

STATE OF CALIFORNIA
DEPARTMENT OF PARKS AND RECREATION

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



Prepared by:

Los Angeles County
Department of Beaches and Harbors

June 2004

PREFACE

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

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**DOCKWEILER STATE BEACH
GENERAL PLAN AMENDMENT**

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

1.0 INTRODUCTION & SUMMARY

1.1 Purpose of the General Plan Amendment

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

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

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

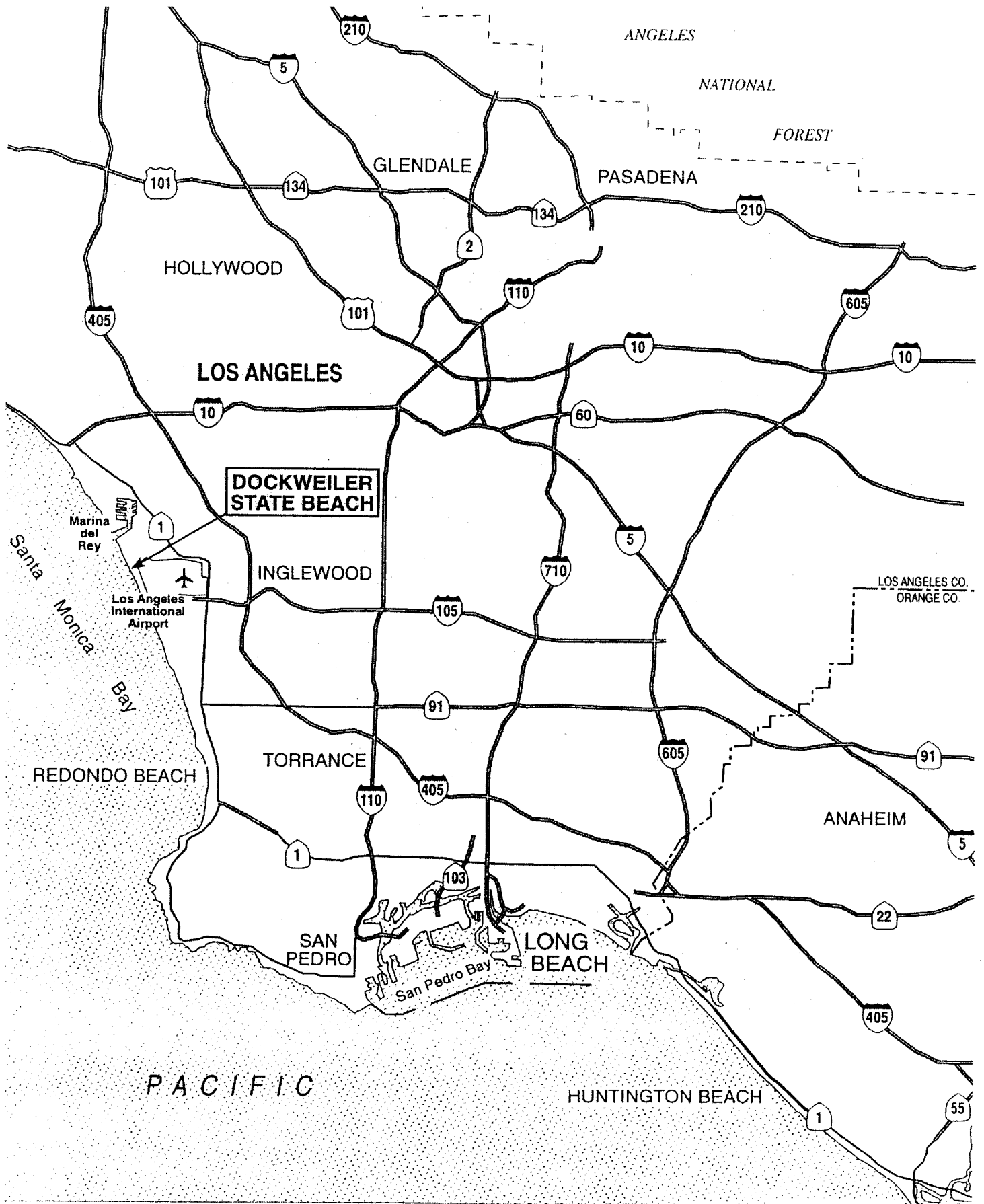


Figure 1
Regional Map



0 5 Miles

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

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

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

1.2 Unit Identification

Background

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

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

