. This alternative, however, was rejected since it could adversely affect adjacent beachfront residential communities, and it fails to meet the goals of the unit's classification.

### **Preferred Alternative**

As proposed in the various Elements of the General Plan, the preferred alternative proposes to provide quality scenic, natural, and recreational opportunities for the public. It aims to protect natural resources, reduce the impact on adjacent residential communities, provide diverse recreational opportunities, and encourage use in underutilized sections of the unit. As a means of improving the Beach, the preferred alternative recommends the rehabilitation of the Main Entrance and the provision of additional parking spaces in anticipation of increased attendance at the unit. This alternative also proposes to protect the natural beach bluffs by closing some pedestrian pathways and stabilizing the slopes with native groundcovers. And finally, this alternative recommends that the Beach be retained as a diverse recreational resource through beach replenishment projects and the development of facilities such as a volleyball center and hang-gliding facility.



## 7.8 MITIGATION MONITORING

The Public Resources Code, Section 21081, requires a public agency as part of the environmental review process to adopt a monitoring and reporting program for assessing and ensuring the effectiveness of mitigation measures defined in a Negative Declaration or Environmental Impact Report (EIR). Because the Dockweiler State Beach General Plan and its associated Environmental Impact Element represents, by general reference, the equivalent of the EIR, proposed mitigations as well as goals and policies of each element substitutes for mitigation measures that would have been included in the EIR.

The Code stipulates that the mitigation monitoring program shall be adopted at the time Findings are made on the Final Draft for a proposed project. Under the provisions of CEQA, Findings are made by the decision-making body of the Lead Agency regarding the significance of impacts after implementation of proposed mitigation measures.

### Monitoring Program

The primary responsibility for implementation of the Mitigation Monitoring Program for the Dockweiler State Beach General Plan rests with the *County of Los Angeles Department of Beaches and Harbors*, with monitoring support provided by the *State of California Department of Parks and Recreation*. As the Lead Agency, the Department of Beaches and Harbors shall be responsible for the overall program, as well as the following tasks:

- Preparation of a verification program and compliance schedule
- Processing and filing verification and compliance reports
- Liaison with affected communities
- Liaison with other local agencies

**APPENDICES**

**DOCKWEILER STATE BEACH GENERAL PLAN**

**APPENDIX I:  
NOTICE OF PREPARATION**

The Notice of Preparation for the Dockweiler State Beach General Plan was sent to the State Clearinghouse on January 18, 1991. The State Clearinghouse assigned the project SCH Number 91011050. The review period for the project began January 23, 1991 and ended February 22, 1991. Responses to the Notice of Preparation from notified agencies appears in Appendix II.

NOTICE OF PREPARATION

To: From: Los Angeles County Department  
of Beaches and Harbors  
13837 Fiji Way  
Marina del Rey, CA 90292

SUBJECT: Notice of Preparation of a State Beach General Plan

The County of Los Angeles Department of Beaches and Harbors will be the Lead Agency and will prepare a State Beach General Plan and associated Environmental Impact Element for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the General Plan prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the probable environmental effects are contained in the attached materials. A copy of the Environmental Checklist is attached.

Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice.

Please send your response to Lawrence N. Charness, Chief of Planning Division at the address shown above. We will need the name for a contact person in your agency.

PROJECT TITLE: **Isidore B. Dockweiler State Beach General Plan**

Date: 1/18/91

Signature Lawrence Charness, AICP

Title Chief of Planning

Telephone (213) 305-9533

NOTICE OF COMPLETION AND ENVIRONMENTAL DOCUMENT TRANSMITTAL FORM

SCH # \_\_\_\_\_

1. Project Title: Isidore B. Dockweiler State Beach General Plan  
2. Lead Agency: LA Co. Dept. of Beaches & Harbors 3. Contact Person: Lawrence N. Charness  
3a. Street Address: 13837 Fiji Way 3b. City: Marina del Rey, CA  
3c. County: Los Angeles 3d. Zip: 90292 3e. Phone: 213/ 305-9533

PROJECT LOCATION 4. County: \_\_\_\_\_ 4a. City/Community: \_\_\_\_\_  
4b. Assessor's Parcel No. \_\_\_\_\_ 4c. Section \_\_\_\_\_ Twp. \_\_\_\_\_ Range \_\_\_\_\_  
5a. Cross Streets: \_\_\_\_\_ 5b. For Rural, Nearest Community: \_\_\_\_\_

6. Within 2 miles: a. State Highway # Highway 1 b. Air-ports Los Angeles International c. Rail-ways \_\_\_\_\_ d. Water-ways \_\_\_\_\_

7. DOCUMENT TYPE		8. LOCAL ACTION TYPE		9. DEVELOPMENT TYPE	
CEQA		01. General Plan Update		01. Residential: Units _____ Acres _____	
01. <input checked="" type="checkbox"/> NOP	06. <input type="checkbox"/> NOE	02. New Element	02. Office: Sq. Ft. _____		Employees _____
02. <input type="checkbox"/> Early Cons	07. <input type="checkbox"/> NOC	03. General Plan Amendment	03. Shopping/Commercial: Sq. Ft. _____		Acres _____ Employees _____
03. <input type="checkbox"/> Neg Dec	08. <input type="checkbox"/> NOD	04. Master Plan	04. Industrial: Sq. Ft. _____		Acres _____ Employees _____
04. <input type="checkbox"/> Draft EIR		05. Annexation	05. Water Facilities: MGD _____		
Supplement/ 05. <input type="checkbox"/> Subsequent EIR (Prior SCH No.: _____)		06. Specific Plan	06. Transportation: Type _____		
NEPA		07. Community Plan	07. Mining: Mineral _____		
09. <input type="checkbox"/> NOI	11. <input type="checkbox"/> Draft EIS	08. Redevelopment	08. Power: Type _____ Watts _____		
10. <input type="checkbox"/> FONSI	12. <input type="checkbox"/> EA	09. Rezone	09. Waste Treatment: Type _____		
OTHER		10. Land Division (Subdivision, Parcel Map, Tract Map, etc.)	10. OCS Related		
13. <input type="checkbox"/> Joint Document		11. Use Permit	11. <input checked="" type="checkbox"/> Other: Recreation: 288 acres		
14. <input type="checkbox"/> Final Document		12. Waste Mgmt Plan			
15. <input type="checkbox"/> Other _____		13. Cancel Ag Preserve			
		14. <input checked="" type="checkbox"/> Other State Beach General Plan			

10. TOTAL ACRES: \_\_\_\_\_ 11. TOTAL JOBS CREATED: \_\_\_\_\_

12. PROJECT ISSUES DISCUSSED IN DOCUMENT			15. <input type="checkbox"/> Septic Systems	23. <input type="checkbox"/> Water Quality
01. <input type="checkbox"/> Aesthetic/Visual	08. <input type="checkbox"/> Flooding/Drainage	16. <input type="checkbox"/> Sewer Capacity	24. <input type="checkbox"/> Water Supply	
02. <input type="checkbox"/> Agricultural Land	09. <input type="checkbox"/> Geologic/Seismic	17. <input type="checkbox"/> Social	25. <input type="checkbox"/> Wetland/Riparian	
03. <input type="checkbox"/> Air Quality	10. <input type="checkbox"/> Jobs/Housing Balance	18. <input type="checkbox"/> Soil Erosion	26. <input type="checkbox"/> Wildlife	
04. <input type="checkbox"/> Archaeological/Historical	11. <input type="checkbox"/> Minerals	19. <input type="checkbox"/> Solid Waste	27. <input type="checkbox"/> Growth Inducing	
05. <input type="checkbox"/> Coastal Zone	12. <input type="checkbox"/> Noise	20. <input type="checkbox"/> Toxic/Hazardous	28. <input type="checkbox"/> Incompatible Landuse	
06. <input type="checkbox"/> Economic	13. <input type="checkbox"/> Public Services	21. <input type="checkbox"/> Traffic/Circulation	29. <input type="checkbox"/> Cumulative Effects	
07. <input type="checkbox"/> Fire Hazard	14. <input type="checkbox"/> Schools	22. <input type="checkbox"/> Vegetation	30. <input type="checkbox"/> Other _____	

13. FUNDING (approx) Federal \$ \_\_\_\_\_ State \$ \_\_\_\_\_ Total \$ \_\_\_\_\_

14. EXISTING LAND USE AND ZONING: Open Space (O-S)

15. PROJECT DESCRIPTION: State Beach General Plan to govern the operational and recreational development of Dockweiler State Beach. Located on eastern sandy shoreline of Santa Monica Bay. 288 acres with more than 2 miles of ocean frontage.

