

COASTAL CONSERVANCY

Staff Recommendation  
November 21, 2024

**TOPANGA LAGOON RESTORATION PROJECT  
PLANNING PHASE 2**

Project No. 19-001-02  
Project Manager: Kara Kemmler

**RECOMMENDED ACTION:** Authorization to disburse up to \$5,000,000 to the Resource Conservation District of the Santa Monica Mountains to augment a previously authorized Conservancy grant of \$2,275,650 for planning for the Topanga Lagoon Restoration Project at Topanga State Park and Topanga Beach in Los Angeles County; authorization to expand the project scope to include additional analysis, preparation of ninety percent design plans, and permitting for visitor services improvements of the Project; and adoption of findings under the California Environmental Quality Act.

**LOCATION:** Topanga State Park and Topanga Beach, Topanga, unincorporated Los Angeles County

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EXHIBITS

- Exhibit 1: [March 14, 2019 Staff Recommendation](#)
  - Exhibit 2: [May 27, 2021 Staff Recommendation \(as corrected\)](#)
  - Exhibit 3: [February 15, 2024 Staff Recommendation](#)
  - Exhibit 4: [Site Plans](#)
  - Exhibit 5: [Topanga Lagoon Restoration Project Draft Environmental Impact Report \(DEIR\)](#) and [Appendices](#)
  - Exhibit 6: [Topanga Lagoon Restoration Project Final Environmental Impact Report \(FEIR\)](#) and [Appendices](#)
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**RESOLUTION AND FINDINGS**

Staff recommends that the State Coastal Conservancy adopt the following resolution and findings.

Resolution:

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The State Coastal Conservancy hereby authorizes the disbursement of an amount not to exceed five million dollars (\$5,000,000) to the Resource Conservation District of the Santa Monica Mountains (“the grantee”) to augment a previously authorized Conservancy grant of \$2,275,650 for planning for the Topanga Lagoon Restoration Project (“Project”) at Topanga State Park and Beach in Los Angeles County; and authorization to expand the project scope to include additional analysis, preparation of ninety percent design plans, and permitting for visitor services improvements of the Project.

Prior to commencement of the expanded project scope, the grantee shall submit for the review and written approval of the Executive Officer of the Conservancy an updated work program including schedule, budget and names and qualifications of any additional contractors to be retained in carrying out the Project.

Findings:

Based on the accompanying staff recommendation and attached exhibits, the State Coastal Conservancy hereby finds that:

1. The proposed authorization is consistent with Chapter 6 and 10 of Division 21 of the Public Resources Code, regarding coastal resource enhancement and lower-cost coastal accommodations, respectively.
2. The proposed project, as augmented, is consistent with the current Conservancy Project Selection Criteria.
3. The Conservancy has independently reviewed and considered the Topanga Lagoon Restoration Project Final Environmental Impact Report (FEIR), and the Mitigation Monitoring and Reporting Program included as Chapter 4 of the FEIR, certified by the California Department of Parks and Recreation on September 4, 2024 pursuant to the California Environmental Quality Act (“CEQA”) and attached to the accompanying staff recommendation as Exhibit 6. The Conservancy finds, as described further in the accompanying staff recommendation, that:

The Topanga Lagoon Restoration Project will have potentially significant environmental effects in the areas of Aesthetics; Air Quality; Biological Resources; Geology, Soils, Seismicity, Topography, and Paleontology; Hazards and Hazardous Materials; Hydrology/Floodplain and Water Quality/Stormwater Runoff; Marine Biological Resources; Noise and Vibration; Public Services; Parks and Recreation; Transportation and Circulation; Utilities and Service Systems; and Wildfire. The Conservancy finds that the mitigation measures identified in FEIR will avoid, reduce, or mitigate these possible significant environmental effects to less-than-significant levels and that these mitigation measures have been required or incorporated into the Topanga Lagoon Restoration Project.