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

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

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

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

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

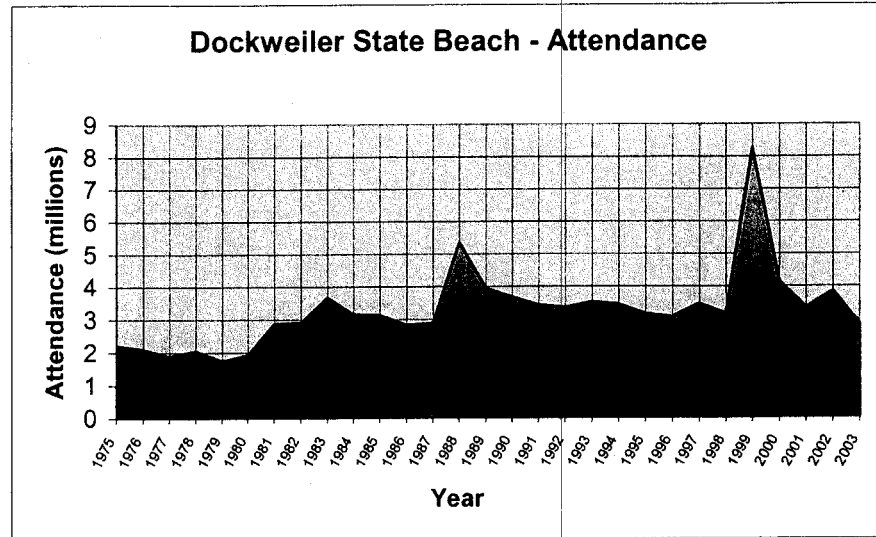
1.3 Beach Attendance

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

Table 1
Annual Beach Attendance – Dockweiler State Beach

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

Figure 2



2.0 RESOURCE ELEMENT

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

2.2 Cultural Resources

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

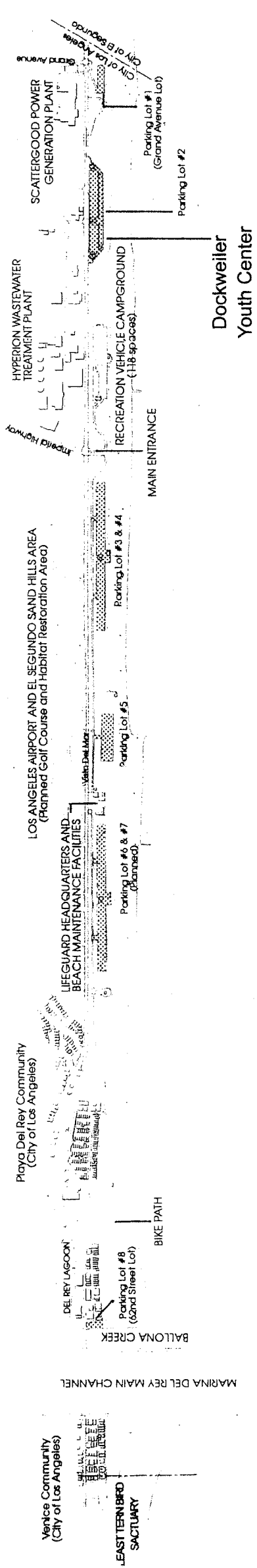
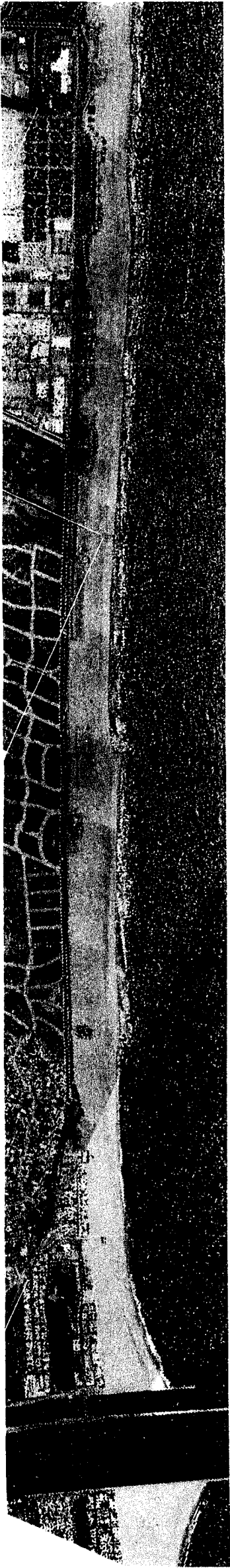
and placed here during the reconstruction of the Hyperion Sewage Treatment Plant in 1950. Given this historical background of the material on which the proposed project will be built, there is no archeological or cultural resource present.