16. SIGNATURE OF LEAD AGENCY REPRESENTATIVE: Lawrence N. Charness DATE: 1/18/91

NOTE: Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. from a Notice of Preparation or previous draft document) please fill it in.

# NOTICE OF PREPARATION DOCKWEILER STATE BEACH GENERAL PLAN

## PROJECT DESCRIPTION

### Introduction

Isidore B. Dockweiler State Beach has been a unit of the California State Park system since 1947, and received classification as a state beach from the State Resource Protection Division in July 1963. The Los Angeles County Department of Beaches and Harbors commenced operation of the unit on June 1, 1976, and continues to manage the facility today.

Dockweiler State Beach represents one of 9 State Beach units operated by the Los Angeles County Department of Beaches and Harbors. California state law requires that a General Plan be prepared prior to funding or permitting any major project that makes a permanent commitment of park resources. The Department of Park and Recreation's *Guidelines for Resource Documents (1984)* outlines the basic form and substance of the preparation of State Beach General Plans.

The General Plan will be written pursuant to the requirements of the California Environmental Quality Act (CEQA) and will include an Environmental Impact Element (EIE) within the General Plan. Pursuant to the Public Resources Code, Section 5002.2a, and the California Administrative Code, Section 5147, the EIE will provide environmental documentation for adoption of a certified Public Works Plan under the California Coastal Act of 1976.

### Project Location

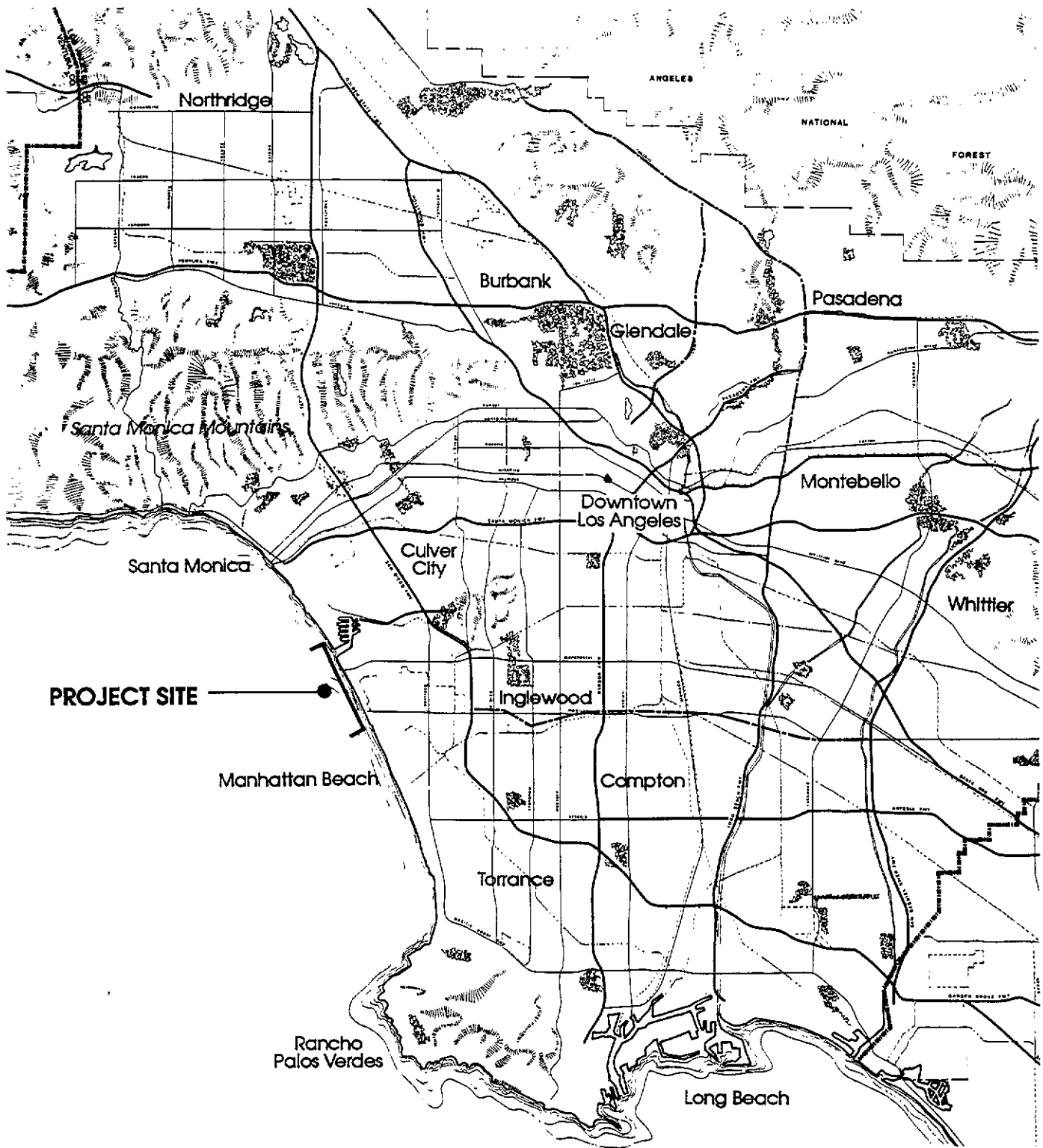
As illustrated in Figure 1, Dockweiler State Beach is located immediately west of Los Angeles International Airport (LAX), approximately 7 miles south of Santa Monica, and 14 miles southwest of Downtown Los Angeles. The unit is located on the eastern sandy shoreline of Santa Monica Bay. The unit boundaries are accurately shown on the Venice 7.5 minute U.S.G.S. quadrangle, revised 1981 (Figure 2). It is in Townships 2 and 3 South, Range 14 West. No section lines occur in this area of the historic Rancho Sausal Redondo land grant.

### Project Characteristics

Isidore B. Dockweiler State Beach is comprised of approximately 288 acres of sandy beach area and bluffs, with more than 2 miles of ocean frontage. The unit is bisected by the combined mouth of Ballona Creek and the Marina del Rey Channel Harbor entrance. Fronted by Ocean Front Walk, the area north of the Harbor consists of 21 acres of dune sand and extends from Yawl Street in the south to Reef Street in the north. The three-acre Venice Pavilion parcel is also part of the unit. Because these portions north of the Marina Channel are disconnected from

the remainder of the beach, the General Plan proposes to declassify this area for annexation to Venice Beach (City of Los Angeles). The remaining 90 percent of the Beach south of Ballona Creek shall be maintained and governed by the goals and policies of the Dockweiler State Beach General Plan.

The purpose of the Plan is to provide a wide variety of quality recreational opportunities for the public, and to increase public access into an area that has substandard parking, restroom, and other facilities in comparison with other state beaches. Proposed beach activities would maintain both the active and passive recreational opportunities the unit has to offer as well as maintain beach resources. Currently, activities at the unit include the South Bay Coastal Bike Path, a Recreational Vehicle Campground, Volleyball Courts, 5 paved parking lots, 1 concession stand, 7 restrooms, and the Lifeguard Headquarters and Maintenance Facility located near the geographic center of the Beach. Improvements to existing facilities would include expanded restroom, parking, and concessions. New facilities, proposed for the southern portion of the Beach, include a volleyball center and hang-gliding facility.