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## **STAFF RECOMMENDATION**

### **PROJECT SUMMARY:**

Staff recommends the Conservancy authorize disbursement of an additional \$5,000,000 to the Resource Conservation District of the Santa Monica Mountains (RCDSMM) for planning for the Topanga Lagoon Restoration Project (the project). This will augment previously authorized Conservancy funding totaling \$2,275,650 for Phase 1 planning, as shown in the Project Financing Section below. The Phase 1 planning included technical studies, monitoring, technical advisory and community engagement processes, and three conceptual alternatives to restore ecological function, increase resiliency to sea level rise and climate change, and enhance the visitor experience. (See Exhibits 1, 2, and 3). Since the completion of Phase 1 planning, an Environmental Impact Report has been certified and a preferred project alternative has been selected (see Exhibit 4). This recommended authorization is to expand the Conservancy grant scope to include Phase 2 planning specifically for the visitor services improvements of the project, including additional analysis, preparation of ninety percent design plans, and permitting.

The project is a multi-benefit project with habitat restoration, resource protection, public access and recreation, and climate resilience goals. The project area is approximately 23 acres and includes the lower Topanga State Park area which encompasses Topanga Lagoon, lower Topanga Creek and adjacent riparian woodland, floodplain and filled areas; Topanga Ranch Motel and the visitor services area; the Pacific Coast Highway (PCH) bridge; and Topanga Beach.

Both wetlands and native fish populations are quickly disappearing in Southern California. Topanga Watershed is 18 square miles, the third largest watershed draining into Santa Monica Bay. The watershed provides habitat for the federally listed endangered southern steelhead trout and tidewater goby. Steelhead in Santa Monica Bay are on the brink of extinction and Topanga Creek is currently the only stream with a reproducing population. However, the current conditions in Topanga Lagoon are not optimal to support growth and rearing opportunities for steelhead and the existing narrow channel opening under the PCH bridge intensifies high flows and limits the opportunities for steelhead to enter the creek or for smolts to emigrate. Caltrans has identified the PCH bridge as a priority for replacement to enhance fish passage. The project includes replacing the PCH bridge with a new bridge that will have a longer span to allow the lagoon footprint to be enlarged to restore ecological function and increase resiliency to sea level rise impacts. The lagoon is a small remnant of its historical footprint (approximately 30 acres) and is restricted by fill placed to develop the area including the building of PCH. The project will expand the current 0.59-acre wetland into 8-9 acres and provide improved habitat and fish passage opportunities for tidewater gobies and southern steelhead trout.

The project also includes relocation and enhancement of visitor serving features. Topanga State Park sees over 400,000 visitors each year and Topanga Beach hosts nearly a million visitors a year. Due to this popularity, the Topanga Ranch Motel was identified as potential project in the Conservancy's Explore the Coast Overnight Assessment (2019) for expanding opportunities for lower cost overnight accommodations along the coast. In addition, documented remains of a Native American village lie buried beneath the site. The tribal cultural and natural resources

coupled with the visitor services and proximity to the beach provide a valuable opportunity to enhance the public access, recreation, and interpretive landscape. The project north of the PCH bridge includes relocating and redesigning existing visitor serving structures, including the creation of a new gateway corner to the east of the lagoon, renovation of the historic Topanga Ranch Motel structures, a new loop trail to connect parklands to the beach, and interpretive and/or artistic elements, which will be developed with tribal input.

The project also includes the relocation of existing structures located south of the PCH bridge on either side of the lagoon, including the public restrooms and lifeguard station on the beach, beach parking, and the helipad just above the beach. The restrooms and lifeguard station are currently threatened by sea level rise and coastal erosion. The helipad is located on fill that hems the lagoon in on the western side. Emergency access is challenging along this stretch of coast. The relocation of these structures and redesign of the PCH bridge will provide opportunities to improve resiliency and enhance access and public safety during emergencies.

The planning effort so far has been focused on technical studies, stakeholder engagement, conceptual design, and environmental review. To date, a substantial amount of work has been completed under the existing Conservancy grant, including various technical studies and baseline data gathering which includes water quality monitoring, biological resource monitoring, wetland delineation and habitat quality assessment, historical resource assessment, a geo-archeology survey, and cultural and archeological resource analyses. RCDSMM has also undertaken a multi-prong stakeholder engagement effort to ensure that input from the landowners, a technical advisory group, and local and visiting communities is incorporated into the design and planning of the project. Three conceptual design alternatives were developed for the project and under a separate grant from the California Department of Fish and Wildlife, the environmental review (CEQA/NEPA) process was completed and a preferred alternative was selected.