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

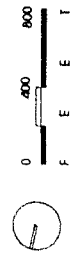
- 2.3 Aesthetic Resources – Various sites within, as well as adjacent to the existing parking lot, were considered for the location of the proposed facility. Placing the structure and use within the interior of the existing parking lot would significantly reduce the amount of available public parking,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

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

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



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 3

Aerial Photo
 Project Site Map

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

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

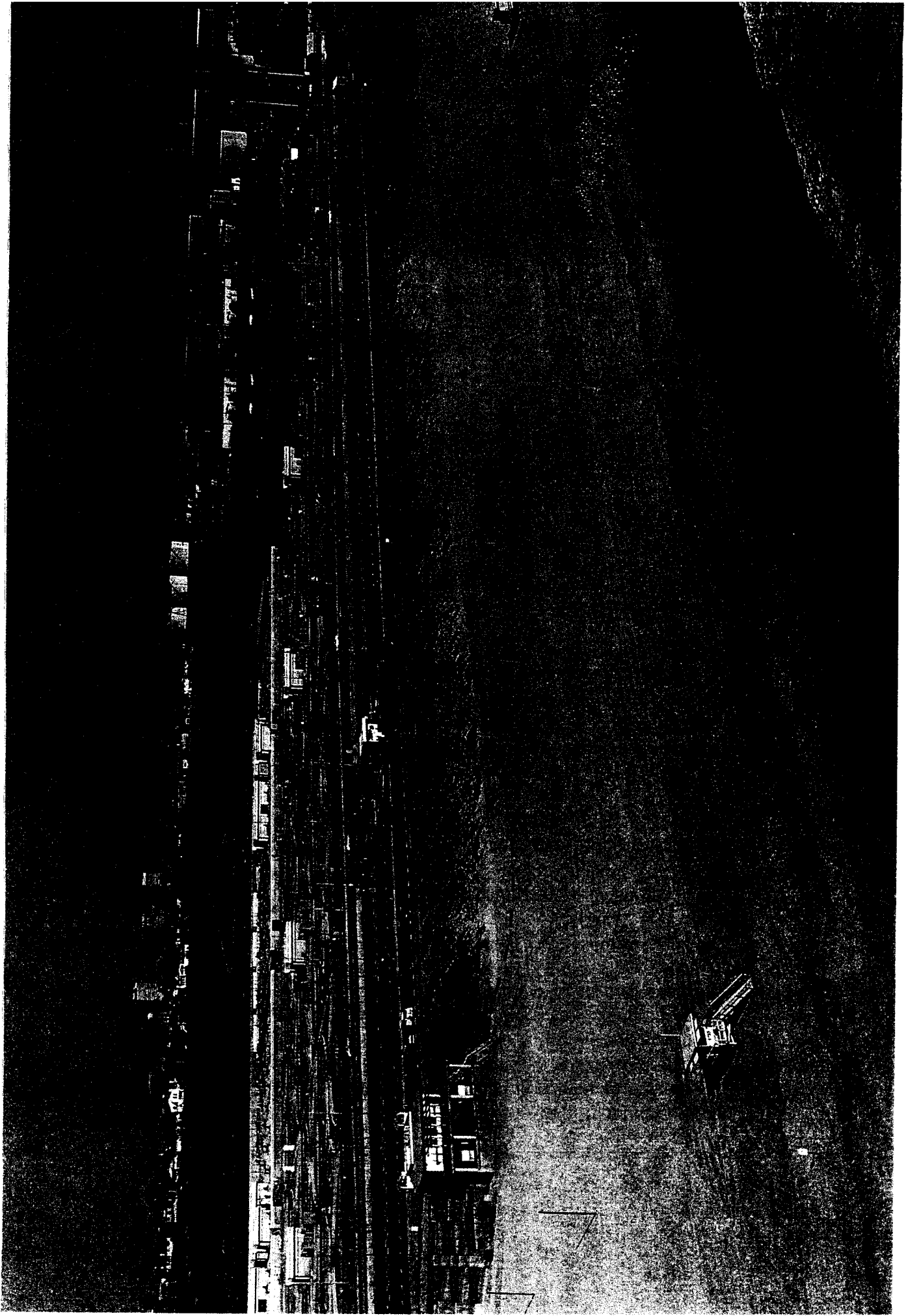
Finding: AREA 5 should provide opportunities for higher intensity recreational uses.