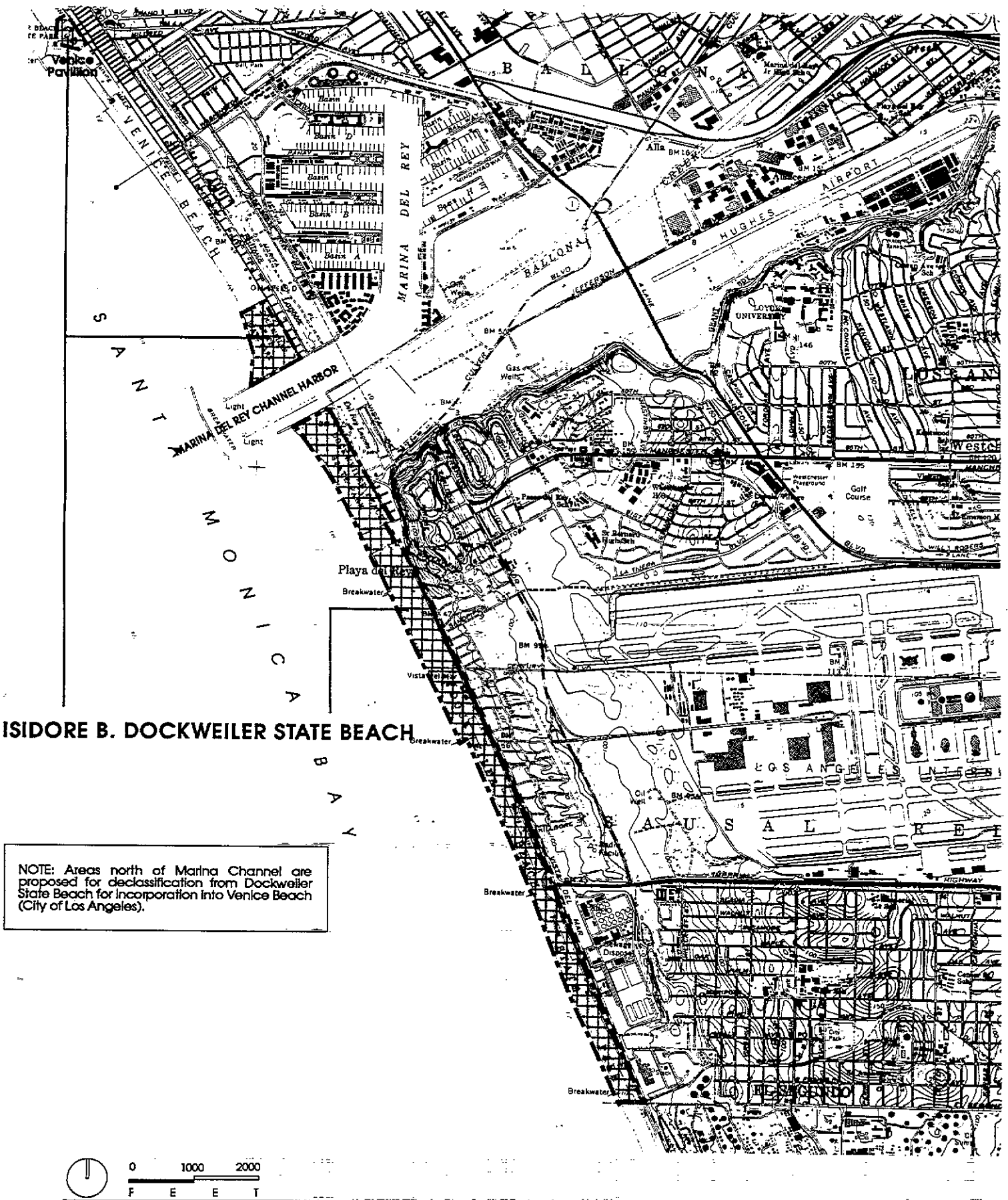


NO SCALE

**DOCKWEILER STATE BEACH GENERAL PLAN**  
 State of California Department of Parks and Recreation  
 County of Los Angeles Department of Beaches and Harbors  
 GRUEN ASSOCIATES

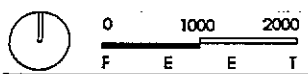
Figure 1  
 Regional Setting





**ISIDORE B. DOCKWEILER STATE BEACH**

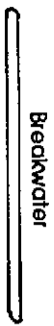
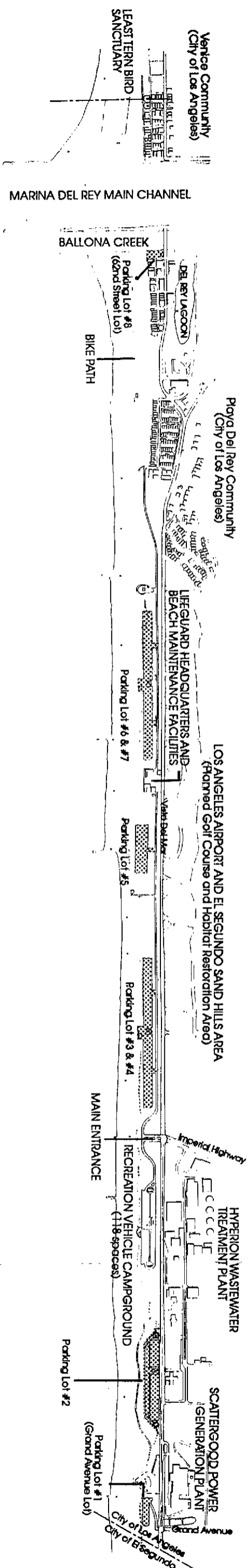
NOTE: Areas north of Marina Channel are proposed for declassification from Dockweiler State Beach for incorporation into Venice Beach (City of Los Angeles).



**DOCKWEILER STATE BEACH GENERAL PLAN**

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

Figure 2  
 U.S.G.S. Project  
 Location Map



NO SCALE

**DOCKWEILER STATE BEACH GENERAL PLAN**

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

Figure 3  
 Aerial Photo/  
 Project Site Map

**APPENDIX I**

**ENVIRONMENTAL CHECKLIST FORM  
(To Be Completed By Lead Agency)**

**I. Background**

1. Name of Proponent County of Los Angeles Department of Beaches and Harbors
2. Address and Phone Number of Proponent 13837 Fiji Way, Marina del Rey,  
CA 90291
3. Date of Checklist Submitted 18 January 1991
4. Agency Requiring Checklist County of L.A. Dept. of Beaches and Harbors
5. Name of Proposal, if applicable Dockweiler State Beach General Plan

**II. Environmental Impacts**

(Explanations of all "yes" and "maybe" answers are required on attached sheets.)

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
1. Earth. Will the proposal result in:			
a. Unstable earth conditions or in changes in geologic substructures?	___	___	<u>X</u>
b. Disruptions, displacements, compaction or overcovering of the soil?	<u>X</u>	___	___
c. Change in topography or ground surface relief features?	___	___	<u>X</u>
d. The destruction, covering or modification of any unique geologic or physical features?	___	___	<u>X</u>
e. Any increase in wind or water erosion of soils, either on or off the site?	___	___	<u>X</u>
f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	<u>X</u>	___	___
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	___	___	<u>X</u>

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
2. Air. Will the proposal result in:			
a. Substantial air emissions or deterioration of ambient air quality?	---	---	<u>X</u>
b. The creation of objectionable odors?	---	---	<u>X</u>
c. Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally?	---	---	<u>X</u>
3. Water. Will the proposal result in:			
a. Changes in currents, or the course of direction of water movements, in either marine or fresh waters?	---	---	<u>X</u>
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	---	<u>X</u>	---
c. Alterations to the course or low of flood waters?	---	---	<u>X</u>
d. Change in the amount of surface water in any water body?	---	---	<u>X</u>
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	---	---	<u>X</u>
f. Alteration of the direction or rate of flow of ground waters?	---	---	<u>X</u>
g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	---	---	<u>X</u>
h. Substantial reduction in the amount of water otherwise available for public water supplies?	---	---	<u>X</u>
i. Exposure of people or property to water related hazards such as flooding or tidal waves?	---	<u>X</u>	---
4. Plant Life. Will the proposal result in:			
a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?	<u>X</u>	---	---

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
b. Reduction of the numbers of any unique, rare or endangered species of plants?	---	---	<u>X</u>
c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	---	<u>X</u>	---
d. Reduction in acreage of any agricultural crop?	---	---	<u>X</u>
5. <b>Animal Life.</b> Will the proposal result in:			
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?	---	---	<u>X</u>
b. Reduction of the numbers of any unique, rare or endangered species of animals?	---	---	<u>X</u>
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	---	---	<u>X</u>
d. Deterioration to existing fish or wildlife habitat?	---	---	<u>X</u>
6. <b>Noise.</b> Will the proposal result in:			
a. Increases in existing noise levels?	---	---	<u>X</u>
b. Exposure of people to severe noise levels?	---	---	<u>X</u>
7. <b>Light and Glare.</b> Will the proposal produce new light or glare?	---	<u>X</u>	---
8. <b>Land Use.</b> Will the proposal result in a substantial alteration of the present or planned land use of an area?	---	---	<u>X</u>
9. <b>Natural Resources.</b> Will the proposal result in:			
a. Increase in the rate of use of any natural resources?	---	<u>X</u>	---
10. <b>Risk of Upset.</b> Will the proposal involve:			
a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?	---	---	<u>X</u>