Phase 2 planning includes conducting additional studies to explore the feasibility of certain visitor serving features, including specifically, the re-use of the Topanga Ranch Motel structures as lower cost overnight accommodations (vs day use only); development of site plans from conceptual to ninety percent design; and permitting for the selected project alternative. Phase 2 planning for the integrated visitor services for the project site will address coastal access and recreation as well as emergency access as described above. Phase 2 planning for the visitor services improvements includes conducting technical studies in the areas of geotechnical, hazardous waste, survey and deed research, cultural and biological resources assessments, and wastewater system design development, all of which are needed to inform uses and siting of structures as designs progress from conceptual to ninety percent. This work will build on the previously funded planning work, which included assessments to aid in analyzing the feasibility of restoring the Topanga Ranch Motel structures for re-use as lower cost overnight accommodations facilities.

**Site Description:** Topanga Lagoon is a coastal estuary at the terminus of Topanga Canyon. From its connection to the creek to its outlet at the ocean the lagoon crosses three properties. The project area includes the lower portion of Topanga State Park, which is owned and managed by California Department of Parks and Recreation (State Parks), the PCH bridge that spans the

lagoon, which is under Caltrans’s jurisdiction, and a portion of Topanga Beach, which lies south of PCH and is owned by the County of Los Angeles Department of Beaches and Harbors (DBH). All the landowners have been actively engaged in the planning process. Caltrans has entered into separate cooperative agreements with State Parks and DBH. State Parks and DBH have entered a memorandum of understanding with RCDSMM that sets forth their mutual goals for the project and their commitment to coordinating the planning process. All three landowner agencies cooperated in selecting a mutually preferred project alternative.

The lower portion of Topanga State Park encompasses the lower creek, lagoon, and adjacent habitat. There are several existing structures within the park including several visitor serving businesses, the vacant historic Topanga Ranch Motel with approximately 27 structures, parking, picnic tables, and an accessway crossing under PCH to the beach. In addition, there are tribal cultural resources buried beneath the site.

An existing lifeguard headquarters station and public restrooms are located on Topanga Beach to the east of the lagoon. An area on the blufftop above the beach on the west of the lagoon is used as a helipad for emergency events. Topanga Beach is a popular surfing beach and is visited by nearly one million people annually.

**Grantee Qualifications:** Over the last two decades, the RCDSMM and State Parks have been engaged in a collaborative effort with multiple agency partners toward the ultimate restoration of Topanga Lagoon. The RCDSMM has managed prior Conservancy grants and led previous planning efforts in partnership with State Parks, and this successful collaboration has continued on this project.

**CONSISTENCY WITH CONSERVANCY’S PROJECT SELECTION CRITERIA:**

The proposed project remains consistent with the Conservancy’s Project Selection Criteria, last updated on September 23, 2021, as described in the February 15, 2024 staff recommendation (Exhibit 3).

**PROJECT FINANCING**

**Previous Funding, Planning Phase 1**

Coastal Conservancy 2019 Authorization	\$717,000
Coastal Conservancy 2021 Authorization	\$700,000
Coastal Conservancy 15% Augmentation	\$212,550
Coastal Conservancy February 2024 Authorization	\$646,100

**Proposed Authorization, Planning Phase 2** **\$5,000,000**

**Others**

State Parks	\$673,000
Wildlife Conservation Board	\$14,100,110

California Department of Fish and Wildlife	\$1,642,410
<b>Project Total (Planning)</b>	<b>\$23,691,170</b>

The anticipated source of Conservancy funding for this project is a Fiscal Year 2023/24 appropriation from the General Fund to the Conservancy for the purpose of “urgent sea level rise adaptation and coastal resilience needs using nature-based solutions” (Budget Act 2023, Chapter 12, Statutes of 2023 (SB 101) as amended by Chapter 38, Statutes of 2023 (AB 102)). The coastal resilience funds are available for the purposes set forth in Section 52 of Chapter 258 of the Statutes of 2021, which sets forth a detailed description of the purposes of the coastal resilience funds, including projects that build resilience for coastal communities and restore and increase the resilience of coastal ecosystems to climate change impacts. Consistent with this funding source the proposed project is a nature based coastal resilience project that includes coastal wetland restoration and relocation of oceanfront facilities to adapt to sea level rise and other climate change impacts.

RCDSMM has contributed in-kind services estimated to be \$71,810. State Parks and DBH are providing in-kind project management services and state that the value of these is estimated to be \$250,000 for each agency. Caltrans is providing in-kind project staff services at an estimated value of \$3,000,000.