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

3.4 Parking and Circulation

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

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



Proposed Youth Center Construction Site

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

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

3.0 LAND USE AND FACILITIES ELEMENT

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

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

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

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

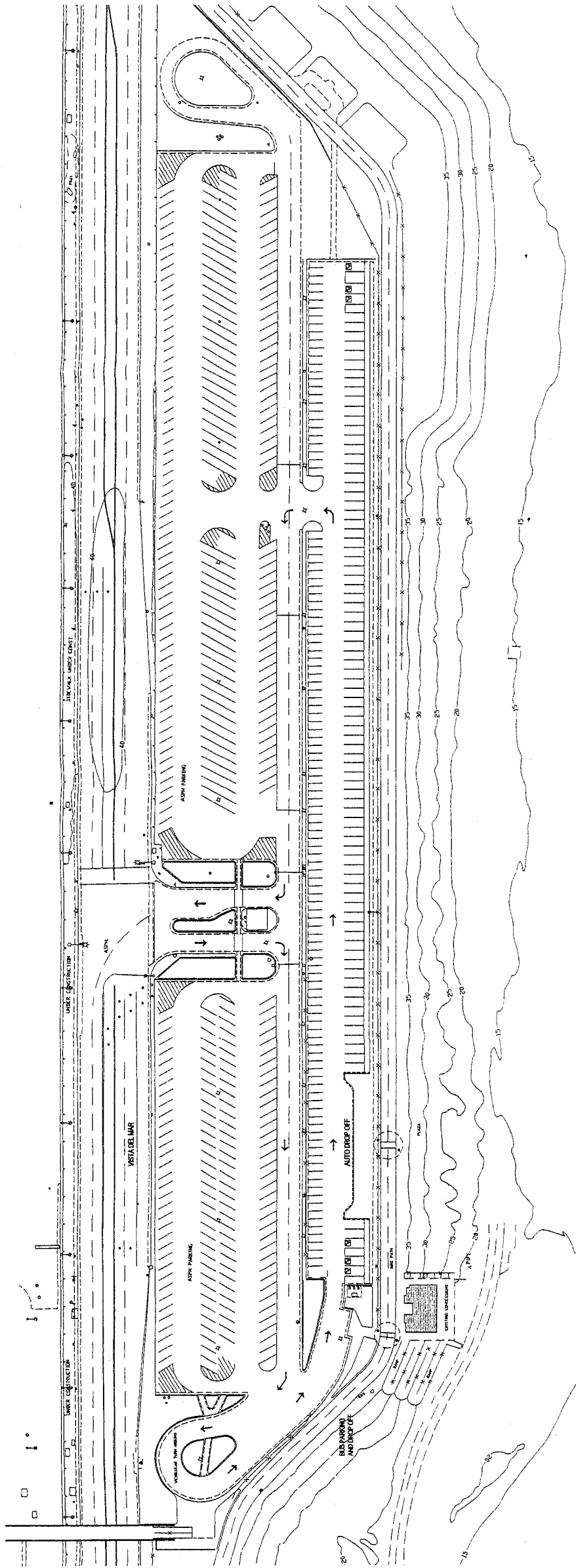
Although the proposed project will be principally designed as a youth center, it will be designed to attract large numbers of visitors of all ages to the site. This new facility will provide a new venue of recreation not available to visitors to Dockweiler currently. The facility will offer the ability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