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
b. Possible interference with an emergency response plan or an emergency evacuation plan?	_____	_____	<u>X</u>
11. Population. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	_____	_____	<u>X</u>
12. Housing. Will the proposal affect existing housing, or create a demand for additional housing?	_____	_____	<u>X</u>
13. Transportation/Circulation. Will the proposal result in:			
a. Generation of substantial additional vehicular movement?	_____	_____	<u>X</u>
b. Effects on existing parking facilities, or demand for new parking?	<u>X</u>	_____	_____
c. Substantial impact upon existing transportation systems?	_____	_____	<u>X</u>
d. Alterations to present patterns of circulation or movement of people and/or goods?	_____	_____	<u>X</u>
e. Alterations to waterborne, rail or air traffic?	_____	_____	<u>X</u>
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	_____	_____	<u>X</u>
14. Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
a. Fire protection?	_____	<u>X</u>	_____
b. Police protection?	_____	<u>X</u>	_____
c. Schools?	_____	_____	<u>X</u>
d. Parks or other recreational facilities?	_____	<u>X</u>	_____
e. Maintenance of public facilities, including roads?	_____	<u>X</u>	_____
f. Other governmental services?	_____	_____	<u>X</u>
15. Energy. Will the proposal result in:			
a. Use of substantial amounts of fuel or energy?	_____	_____	<u>X</u>

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
b. Substantial increase in demand upon existing sources or energy, or require the development of new sources of energy?	_____	_____	<u>X</u>
16. Utilities. Will the proposal result in a need for new systems, or substantial alterations to the following utilities:	_____	_____	<u>X</u>
17. Human Health. Will the proposal result in:			
a. Creation of any health hazard or potential health hazard (excluding mental health)?	_____	_____	<u>X</u>
b. Exposure of people to potential health hazards?	_____	_____	<u>X</u>
18. Aesthetics. Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?	_____	<u>X</u>	_____
19. Recreation. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?	<u>X</u>	_____	_____
20. Cultural Resources.			
a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?	_____	_____	<u>X</u>
b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?	_____	_____	<u>X</u>
c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	_____	_____	<u>X</u>
d. Will the proposal restrict existing religious or sacred uses within the potential impact area?	_____	_____	<u>X</u>
21. 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			

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
important examples of the major periods of California history or prehistory?	---	---	<u>X</u>
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	---	---	<u>X</u>
c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)	---	---	<u>X</u>
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	---	---	<u>X</u>

**III. Discussion of Environmental Evaluation**  
(Narrative description of environmental impacts.)

SEE ATTACHED SECTION.

**IV. 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.

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 the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED.

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

18 January 1991

Date

*Lawrence N. Charness*  
Signature Lawrence N. Charness, Chief  
Planning Division  
For County of Los Angeles Dept. Beaches/  
Harbors



# ENVIRONMENTAL IMPACTS

## EXPLANATIONS

1. **Earth:** Will the proposal result in:

b. Disruptions, displacements, compaction, or overcovering of the soil?

The General Plan will consider whether temporary parking facilities constructed on the Beach for the expansion of the Hyperion Wastewater Treatment Plant should be kept as permanent facilities, once construction work on that facility is completed. The continued use of these spaces on a permanent basis would result in continued overcovering of a portion of the beach's dune sand.

f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition, or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet, or lake?

Dockweiler State Beach has historically been susceptible to shoreline erosion. In order to maintain the sandy coastal strand as a recreational resource, the General Plan will consider the continued replenishment of the unit with dune sand through beach nourishment projects.

3. **Water:** Will the proposal result in:

b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?

Additional paved parking lots would convert portions of the dune sand to an impervious surface resulting in an increase in the rate and amount of surface runoff.

i. Exposure of people or property to water related hazards such as flooding or tidal waves?

Current conditions at the project site allow for overnight camping at the unit's Recreation Vehicle Campground. The General Plan will consider the expansion of the RV Campground from 118 spaces to approximately 140 to 150 spaces. During heavy storms, this facility is susceptible to flooding due to its proximity to the shoreline. Mitigation measures addressing this issue will focus on the construction of temporary sand barriers and the relocation of these campground visitors to other County facilities in the event of flood hazard.

4. **Plant Life:** Will the proposal result in:

- a. Change in the diversity of species, or the number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?

The General Plan would consider a plant palette that would re-introduce native and ocean-oriented species to the beach and eliminate a number of non-indigenous plants that may disturb the environmentally sensitive area surrounding Dockweiler State Beach (i.e., the El Segundo Sand Hills due east of the project site).

- c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?

The re-introduction of native and ocean-oriented species into the area means the planting of some species that are no longer existing on the beach, and the removal of non-indigenous plants that are currently in existence at Dockweiler State Beach.

- 7. **Light and Glare:** Will the proposal produce new light or glare?

The installation of lighting equipment for the parking lots may produce new light or glare.

- 8. **Natural Resources:** Will the proposal result in:

- a. Increase in the rate of use of any natural resources?

The construction of additional concessions and restrooms would result in the consumption of natural resources such as water and power. During the construction of various beach improvements, fossil fuels would also be consumed.

- 13. **Transportation/Circulation:** Will the proposal result in:

- b. Effects on existing parking facilities, or demand for new parking?

The General Plan will consider additional parking facilities in order to bring Dockweiler State Beach up to standard at other State Beach units.

- 14. **Public Services:** Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:

- a. Fire protection?

Increased attendance at the beach and the addition of new concession facilities may result in an increased demand for fire protection services.

b. Police protection?

Increased attendance at the beach could result in greater demand for police protection services.

d. Parks or other recreational facilities?

Since the majority of the proposed improvements are recreational in nature, additional park and recreation services would likely be required to facilitate event coordination and maintenance.

e. Maintenance of public facilities, including roads?

Expanded recreational areas, beach facilities, and public services could result in an increased need for additional governmental services at the unit.

18. **Aesthetics:** Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?

The construction of new parking lots would alter the aesthetic environment of the portions of the beach on which they are constructed.

19. **Recreation:** Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?

The proposed General Plan would allow increased opportunities for recreational and beach-oriented activities at the unit.

**APPENDIX II:  
RESPONSES TO THE NOTICE OF PREPARATION**

Responsible agencies that voiced their concerns and comments regarding the Dockweiler State Beach General Plan included all of the following:

- California Regional Water Quality Control Board- Los Angeles Division
- California Department of Transportation (Caltrans)
- State of California Department of Boating and Waterways
- Los Angeles Department of Transportation
- City of El Segundo Planning Department
- State of California Department of Parks and Recreation
- State of California Department of Fish and Game
- Los Angeles Police Department
- County of Los Angeles Department of Public Works

From:  
 Office of the Governor  
 Office of Planning and Research  
 State Clearinghouse  
 1400 Beach Street, Room 121  
 Sacramento, CA 95814



DEPT. OF BEACHES & HARBORS		
FEB 22 '91		
	RE	ACT
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Wachowiak		
Kilger		
Comm. Servs.		
Lifeguard		
Planning		✓
Safety & San.		
Budg. & Fin.		
Mgmt. Servs.		
Perf. & Pay.		
Info. Sys.		

To: LAWRENCE N. CHARNES  
 L.A. COUNTY DEPT. OF BEACHES & HARBORS  
 13837 FLII WAY  
 MARINA DEL REY, CA 90292

ACKNOWLEDGEMENT  
 State of California  
 Project Notification and Review System  
 Office of the Governor  
 (916) 445-0613

*6 KLG*

SCH NUMBER: 91011050  
 TITLE: ISADORE B. DOCKWEILER STATE BEACH GENERAL PLAN  
 SCH Contact: Terri Lovelady  
 Department Date: 01/23/91  
 Clearance Date: 02/22/91

(If document received after 10 AM review starts on next day.)

Please use the State Clearinghouse Number on future correspondence with this office and with agencies approving or reviewing your project. This card does not verify compliance with environmental review requirements. A letter containing the State's comments or a letter confirming no State comments will be forwarded to you after the review is complete.