Unless specifically identified as “Required Match,” the other sources of funding and in-kind contributions described above are estimates. The Conservancy does not typically require matching funds or in-kind services, nor does it require documentation of expenditures from other funders or of in-kind services. Typical grant conditions require grantees to provide any funds needed to complete a project.

**CONSISTENCY WITH CONSERVANCY’S ENABLING LEGISLATION:**

The proposed project remains consistent with the Conservancy’s enabling legislation, Chapter 6 regarding coastal resource enhancement, as detailed in the March 14, 2019 staff recommendation (See Exhibit 1).

The proposed project is also consistent with Chapter 10 of Division 21 of the Public Resources Code, Sections 31411-31414. Pursuant to PRC Section 31412(a), the Conservancy may award grants and undertake projects as part of its Lower Cost Coastal Accommodations Program (Explore the Coast Overnight) to facilitate improvement of existing, lower-cost accommodations within one- and one-half miles of the coast.

The proposed project is consistent with PRC Section 31411(e) as it “invest[s] in new strategies and partnerships to improve the availability of lower-cost coastal accommodations, particularly for low and middle-income families”; and with the Conservancy’s Explore the Coast Overnight program, established through PRC Section 31412(a), and meets the program goal of “help[ing] improve existing and develop new lower-cost coastal accommodations” by planning for the restoration of existing structures on State Parks land for reuse as lower-cost overnight accommodations. The proposed project is consistent with Section 31413 as redeveloping Topanga Ranch Motel is identified in the Conservancy’s 2019 Explore the Coast Overnight

assessment as a potential project for expanding lower-cost coastal accommodations in Southern California.

**CONSISTENCY WITH CONSERVANCY'S [2023-2027 STRATEGIC PLAN](#):**

The proposed project remains consistent with the Conservancy's 2023-2027 Strategic Plan as described in the February 15, 2024 staff recommendation (Exhibit 3).

In addition, consistent with **Goal 2.7 Explore the Coast Overnight**, the proposed project will explore the restoration and re-use of the Topanga Motel structures to increase the supply of lower-cost overnight accommodations at the coast.

**CEQA COMPLIANCE:**

On September 4, 2024 State Parks certified the Topanga Lagoon Restoration Project Final Environmental Impact Report (FEIR), approved the Topanga Lagoon Restoration Project (Project), and adopted a Mitigation Monitoring and Reporting Program. The recommended augmentation will support additional analysis, preparation of ninety percent design plans, and permitting for visitor services improvements for the Project, which is the preferred project alternative analyzed in the FEIR (Exhibits 5 and 6). The FEIR evaluated three alternative site designs, as well as the no project alternative. The preferred project alternative is a hybrid option, Alternative 3A, that meets all project objectives and avoids all significant, unavoidable impacts. For the following resource areas, the FEIR indicated that the Project will have potentially significant environmental effects, however changes or alterations have been required in, or incorporated into, the Project that mitigate to less than significant each of the potentially significant effects (see Table 4-1 Mitigation Monitoring and Reporting Program - Mitigation Measures, page 4-4 of the FEIR for a full summary of mitigation measures):

- Aesthetics;
- Air Quality;
- Biological Resources;
- Cultural Resources;
- Geological Resources;
- Hazards;
- Hydrology and Water Quality;
- Marine Biological Resources;
- Noise and Vibration;
- Public Services;
- Parks and Recreation;
- Transportation and Circulation;
- Utilities and Service Systems; and
- Wildfire.

**Findings for Significant Effects that can be Mitigated to Less-Than-Significant Levels**

**A. Aesthetics**

The Project could create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area. In addition, the Project could result in cumulatively considerable impacts to aesthetics.

**Mitigation Measures:**

AES-1, AES-2 and AES-3 regarding shielding and directing lighting, using wildlife friendly light spectrums, and restricting exterior coatings and materials to non-glare will reduce these impacts to a less than significant level.

**B. Air Quality**

Construction of the Project could result in a considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard.

**Mitigation Measures:**

Implementation of AIR-1 related to construction equipment operation will reduce the impacts of construction emissions to a less than significant level.

**C. Biological Resources**

The Project could have significant effects:

- either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;
- on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by California Department of Fish and Game or U.S. Fish and Wildlife Service; and
- on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

The Project could conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

In addition, the Project could result in cumulatively considerable impacts on biological resources.