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

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

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

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



DOCKWEILER YOUTH CENTER

GRUEN ASSOCIATES
ARCHITECTURE • PLANNING • INTERIORS
PHASE 1, 2008

TRAFFIC CIRCULATION
SIGNALIZED PEDESTRIAN
CROSSING AT BIKEPATH

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

SITE CIRCULATION PLAN

Proposed Conceptual Site & Parking Lot Circulation Plan

FIGURE 5

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

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

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

4.0 INTERPRETIVE ELEMENT

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

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

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

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

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

5.0 OPERATIONS ELEMENT

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

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

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

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

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

6.0 CONCESSIONS ELEMENT

6.3 Proposed Concessions

The Dockweiler State Beach General Plan states:

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

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

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

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

7.0 ENVIRONMENTAL IMPACT ELEMENT

7.1 CEQA Process and Review for General Plans

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

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

7.2 Environmental Issues Analysis

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

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

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

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

7.2.1 Earth Resources

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

7.2.2 Water Resources

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

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

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

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

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

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

7.2.3 Public Services

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

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

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

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

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

7.2.4 Transportation and Circulation

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

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

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

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

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

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

7.2.5 Plant Life and Vegetation

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

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

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

7.2.7 Lighting and Glare

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

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

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

7.2.8 Aesthetics

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

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

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

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

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

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

7.2.9. Recreation

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

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

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

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

7.2.10 Parking

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

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

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

7.2.11 Bikepath (SBBT) and Pedestrian Conflict

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

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

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

7.2.12 Air Quality and Noise

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

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

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

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

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

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

7.3 Effects Found Not to be Significant

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

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

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

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

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

(no change anticipated)

7.5 Significant Irreversible Environmental Changes

(no change anticipated)

7.6 Growth-Inducing Impacts

(no change anticipated)

7.7 Alternatives to the Project

(no change anticipated)

7.8 Mitigation Monitoring

(no change anticipated)

8.0 PUBLIC REVIEW OF THE GENERAL PLAN

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

ACKNOWLEDGEMENTS

State of California

Arnold Schwarzenegger – Governor

State Department of Parks and Recreation

Ruth Coleman – Director
Theodore Jackson – Chief, Southern Division
Ron Schafer, Superintendent, Angeles District
Kathleen Franklin, Superintendent of Los Angeles Sector, Angeles District
Hayden Sohm – Superintendent of Malibu Sector, Angeles District
Keith Demetrak, Chief, Planning Division
Clay Phillips – Planning Chief, Southern Service Center
Audra Lindsey – Planning Specialist, Southern Division

County of Los Angeles Board of Supervisors

Gloria Molina – First District
Zev Yaroslavsky – Third District
Michael D. Antonovich – Fifth District
Yvonne Brathwaite Burke – Second District
Don Knabe – Fourth District

County of Los Angeles Beach Commission

Clare Bronowski	Thomas Barnes	Ronald D. Chatman
Rosi Dagit	Gary R. Dimkich	Walt Dougher, Vice Chair
Don Doyle	Dee Hardison	Charles Hayes
Jeffery D. Jennings, Chair	Catherine McCurdy	Charles Milam
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City of Los Angeles Recreation and Parks Commission

Mike Roos – President
Christopher W. Hammond
Lisa Specht
John Kirk Mukri – General Manager, City of Los Angeles Recreation and Parks
Christopher C. Pak – Vice President
Christina Sanchez-Camino

County of Los Angeles Department of Beaches and Harbors

Stan Wisniewski – Director	Kerry Silverstrom – Chief Deputy Director
Roger Moliere, Deputy Director	Joseph Chesler, AICP – Chief of Planning
Dusty Crane, Chief, Com. & Mktg.	Gregory Woodell – Planning Specialist
Stacy Smith, W.A.T.E.R. Program Coordinator	

10.0

EXHIBITS

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

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



**OCEAN
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ACTIVITIES**

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FREE 2-HR avp beach
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DOCKWEILER STATE BEACH