213 937-6001

OFFICE OF PLANNING AND RESEARCH  
1400 TENTH STREET  
SACRAMENTO, CA 95814



DEPT. OF BEACHES & HARBORS		
JAN 28 '91		
	EL	AG
Adm.		
Asst. Dir.		
Beach Mgmt.		
Beach Prog.		
Beach & Harb. Dev.		
Beach & Harb. Insp.		
Beach & Harb. Plan.		
Beach & Harb. Res.		
Beach & Harb. Serv.		
Beach & Harb. Spec.		
Beach & Harb. Stud.		
Beach & Harb. Train.		
Beach & Harb. Util.		
Beach & Harb. Vis.		
Beach & Harb. Work.		
Beach & Harb. Zoning		
Beach & Harb. Other		
Beach & Harb. Unk.		
Beach & Harb. Total		

DATE: Jan 24, 1991

TO: Reviewing Agency

RE: L.A. COUNTY DEPT. OF BEACHES & HARBORS's NOP for  
ISADORE B. DOCKWEILER STATE BEACH GENERAL PLAN  
SCH # 91011050

Attached for your comment is the L.A. COUNTY DEPT. OF BEACHES & HARBORS's Notice of Preparation of a draft Environmental Impact Report (EIR) for the ISADORE B. DOCKWEILER STATE BEACH GENERAL PLAN.

Responsible agencies must transmit their concerns and comments on the scope and content of the EIR, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of this notice. We encourage commenting agencies to respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

LAWRENCE N. CHARNISS  
L.A. COUNTY DEPT. OF BEACHES & HARBORS  
13837 FIJI WAY  
MARINA DEL REY, CA 90292

with a copy to the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the review process, call Terri Lovelady at (916) 445-0613.

Sincerely,

David C. Nunenkamp  
Deputy Director, Permit Assistance

Attachments

cc: Lead Agency

SCIP Q A U I T O S U

NOP Distribution List

S = sent by lead agency
X = sent by SCIP

Responsible Agency

- List of agencies and their addresses, including:
- Kern Dept. Dept. of Planning & Waterworks
- Gary P. Hildner California Coastal Commission
- Board of Fisheries Santa Coastal Conservancy
- Douglas O'Byrne Dept. of Conservation
- City of Palmdale and (Radio R)
- City of Ojai and City
- David W. Walker and Resources Project, Ltd
- Douglas W. Walker Dept. of Forestry
- Hans Kerschberg City of Ukiah
- Mike Doyle Dept. of Parks and Recreation
- Anna Lucia Brophy Rollins Station Board
- Nancy Wakeman S.P. Boy Conservation & Dev't Comm.

Department of Transportation

- List of staff members and their addresses for the Department of Transportation, including:
- To Staffing California Districts
- Michelle Gallagher
- Robert A. Smith
- Wade Green
- Jerry Leary
- Larry McCreary
- Harvey Sawyer
- Andy Zadorin

Fish and Wildlife

- List of staff members and their addresses for Fish and Wildlife, including:
- Yvonne Overholt Dept. of Food and Agriculture
- Guy To Dept. of Fish and Game
- Robert Murphy Dept. of General Services
- Bob Fletcher Air Resources Board
- Lavinia Patrick California Districts
- Gary McCreary California Districts
- Harvey Sawyer California Districts
- Andy Zadorin California Districts

State Water Resources Control Board

- List of staff members and their addresses for the State Water Resources Control Board, including:
- Albert Peltier Basin Water Resources Control Board
- Dave Barber State Water Resources Control Board
- Ed A. Aban State Water Resources Control Board
- Mike Pellegrini State Water Resources Control Board

Regional Water Quality Control Board

- List of Regional Water Quality Control Boards and their locations, including:
- North Coast Region (C)
- San Francisco Bay Region (C)
- Central Coast Region (C)
- Los Angeles Region (C)
- Central Valley Region (C)
- Lake Tahoe Region (C)
- Colorado River Basin Region (C)
- Santa Ana Region (C)
- San Diego Region (C)
- Other:
- APCWA/QMID

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD—

LOS ANGELES REGION

101 CENTRE PLAZA DRIVE  
MONTEREY PARK, CALIFORNIA 91754-2156  
(213) 266-7500



February 8, 1991

File: 700.300

Lawrence N. Charness  
County of Los Angeles  
Department of Beaches and Harbors  
13837 Fiji Way  
Marina Del Rey, CA 90292

**NOTICE OF PREPARATION - GENERAL PLAN FOR ISIDORE B. DOCKWEILER  
STATE BEACH, WESTCHESTER AREA, LOS ANGELES. SCH#91011050:  
L. A. COUNTY DEPARTMENT OF BEACHES AND HARBORS**

We have reviewed the subject document regarding the proposed project.

|| We would like to see a discussion in the EIR of the increased generation of sewage and/or waste water under this new plan, as compared to the existing plan, and how the county plans to handle it.

Thank you for this opportunity to review your document. If you have any questions, please contact Eugene C. Ramstedt at (213) 266-7553.

JOHN L. LEWIS, Unit Chief  
Technical Support Unit

cc: Terri Lovelady, State Clearinghouse

DEPT. OF BEACHES & HARBORS		
FEB 11 '91		
	EL	AG
Read		
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Wages		
Comm. Servs.		
Library		
Planning		
Water & San.		
Boys & Pls.		
Agm. Servs.		
Park & Rec.		
Info. Sys.		

(10-23-89)



## DEPARTMENT OF TRANSPORTATION

DISTRICT 7, 120 SO. SPRING ST.  
LOS ANGELES, CA 90012  
TDD (213) 620-3550



(213) 620-3163

February 13, 1991

IGR/CEQA  
County of Los Angeles  
NOP - DEIR  
Isadore B. Dockweiler State  
Beach General Plan  
SCH # 91011050  
Vic. LA-1-R30.47-R31.78

Mr. Lawrence N. Charness  
L.A. County Department of Beaches & Harbors  
13837 Fiji Way  
Marina Del Rey, CA 90292.

Dear Mr. Charness:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. Based on the information received we find no apparent impact to our facilities. However, any mitigation proposed should be fully discussed in the document. Those discussions should include, but not be limited to, the following:

- \* financing
- \* scheduling considerations
- \* implementation responsibilities
- \* monitoring

We look forward to reviewing the DEIR. We expect to receive a copy from the State Clearinghouse. However, to expedite the review process, you may send two copies in advance to the undersigned at the following address:

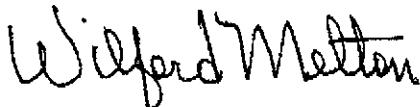
Wilford Melton  
District 7 IGR/CEQA Coordinator  
Transportation Planning and  
Analysis Branch  
120 So. Spring Street  
Los Angeles California 90012

DEPT. OF BEACHES & HARBORS		
FEB 14 '91		
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Police & San.		
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Man. Servs.		
Per. & Pay.		
Info. Sys.		

Mr. Lawrence N. Charness  
Page 2  
February 13, 1991

If you have any questions regarding these comments, please  
call me at (213) 620-3163.

Sincerely,



WILFORD MELTON  
IGR/CEQA Coordinator  
Transportation Planning & Analysis Branch

cc: State Clearinghouse

DEPARTMENT OF BOATING AND WATERWAYS

1629 S STREET  
 SACRAMENTO, CA 95814-7291  
 (916) 445-6281



February 5, 1991

INFO. SYS.
PLANS & PERM.
MAINT. SERV.
BOAT & TR.
BOATY & BOAT
PLANNING
LEGISLATION
COMM. SERV.
REGUL.
RESEARCH
TRAINING
STAFF
FIN.
AD. ASST.
SECRETARY
RECEPTION
MAIL ROOM
STORAGE
SECURITY
GENERAL
DEPT. OF BOATING AND WATERWAYS
FEB 8 1991

Lawrence N. Charness  
 Los Angeles County Dept. of  
 Beaches and Harbors  
 13837 Fiji Way  
 Marina del Rey, CA 90292

Dear Mr. Charness:

The Department of Boating and Waterways has no comment on the Los Angeles County Department of Beaches and Harbors' Notice of Preparation of a draft Environmental Impact Report for the Isidore B. Dockweiler State Beach General Plan (SCH# 91011050).

However, we would like to receive a copy of the draft Environmental Impact Report when it becomes available.

Thank you for the opportunity to review the aforementioned document.