**Mitigation Measures:**

BIO-1 will reduce impacts on special-status plants to a less than significant level. BIO-2 will reduce impacts on monarch butterflies to a less than significant level. BIO-3 will reduce impacts on Crotch's bumble bees to a less than significant level. BIO-4 through BIO-7 will reduce



impacts on tidewater goby, arroyo chub, and steelhead trout to a less than significant level. BIO-8 will reduce impacts on special-status reptile species to a less than significant level. BIO-9 will reduce impacts on special-status bird species to a less than significant level. BIO-10 will reduce impacts on special-status bat species to a less than significant level. Bat roosts or hibernation sites could also be affected by modification or removal of site structures. Implementation of BIO-9 and BIO-10 will reduce impacts to a less than significant level. BIO-11 will reduce impacts on San Diego desert woodrat to a less than significant level. BIO-12 will minimize the spread of invasive plant species to sensitive natural communities and reduce impacts on special-status plants and sensitive natural communities that could be affected by the Project. BIO-7 and BIO-13 will reduce potential short-term significant impacts on jurisdictional waters and wetlands due to inadvertent movement of soil, contaminants, construction debris, and materials into jurisdictional areas by way of water, wind, or gradient. BIO-12 through BIO-15 will reduce impacts to Sensitive Ecological Resource Areas SERA habitat and protected trees to a less than significant level.

Over the long term, the Project, will result in a significant net benefit to the availability and quality of lagoon and sensitive habitats, both locally and regionally. Implementation of Mitigation Measures BIO-1 through BIO-15 will reduce potential cumulative impacts to a less than significant level.

#### **D. Cultural Resources**

The Project could cause a substantial adverse change in the significance of a historical resource; could cause a substantial adverse change in the significance of a unique archaeological resource; and could disturb human remains, including those interred outside of formal cemeteries.

Ground disturbing activities could result in potential significant impacts to archaeological resources that may qualify as tribal cultural resources.

In addition, the Project could result in cumulatively considerable impacts on cultural resources.

#### **Mitigation Measures:**

The Topanga Ranch Motel (P-19-192464) will be restored in conformance with The Secretary of Interior's Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings and Mitigation Measures CUL-1 through CUL-5 will reduce potential impacts from grading and construction activities as well as operational impacts on known archaeological resources that qualify as historical resources and on previously unknown archaeological resources that qualify as historical resources or unique archaeological resources. Impacts of potential disturbances to human remains interred outside a formal cemetery will be mitigated through implementation of Mitigation Measure CUL-6 and will not contribute to a significant cumulative impact.

The geographic scope of analysis for cumulative cultural resources impacts is the Southern California Bight, the curved stretch of coastline between Point Conception in the north to northern Baja California in the south. Effects on known archaeological resources qualifying as tribal cultural resources, and previously unknown archaeological resources qualifying as tribal cultural resources will be mitigated through implementation of Mitigation Measures CUL-1

through CUL-5 regarding the monitoring and treatment of tribal cultural resources which will reduce project and cumulative impacts to a less than significant level.

### **E. Geological Resources**

The Project could indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death upon rupture of known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, and landslides.

The Project could 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.

The Project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

#### **Mitigation Measures:**

Compliance with regulatory requirements and implementation of Mitigation Measures GEO-1 and GEO-2 regarding geotechnical design recommendations and monitoring during construction activities will reduce potential significant impacts involving seismic-related events, on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse due to unstable soils to a less than significant level.

GEO-3 through GEO-6 related to paleontological resource monitoring will reduce potential significant impacts on a unique paleontological resource or site or unique geologic feature to a less than significant level.

The Project will not result in cumulatively considerable impacts to geology, soils, seismicity, topography, and paleontology. The Project and potential cumulative projects in the area will be required to comply with applicable provisions of these laws and regulations that will minimize cumulative effects and implementation of Mitigation Measures GEO-1 through GEO-6 will further ensure that cumulative impacts will be less than significant.

### **F. Hazards and Hazardous Materials**

The Project could create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal, or the accidental release of hazardous materials.

The Project could interfere with an adopted emergency response plan or emergency evacuation plan and have potential significant impacts involving exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires.

The Project could cause an increase in airborne insect populations.

In addition, the Project could result in cumulatively considerable impacts related to hazards and hazardous materials.