BETWEEN

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

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

SUNSCREEN AND SNACK IS RECOMMENDED



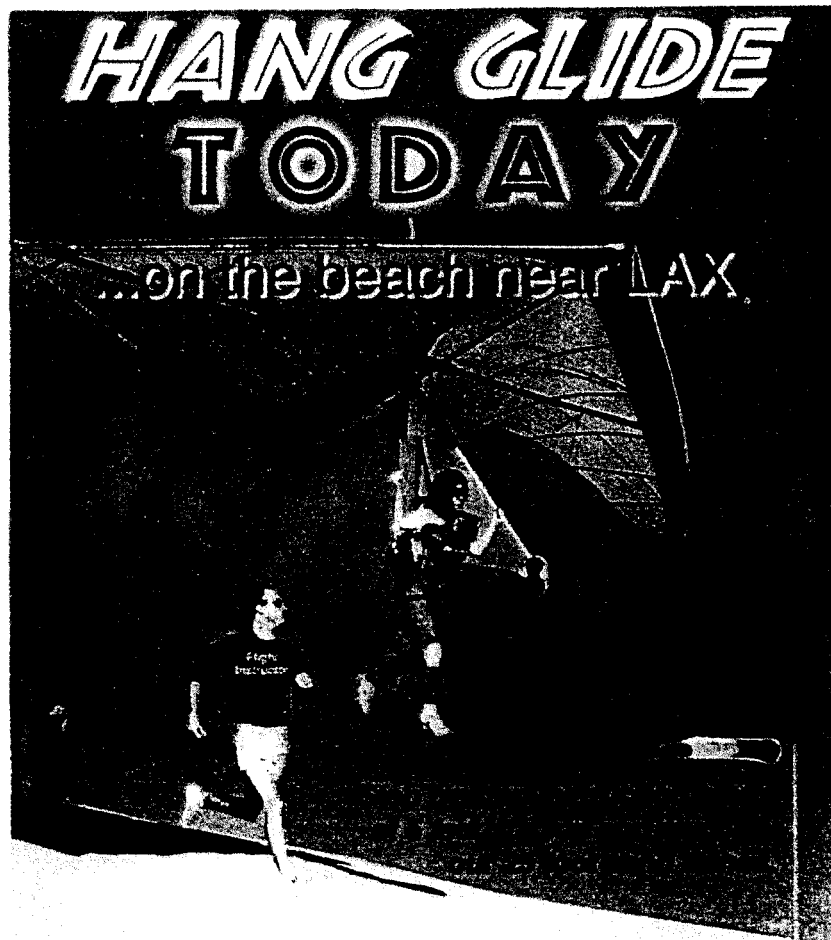
**FOR RESERVATIONS PLEASE CONTACT
JOSE**

BURTON CHACE PARK SUPERVISOR AT:

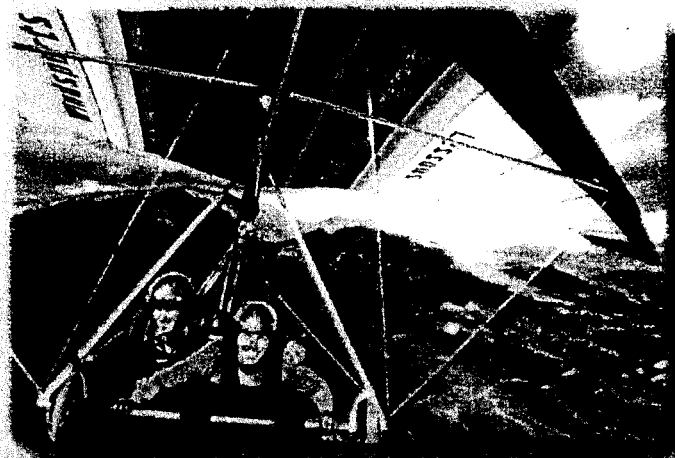
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11.0 INITIAL STUDY & CHECKLIST

ENVIRONMENTAL (INITIAL STUDY) CHECKLIST

I. BACKGROUND INFORMATION

Project Title: Dockweiler State Beach Aquatic Youth Center

Project ID#
PCA#

Contact Person: Gregory Woodell
Location: 12500 Vista del Mar
Checklist Date: 3/18/04

Telephone: (310) 305-9537

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

II. ENVIRONMENTAL CHECKLIST

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

ISSUES

Would the project:

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

COMMENTS

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

MITIGATION

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

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

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

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

ISSUES

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

COMMENTS:

MITIGATION

3. AIR QUALITY.

ISSUES

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

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

COMMENTS:

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

4. **BIOLOGICAL RESOURCES.**

ISSUES

Would the project:

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

COMMENTS:

MITIGATION

5. **CULTURAL RESOURCES.**

ISSUES

Would the project:

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

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

COMMENTS:

MITIGATION

6. GEOLOGY AND SOILS.

ISSUES

Would the project:

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

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

COMMENTS:

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

MITIGATION

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

7. HAZARDS AND HAZARDOUS MATERIALS.

ISSUES

Would the project:

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

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

MITIGATION

8. HYDROLOGY AND WATER QUALITY.

ISSUES

Would the project:

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

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

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

MITIGATION

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

9. LAND USE AND PLANNING.

ISSUES

Would the project:

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

COMMENTS:

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

MITIGATION

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

10. MINERAL RESOURCES.

ISSUES

Would the project:

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

COMMENTS:

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

11. NOISE.

ISSUES

Would the project:

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

COMMENTS:

MITIGATION

12. POPULATION AND HOUSING

ISSUES

Would the project:

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

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

COMMENTS:

MITIGATION

13. PUBLIC SERVICES.

ISSUES

Would the project:

a) Result in significant environmental impacts from construction associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

COMMENTS:

MITIGATION

14. RECREATION.

ISSUES

Would the project:

a) Increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

MITIGATION

5. TRANSPORTATION/TRAFFIC

ISSUES

Would the project:

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

COMMENTS:

MITIGATION

6. UTILITIES AND SERVICE SYSTEMS.

ISSUES

Would the project:

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

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

COMMENTS:

MITIGATION

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

Would the project:

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

COMMENTS:

IV. PRELIMINARY DETERMINATION

On the basis of the Initial Study,

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

PREPARER: Gregory Woodell

TITLE: Planning Specialist

DATE: March 29, 2004

12.0

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

Notice of Availability and Intent to Adopt an Initial Study/Mitigated Negative Declaration

Document Type: Mitigated Negative Declaration

Date: April 22, 2004

Project Title: Dockweiler State Beach General Plan Amendment (Aquatic Youth Center)

Project Location-Specific: Dockweiler State Beach, 12500 Vista Del Mar, Los Angeles, CA

Project Location – Cities: Marina Del Rey **Project Location-County:** Los Angeles

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

Lead Agency: California Department of Parks and Recreation

Contact Person: Audra Lindsey **Telephone/Extension:** (213) 620-6402

Address where Document may be reviewed:

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

ORIGINAL FILED

APR 22 2004

Review Copies are also available at:

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

LOS ANGELES, COUNTY CLERK

Public Review Period: *Begins: April 21, 2004*

Ends: May 21, 2004

Anyone interested in this matter is invited to comment on the document by written response.

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

13.0 COMMENT LETTERS RECEIVED & RESPONSES

13.0 Responses to Comments Received on the Mitigated Negative Declaration

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

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

Written comments were received from the agencies listed below.

FEDERAL AGENCIES

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

STATE AGENCIES

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

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

Response F1-1

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

Response F1-2

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

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

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

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

Response F1-3

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

Response F1-4

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



United States Department of the Interior

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



In Reply Refer To:
FWS-LA-3996.1

MAY 14 2004

F1

Audra Lindsey
Environmental Coordinator
Department of Parks and Recreation
700 N. Alameda St. Rm. 5/S02
Los Angeles, California 90012

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

Dear Ms. Lindsey:

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

F1-1

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

F1-2

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

F1-3

TAKE PRIDE
IN AMERICA

Audra Lindsey (FWS-LA-3996.1)

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

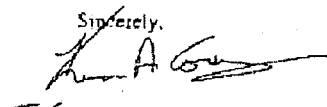
2
Y 01-3

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

F1-4

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

Sincerely,



Karen A. Goebel
Assistant Field Supervisor

Literature Cited

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

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

Response S1-1

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



Arnold Schwarzenegger
Governor

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



Jan Boel
Acting Director

May 25, 2004

Audra Lindsey
Department of Parks and Recreation
700 North Alameda Street
Room 57502
Sacramento, CA 90012

S1

Subject: Dockweiler State Beach General Plan Amendment
SCL# 200404119

Dear Audra Lindsey

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

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

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

S1-1

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

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0611 if you have any questions regarding the environmental review process.