Sincerely,

*William H. Evers*  
 WILLIAM H. EVERS  
 Director

cc: State Clearinghouse

S.E. (ED) ROWE  
GENERAL MANAGER

# CITY OF LOS ANGELES CALIFORNIA



TOM BRADLEY  
MAYOR

DEPARTMENT OF  
TRANSPORTATION  
ROOM 1200, CITY HALL  
LOS ANGELES, CA 90012  
(213) 485-2265  
FAX (213) 237-0960

DOT Case No. CTC 91-003

February 1, 1991

Mr. Lawrence N. Charness  
Chief of Planning Division  
Department of Beaches and Harbors  
Los Angeles County  
13837 Fiji Way  
Marina Del Rey, California 90291

SUBJECT: ISIDORE B. DOCKWEILER STATE BEACH GENERAL PLAN

The Los Angeles Department of Transportation has reviewed the Notice of Preparation (NOP) dated January 18, 1991 regarding the preparation of a State Beach General Plan and associated Environmental Impact Element. New facilities at the State beach along Vista Del Mar may include additional parking lots, expansion of the recreational vehicle campground and a volleyball amphitheater.

Our Department feels that the Transportation/Circulation section in the initial study presented in the NOP should be modified to a "Yes" response for the following questions and that a traffic study is needed to address the traffic impacts and access issues of the proposed project:

- 13c. Substantial impact upon existing transportation systems?
- 13d. Alterations to present patterns of circulation or movement of people and/or goods?

Our Department's preliminary comments concerning the access issues of the proposed project are addressed on the attached drawing.

We look forward to working jointly with your staff to analyze the project-related impacts. If you have any questions, please call Randall Tanijiri of our Department at (213) 485-2286.

*Haripal Vir*

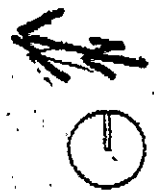
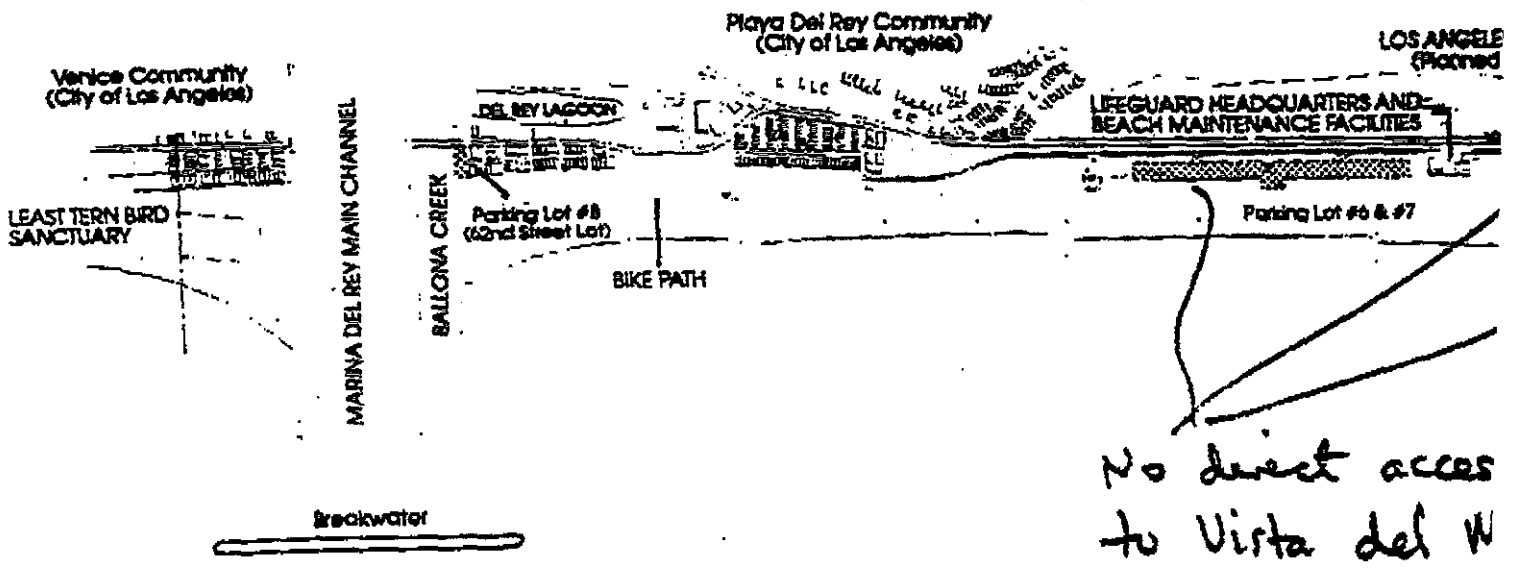
Haripal Vir  
Transportation Engineer

Attachment

rmt:dock-1.nop

cc: Sixth Council District

DEPT. OF BEACHES & HARBORS		
FEB 5 '91		
	EL	AG
Name		
Position		
Workunit		
Range		
Comm. Serv.		
Libraries		
Planning		
Safety & Ins.		
Spec. & P.C.		
Trans. Serv.		
Rec. & Exp.		



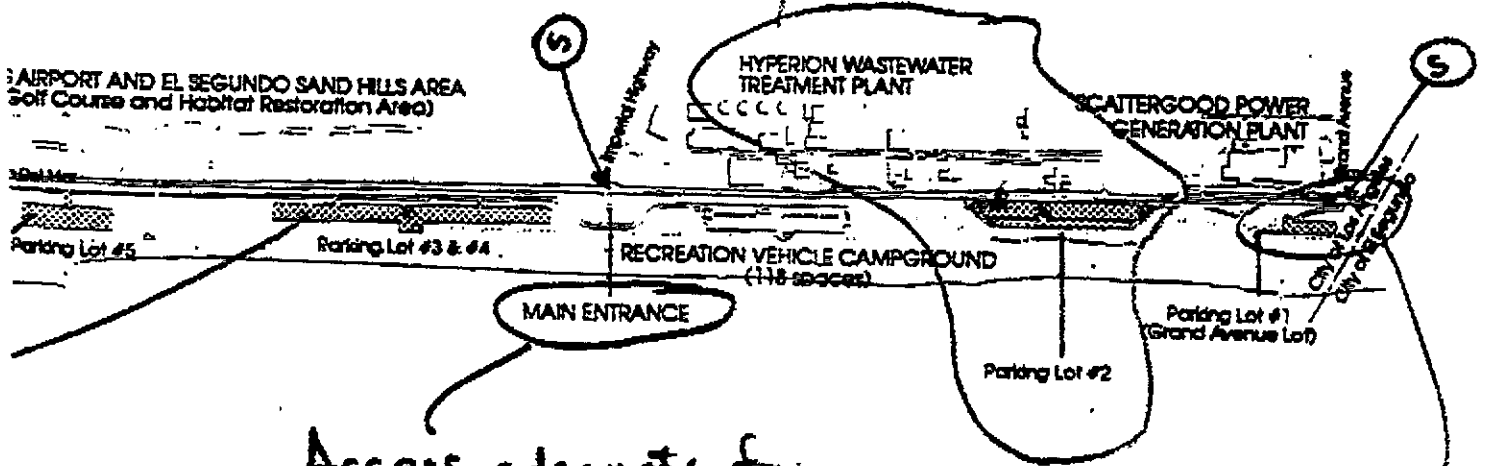
NO SCALE

**DOCKWEILER STATE BEACH GENERAL PLAN**

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



Coordinate access to Vista del Ma with proposed new traffic signal for Hyperion



Access adequate for add'l parking lots?

adequate for parking lot?

(N) Comments  
1-24-91

Figure 3  
Aerial Photo/  
Project Site Map



# City of El Segundo

DEPT. OF BEACHES & HARBORS		
FEB 20 '91		
	Inf.	Act.
Reed		
Bourdon		
Wisniewski		
Kirger		
Comm. Servs.		
Lifeguard		
Planning		
Safety & San.		
Buag. & Fis.		
Mgmt. Servs.		
Pers. & Pay.		
Info. Sys.		