#### **Mitigation Measures:**

Compliance with regulatory requirements and implementation of Mitigation Measures HAZ-1 will reduce impacts on construction workers from encounters with hazardous materials to a less than significant level. HAZ-1 and HAZ-2 will reduce construction impacts related to accidental upset or encounter of hazardous materials and will further reduce potential impacts related to the public and the environment and potential hazardous materials impacts during the construction of future visitor services facilities to less than significant levels.

TRA-1-4 will reduce impacts on the circulation system within the Project area during construction to a less-than-significant level, and the Project will not impair or physically interfere with emergency response teams or an evacuation plan. In concert with those measures, FIRE-1 which requires a fuel modification plan will reduce potential construction and operational impacts related to wildland fires to a less than significant level.

HAZ-3 regarding appropriate insect abatement measures will minimize the potential effects associated with airborne insect populations by minimizing population increases and reduce impacts to a less than significant level.

Compliance with existing regulations and implementation of Mitigation Measures HAZ-1 through HAZ-3, TRA-1-4, and FIRE-1, the combined effects of the Project and cumulative projects will not result in a cumulatively considerable effect, and impacts will be reduced to a less than significant level.

#### **G. Hydrology and Water Quality**

The Project could, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.

##### **Mitigation Measures:**

Compliance with regulatory requirements and implementation of Mitigation Measures HAZ-1 and HAZ-2, will reduce the potential risk of pollutant release by reducing the potential for construction impacts related to accidental upset or encounter of hazardous materials, thereby limiting the potential for water quality contamination by concentrations of hazardous materials during construction; and reducing the potential construction impacts related to inundation and resulting release of pollutants.

#### **H. Marine Biological Resources**

The Project could have a substantial adverse effect, either directly or through habitat modifications, involving marine habitats, hydrologic conditions, natural communities, and candidate, sensitive, or special-status marine resources, including the potential introduction or spread an invasive aquatic species. In addition, the Project could result in a cumulatively considerable impact on marine resources.

##### **Mitigation Measures:**

MAR-1 will reduce potential direct impacts related to habitat loss and species mortality and potential direct and indirect impacts of sediment placement activities to a less than significant level. Implementation of MAR-2 will avoid potential significant impacts on California grunion during construction. MAR-3 will minimize the Project's potential contribution to the spread of

invasive species and reduce any resulting adverse impact on marine biological resources to a less than significant level.

The Project area is expected to return to preconstruction conditions through the migration of natural sediment to the surrounding area and recolonization within months to a few years, depending on the sediment deposit area and sediment discharge amount. Implementation of Mitigation Measures MAR-1 through MAR-3 will ensure that marine resources are not cumulatively affected from construction and impacts will be reduced to a less than significant level.

#### **I. Noise and Vibration**

The Project could generate a substantial short-term increase in ambient noise levels in the vicinity of the Project in excess of established standards and cumulative impacts could be considerable related to noise and vibration. Topanga Beach is expected to be open during all phases of the Project and point source noise related impacts could occur to visitors of Topanga Beach.

##### **Mitigation Measures:**

NOISE-1 and NOISE-2 will be required to reduce potential impacts from construction to a less than significant level. In addition, NOISE-3 will ensure that construction does not generate excessive groundborne vibration or groundborne noise levels. Compliance with local and permit restrictions and implementation of Mitigation Measures NOISE-1 through NOISE-3 will ensure that cumulative noise and vibration impacts will be reduced to a less than significant level.

#### **J. Public Services**

The Project could have potential significant impacts involving fire and emergency services; and police and sheriff services. In addition, the Project could result in cumulatively considerable impacts to public services.

##### **Mitigation Measures:**

Mitigation Measures TRA-1-4 related to transportation management and public outreach will outline appropriate traffic control measures intended to ensure adequate access for fire, local police and sheriff and emergency services is provided through the construction area and include maintenance of lifeguard and helicopter emergency services during construction to ensure there is no disruption of emergency services. TRA-1-4 will ensure no substantial increase in the provision of fire protection services, emergency services, or police protection services will be required during construction and impacts will be reduced to a less than significant level.

#### **K. Parks and Recreation**

The Project could increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated.

The Project could have an adverse physical effect on the environment related to construction or expansion of recreational facilities.

Significant cumulative impacts related to recreational facilities could occur if the incremental impacts of the Project combined with the incremental impacts of one or more cumulative projects will cause the physical deterioration of a recreational facility or result in the expansion of recreational facilities, which could impact the environment due to construction.