Sincerely,

Jerry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

01/01/06 09:04:15 AM/07/15/04/02/000202740 P. 1
Document Details Report
State Clearinghouse Data Base

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

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

Lead Agency Contact

Name Audra Lindsay
Agency Department of Parks and Recreation
Phone 213-520-6402 **Fax**
email
Address 700 North Alameda Street
 Room 54502
City Sacramento **State** CA **Zip** 95812

Project Location

County Los Angeles
City
Region
Cross Streets Vista Del Mar
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways 7
Airports Los Angeles International
Railways
Waterways Pacific Ocean
Schools
Land Use State Beach

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

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

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

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

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

Response S2-1

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

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

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

Response S2-2

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

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

Response S2-3

Please refer to Response to Comment S2-2 above.

Response S2-4

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

Response S2-5

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

Response S2-6

Please refer to Response to Comment S2-2 above.

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ASBOLD SCHEFFER ARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS MS 40
1120 N STREET
P.O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4939
FAX (916) 653-9531
TTY (916) 651-6827



Flex your power!
Be energy efficient!

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

S2

May 6, 2004

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

Dear Ms. Lindsey:

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

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

1. The proposed project is a General Plan amendment that will allow the construction of a new 11,000 square foot aquatic youth center at Dockweiler State Beach to serve the County of Los Angeles' W.A.T.E.R (Water Awareness, Training, Education, and Recreation) Program. The facility will include a large multi-purpose room with a serving kitchen, conference space, administrative space, aquatic storage area, and W.A.T.E.R vehicle storage area. The proposed building footprint covers approximately 20,000 square feet within the 255-acre Dockweiler State Beach property. The community room in the proposed youth center would also provide a suitable venue for classes in cultural and natural resources, health and safety, hang-gliding, and beach-related competitions. The project site is approximately 0.5 miles west of Los Angeles International Airport (LAX). 52-1
2. Pursuant to Public Utilities Code Section 21655, the proposed building will be subject to the Department's review for State building site investigation to assess airport-related noise and safety impacts. Please coordinate with our Aviation Safety Officer Mr. Kurt Haukohl at 916-654-5284 to initiate this process. We are also interested in starting a dialogue with the Department of Parks and Recreation to discuss other policy-based issues regarding airspace protection for LAX. 52-2

"Caltrans improves mobility across California"

Ms. Audra Lindsey
 April 6, 2004
 Page 2

3. The California Environmental Quality Act, Public Resources Code Section 21096, requires the use of the Department's California Airport Land Use Planning Handbook as a technical resource in the preparation of environmental documents for projects within the boundaries of an airport land use compatibility plan, or if such a plan has not been adopted, within two nautical miles of an airport. For your reference, our Handbook is published on-line at <http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/landuse.php>. The environmental document should include a map that clearly delineates airport safety compatibility areas with respect to the project location. 32-3
4. The project and its environmental document should also be referred to the Los Angeles International Airport Management for their review. According to the recently approved Environmental Impact Statement / Report (EIS/EIR) for the LAX Master Plan, the project location appears to fall within the 70 dB CNEL aircraft noise contour. For single-event noise impacts, the project will be within the 94 dBA SEL aircraft noise contour, which is identified as a threshold of significance in the LAX Master Plan EIS/EIR. Such aircraft noise impacts may well interfere with the educational mission of the proposed facility. If the project is approved, an aviation easement should be considered as a mitigation measure and a condition of approval. 32-4
5. The protection of aviation facilities from incompatible land uses is vital to the safety of airport operations, to the well being of the communities surrounding aviation facilities, and to California's economic future. 32-5

These comments reflect the areas of concern to the Department's Division of Aeronautics with respect to airport land use compatibility planning. We may have additional comments when the project goes through our State building site investigation process. We also advise you to contact our District 07 office concerning surface transportation issues. 32-6

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

Sincerely,

Original Signed by

DAVID COHEN
 Associate Environmental Planner

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

bc: R Casey, D07
 S Buswell, D07

DC:bsc

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**14.0 MITIGATION MONITORING &
REPORTING PROGRAM (MMRP)**

**ENVIRONMENTAL MITIGATION MONITORING
AND REPORTING PROGRAM**

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

Project Files May Be Reviewed at:

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

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

Section 1: Authority

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

Section 2: Monitoring Schedule

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

Section 3: Changes to Mitigation Measures

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

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

OR

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

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

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

Section 4: Support Documentation

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

Section 5: Mitigation Monitoring Matrix

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

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

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

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

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

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

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

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