**KENDRA MORRIES**  
**DIRECTOR OF PLANNING**

*February 19, 1991*

*Mr. Lawrence N. Charness  
Chief of Planning Division  
Los Angeles County Department of Beaches and Harbors  
13837 Figueroa Way  
Marina del Rey, CA 90291*

**RE:** *Notice of Preparation of a State Beach General Plan and Associated Environmental Impact Element*

*Dear Mr. Charness:*

*The City of El Segundo is in receipt of the Notice of Preparation of Isidore Dockweiler State Beach General Plan and an associated Environmental Impact Element.*

*The possibility of additional environmental impact from the proposed project is an issue of concern for the City of El Segundo. In particular, we are concerned with generation of substantial additional vehicular movement and noise impact of some of the proposed new facilities such as the amphitheater, volleyball center, and hand-gliding facility in the southern portion of the beach. We feel that it is important that specific information/analysis on the effect to El Segundo should be stressed in the documents.*

*Please ensure that I am added to the mailing list for the Draft Environmental Impact Report and General Plan documents, public hearings, etc.*

*We appreciate the opportunity to review the document and look forward to future discussion with you on this issue.*

*Sincerely,*

  
**Sara Rostamian**  
*Associate Planner*

**cc:** *Kendra Morries, Director of Planning*

DEPARTMENT OF FISH AND GAME  
330 Golden Shore, Suite 50  
Long Beach, CA 90802  
(213) 590-5113

DEPT. OF BEACHES & HARBORS	
FEB 19 '91	
	FILE
Recd	
Burdon	
Wasserman	
Kinger	
Comm. Serv.	
Liaison	
Planning	
Environ. & Gen.	
Equip. & Ma.	
Mgmt. Serv.	
Spec. & Plan.	
Adm. Serv.	

February 14, 1991

Mr. Lawrence N. Charness  
L.A. County Department of Beaches & Harbors  
13837 Fiji Way  
Marina Del Rey, CA 90292

Dear Mr. Charness:

We have reviewed the Notice of Preparation of a Draft EIR for the Isadore B. Dockweiler State Beach General Plan project #91011050. To enable our staff to adequately review and comment on this project, we recommend the following information be included in the Draft EIR:

1. A complete assessment of flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, and locally unique species and sensitive and critical habitats.
2. A discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impact.
3. A discussion of potential adverse impacts from any increased runoff, sedimentation, soil erosion, and/or urban pollutants on streams and watercourses on or near the project site, with mitigation measures proposed to alleviate such impacts. Stream buffer areas and their maintenance in a natural condition through non-structural flood control methods should also be considered in order to continue their high value as wildlife corridors.

More generally, there should be discussion of alternatives to not only minimize adverse impacts to wildlife but also to include direct benefit to wildlife and wildlife habitat. Those discussions should recognize the Department of Fish and Game's policy that there should be no net loss of wetland acreage or habitat values. We oppose projects which do not provide adequate mitigation for such.

Diversion, obstruction of the natural flow, or changes in the bed, channel, or bank of any river, stream, or lake will require notification to the Department of Fish and Game as called for in the Fish and Game Code.



Lawrence N. Charness

-2-

February 14, 1991

Notification should be made after the project is approved by the lead agency.

Thank you for the opportunity to review and comment on this project. If you have any questions, please contact Kimberly McKee of our Environmental Services staff at (213) 590-5137.

Sincerely,

*for* *Fred Worthley*  
Fred Worthley  
Regional Manager  
Region 5

cc: Office of Planning & Research

DEPARTMENT OF PARKS AND RECREATION

P.O. BOX 94 96  
 SACRAMENTO 94296-0001  
 (916) 445-7067



DEPT. OF BEACHES & HARBORS	
FEB 25 '91	
Item	By / At
Admin.	
Beaches	
Management	
Planning	
Reg. & Dev.	
Res. & Rec.	
Spec. Serv.	
Trans. & Exp.	
Info. Sys.	

February 20, 1991

Mr. Lawrence N. Charness  
 Los Angeles County Department of  
 Beaches and Harbors  
 13837 Fiji Way  
 Marina Del Rey, CA 90292

Dear Mr. Charness:

Notice of Preparation for  
 Dockweiler State Beach  
SCH #91011050

*PAR: STUSSMAN*

The Department of Parks and Recreation (DPR) has reviewed the subject document and has the following comments.

The "Project Description" describes a proposal to declassify the 24 acres of State Beach north of Ballona Creek (including the Venice Pavilion) and annex this into the City of Los Angeles. The remainder of the beach would remain in State ownership, managed by the County. Improvements to existing facilities would include expanded restrooms, parking and concessions. New facilities proposed for the southern portion of the beach (State Beach) include a volleyball center and hang-gliding facility.

Declassifying the northern 24 acres and allowing it to be annexed by the City of Los Angeles would represent a major loss of prime beach for this Department. The NOP does not identify what mitigation/compensation would be provided to DPR for this loss.

The NOP identifies that additional parking and restrooms will be provided, but should specify how much capacity will be added. Similarly, the expansion of concessions should specify the size, location and type of facilities. The NOP should also document that such facilities are consistent with current DPR policies regarding developments within units of the California State Park System.

The proposed hang-gliding facility and volleyball center should be fully described as to their respective scope and purposes. The County should document how these facilities would meet all the relevant DPR policies and fit in with current activities at the beach.



Mr. Lawrence M. Charness  
February 20, 1991  
Page Two

The Environmental Checklist Form is generally adequate. One issue which is not identified is the possible change in the diversity of species or number of any species (Section 5a).

Dr. Bryan Obet (University of California, Los Angeles) and Dr. Patricia Baird (California State University, Long Beach) have applied for and obtained a grant from the U.S. Environmental Protection Agency (EPA) to attempt to establish a nesting colony of the State and federal listed (endangered) California least tern near the Ballona Wetlands. The most feasible location is within the State Beach, just south of Ballona Creek. To allow for the possible establishment of this new colony, the checklist should reflect a "yes" or "maybe" response to Section 5a. The General Plan should also discuss this possible use of the State Beach.

Dockweiler State Beach was named and classified on June 21, 1962. There is no indication that the State Park and Recreation Commission has ever been asked to consider changing the name of the unit to "Isadore B. Dockweiler State Beach". If a change in the name of the unit is desired by the County, it will be necessary to work with DPR and the Commission through the public hearing process. Until the name is changed through that process, all documents including the General Plan and Environmental Impact Report should bear the present name of the unit, Dockweiler State Beach.

Please continue to work with Daniel Preece, Deputy Regional Director for the Los Angeles Basin/Santa Monica Mountains District, Department of Parks and Recreation, (818) 706-1310 as work on this document progresses.

Sincerely,



Richard G. Rayburn, Chief  
Resource Protection Division

# LOS ANGELES POLICE DEPARTMENT



DARYL F. GATES  
Chief of Police

TOM BRADLEY  
Mayor

P. O. Box 30158  
Los Angeles, Calif. 90030  
Telephone:  
(213) 485-2636  
Ref #: 9.4

February 22, 1991

Mr. Lawrence N. Charness  
Chief of Planning Division  
Los Angeles County Department  
of Beaches and Harbors  
13837 Fiji Way  
Marina del Rey, CA 90291

DEPT. OF BEACHES & HARBORS	FEB 26 91	Mr. Tolson	
		Mr. DeLoach	
		Mr. Mohr	
		Mr. Bishop	
		Mr. Casper	
		Mr. Callahan	
		Mr. Conrad	
		Mr. Felt	
		Mr. Gale	
		Mr. Rosen	

Dear Mr. Charness:

The proposed Isidore B. Dockweiler State Beach General Plan improvement project has been reviewed. The project is located in the Los Angeles Police Department's Pacific Area, Reporting District (RD) 1491. The address of Pacific Area station is 12312 Culver Boulevard, Los Angeles, CA 90066. Past annual crime statistics for RD 1491 indicate a crime rate below the Citywide average. The predominate crimes in the area are auto theft and grand theft. The current average response time to emergency calls in Pacific Area is 7.4 minutes. The Citywide average response time to emergency calls in 1990 was 7.0 minutes. Pacific Area currently has 273 sworn officers assigned over three watches.

A project of this size will have a minimal impact on police service in the area. Although the project may have an accumulating impact over time, the need to increase police personnel or facilities cannot be anticipated at this time.

To mitigate possible crime problems as a result of this project, it is recommended that restrooms and parking areas be well illuminated and designed with minimum dead space to eliminate areas of concealment.

The Department's Crime Prevention Unit, (213) 485-3134, should be contacted for security design assistance.