**Mitigation Measures:**

Construction activities in portions of the Project area for five years may deter visitation as it is anticipated that noise, visual resources, and traffic disruption would affect recreational opportunities within the area during construction. However, implementation of Mitigation Measures TRA-1 and -2 will outline appropriate traffic control measures intended to ensure adequate access is provided during construction. Construction of the lagoon restoration will require removal and relocation of an existing unofficial trail within Topanga State Park. Implementation of PR-2 will ensure that beach and recreational surfing access will be maintained at all times during construction with the provision of temporary access to the surf break and impacts will be reduced to a less than significant level. In addition, implementation of TRA-1, PR-1 and PR-2 will ensure visitors are aware of access restrictions and provide a temporary solution for accessing the beach and surf point break.

Since the Project involves restoration, enhancement, and expansion of recreational facilities and will not result in substantial additional employees or population, no additional recreational facilities will be required to be constructed or expanded as a result of the Project. In addition, the Project, including the proposed future visitor serving development, will implement mitigation measures to maintain access to recreational facilities during construction and will improve the variety, extent, and integration of recreational facilities during operation. Therefore, the Project will not make a cumulatively considerable contribution to a significant cumulative parks and recreational impacts. Implementation of TRA-1, PR-1, and PR-2 will reduce impacts to a less than significant level.

**L. Transportation and Circulation**

The Project could conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities; could have potential significant impacts involving traffic hazards; and could result in inadequate emergency access. In addition, the Project could result in cumulative impacts to transportation and circulation.

**Mitigation Measures:**

TRA-1 through TRA-4 include appropriate traffic control measures intended to ensure adequate traffic operations and access is provided through the construction area for vehicles, transit, bicyclists, and pedestrians, outline development of temporary parking to retain adequate parking and coastal access, and ensure no potentially significant impacts will occur related to hazards from construction detours and construction equipment. These plans will also include measures to ensure lifeguard and helicopter emergency services will be maintained during construction to ensure there is no disruption of service. The plans prescribed in TRA-1 through TRA-4 will reduce project and cumulative impacts to a less than significant level.

**M. Utilities and Service Systems**

The Project could require the relocation of existing utilities along with the construction of new utilities or service systems connections that may result in physical impacts. Improvements to State Parks visitor services will require upgrading the wastewater management system to meet current standards. The Project could have potential significant project and cumulative impacts involving utilities and service systems including wastewater.

**Mitigation Measures:**

During final design, determinations will be made in consultation with the owner of each affected utility facility as to whether relocations are necessary. Coordination with regulatory agencies and implementation of UTS-1 which addresses a plan for the utility relocations, removals, and protection in place and advance coordination with utility providers for the development and implementation of the utility relocation/protection plan will serve to minimize potential service disruptions and ensure appropriate siting requirements are met. UTS-1 also addresses potential cumulative impacts on the capacity or service level for water, wastewater, electricity, natural gas, or telecommunications, require the construction of new or expanded utilities and service systems to serve the Project area, or generate solid waste that will impact capacity of existing landfills.

**N. Wildfire**

The Project could have potential significant impacts involving an adopted emergency response plan or emergency evacuation plan related to potential lane/road closures or detours which could congest local roadways that may be used by the public and emergency responders if an emergency or disaster were to occur.

Project construction activities or maintenance could have potential significant impacts involving exacerbating wildfire risk and could have potential significant impacts involving pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire as the operation of construction equipment and vehicles and use of combustible materials such as diesel fuel could pose a wildfire risk to people and property.

Significant cumulative impacts related to wildfire could occur. Construction of the Project could result in traffic-related impacts on emergency response which could cumulatively contribute to impacts on the operation of emergency response or evacuation plans in conjunction with other potential cumulative projects in the area happening at the same time.

**Mitigation Measures:**

TRA 1-4 will ensure adequate traffic operations and access through the construction area to reduce impacts on the circulation system within the Project area during construction. FIRE-1 regarding a fuel modification plan will reduce impacts as a result of wildfire, including pollutant concentrations to a less than significant level.

For these reasons, Conservancy staff recommends that the Conservancy find that the Project, as mitigated, avoids or reduces to less than significant all potentially significant environmental effects.

Upon approval of the project, Conservancy staff will file a Notice of Determination.