Upon completion of the project, the developer should be encouraged to provide the Pacific Area commanding officer with a diagram of the project. The diagram should include any information that might facilitate police response.



Mr. Lawrence N. Charness  
Page two  
9.4

Questions regarding environmental impact reports may be referred to Officer Katrina Adams, Planning and Research Division, (213) 237-1653.

Very truly yours,

DARYL F. GATES  
Chief of Police



DANIEL B. WATSON, Captain  
Commanding Officer  
Planning and Research Division



**COUNTY OF LOS ANGELES  
DEPARTMENT OF PUBLIC WORKS**

900 SOUTH FREMONT AVENUE  
ALHAMBRA, CALIFORNIA 91803-1331  
Telephone: (818) 458-5100

THOMAS A. TIDEMANSON, Director

ADDRESS ALL CORRESPONDENCE TO:  
P.O. BOX 1460  
ALHAMBRA, CALIFORNIA 91803-1460

February 27, 1991

Mr. Lawrence N. Charness  
Chief of Planning Division  
Los Angeles County Department  
of Beaches and Harbors  
13837 Fiji Way  
Marina del Rey, CA 90291

Attention Gregory Woodell

Dear Mr. Charness:

**RESPONSE TO A NOTICE OF PREPARATION**

Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) for the proposed Isidore B. Dockweiler State Beach General Plan. We have reviewed the NOP and offer the following comments:

Waste Management

The California Integrated Waste Management Act of 1989 (AB 939: Sher) requires each city and county, through source reduction and composting, to divert 25 percent of the waste stream from landfills and transformation facilities by 1995, and 50 percent by the year 2000. The proposed projects will adversely impact land disposal facilities in Los Angeles County. Therefore, the General Plan must address this concern and discuss potential mitigation measures including, but not limited to, recycling, composting, and source reduction programs. Additionally, the General Plan must include provisions to provide adequate "storage areas" for collected, recyclable materials.

The existing hazardous waste management facilities in the County are inadequate to handle the hazardous waste currently being generated. The proposed facilities may generate hazardous waste, including household hazardous waste, which could adversely impact existing facilities. The General Plan should address this issue and discuss mitigation measures.

Any impacts which may affect the quality of discharge in storm water facilities should be discussed and mitigated.

If you have any questions regarding these comments, please contact Mr. Michael Bohlander of our Waste Management Division at (818) 458-3562.

DEPT. OF BEACHES & HARBORS		
FEB 28 '91		
	RE	AC
Reed		
Bourdon	2	
Wieniewski		
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Comm. Svcs.		
Lifeguard		
Planning		
Safety & San.		
Budg. & Fin.		
Mgmt. Svcs.		
Per. & Pay.		
Info. Sys.		

IN REPLY PLEASE  
REFER TO FILE:

P-6

Mr. Lawrence N. Charness  
February 27, 1991  
Page 2

Programs Development

As you may know, portions of the South Bay Bicycle Trail are under the jurisdiction of this Department. Any proposed modifications to this trail should be discussed in the EIR including any impacts and measures to mitigate these impacts.

If you have any questions regarding these comments, please contact Mr. Howard Gong of our Programs Development Division at (818) 458-3940.

Flood Maintenance

Within the limits of the project area, we operate and maintain several storm drain outlet facilities. Any proposed improvements near these facilities should be discussed in the EIR including any impacts and measures to mitigate these impacts. Enclosed for your information is a map identifying the general location of these facilities.

If you have any questions regarding these comments, please contact Mr. Eiji Nakahara of our Flood Maintenance Division at (213) 861-0316.

If you have any questions regarding the environmental reviewing process of this Department, please contact Ms. Clarice Nash at the previous page address or at (818) 458-4334.

Very truly yours,

T. A. TIDEMANSON  
Director of Public Works

*Carl L. Blum*  
CARL L. BLUM  
Assistant Deputy Director  
Planning Division

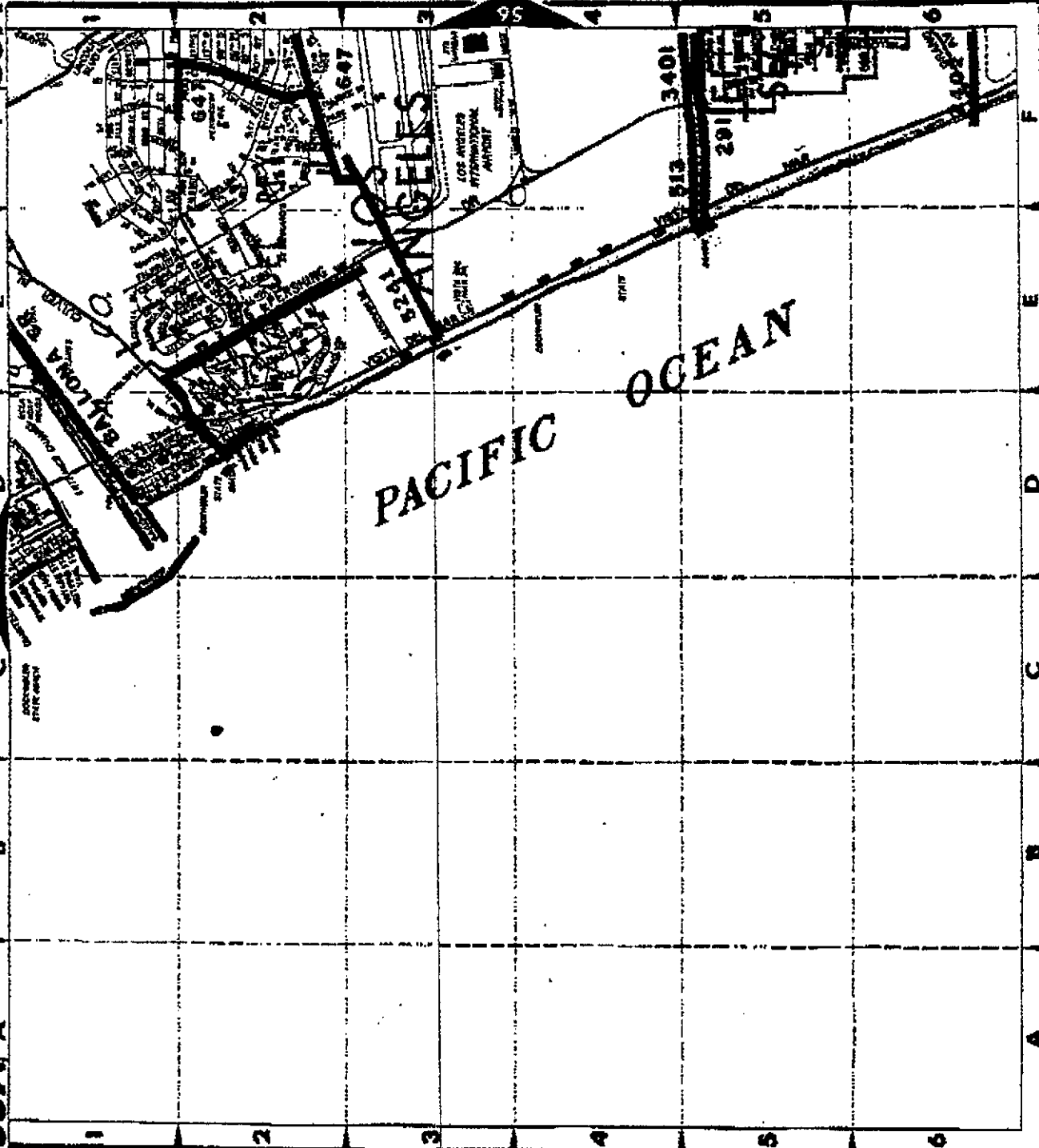
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**APPENDIX III:  
SELECTED REFERENCES AND LIST OF PREPARERS**

The following selected references have been included to provide additional, more specific information related to the Dockweiler State Beach General Plan. References for the Resource Element are included in the Dockweiler State Beach Resource Inventory on file with the Department of Parks and Recreation, Resource Protection Division, in Sacramento, California.

The list of preparers indicates the agencies responsible for the preparation of the Dockweiler State Beach General Plan, its associated Environmental Impact Element, and the Resource Inventory.

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United States Hang-Gliding Association, Inc., Dockweiler Hang-Gliding Photo Collection, (719) 632-8300, Contact: Jeff Elgart.

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