

AVALON HARBOR CLUB DOCK REPLACEMENT PROJECT

INITIAL STUDY

Prepared for:

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Prepared by:



July 2024

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- Appendix A – Air Quality/Greenhouse Gas Files
- Appendix B – Biological Resources Report
- Appendix C – Cultural Survey Report

INITIAL STUDY

1. Project title:

Avalon Harbor Club Dock Replacement Project

2. Lead agency name and address:

City of Avalon
Planning Department
410 Avalon Canyon Road
Avalon, CA 90704

3. Contact person and phone number:

Bob Greenlaw, P.E.
CIP Director
City of Avalon Public Works Department
(310) 510-0220 ext. 129

4. Project location:

A Club dock currently exists midway between the Catalina Island Yacht Club and the Tuna Club via Saint Catherine Way at Latitude. 33.346365 Longitude -118.327097 in Avalon, California. The Club dock is accessed from the pedestrian path using an approximately 60-foot-long approach pier and a 20-foot gangway down to the Club Dock. The dock consists of a series of floats that in the summer months has a total area of about 1,040 square feet with roughly a T-shaped geometry (see Figure 1).

5. Project sponsor's name and address:

Mr. Bob Greenlaw, P.E.
CIP Director
410 Avalon Canyon Road
Avalon, CA 90704

6. General Plan designation:

Resort Recreational

7. Zoning:

Resort Recreational

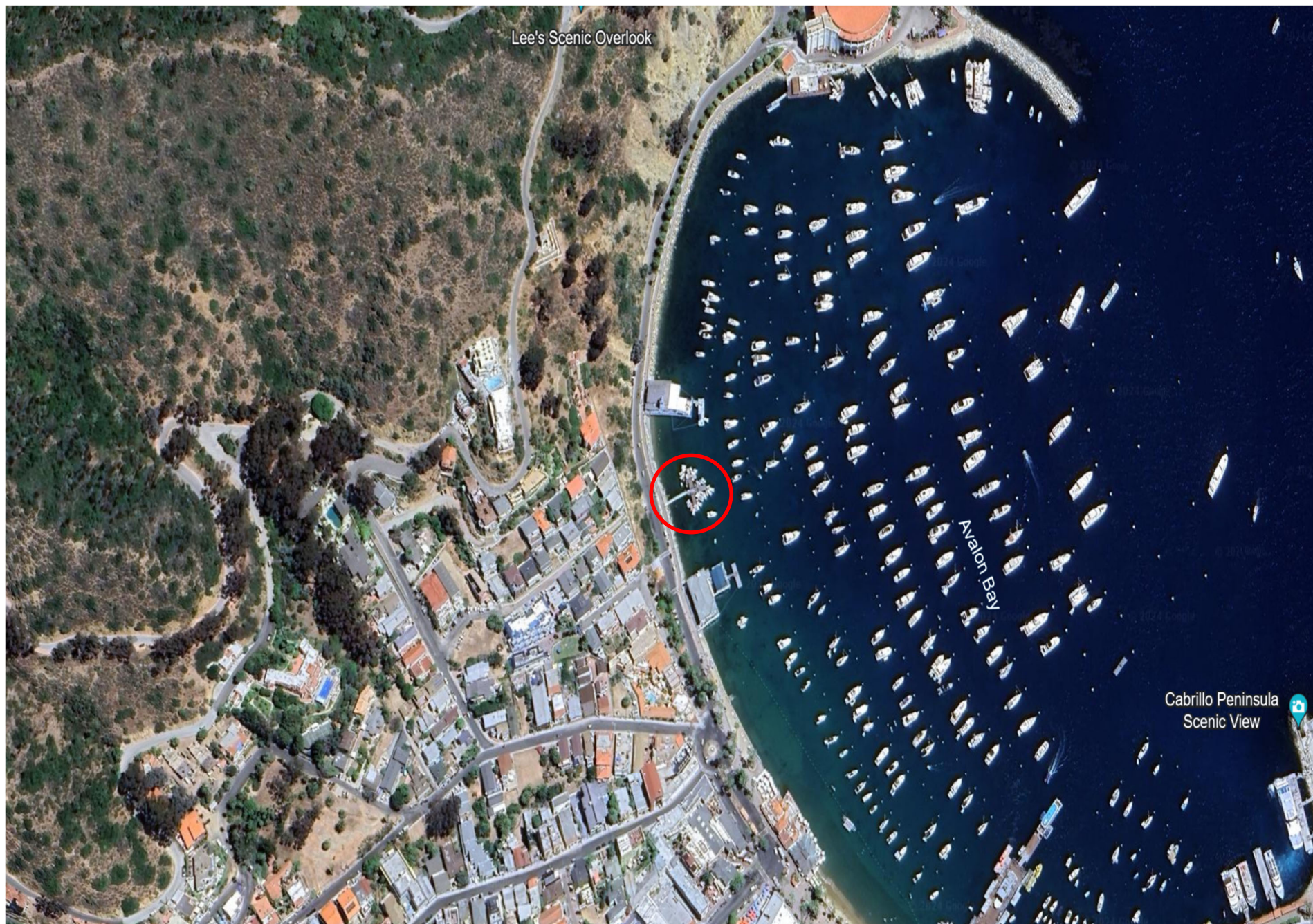


Figure 1 - Vicinity Map

- Project Site

8. Description of project:

As stated, the existing Club Dock is accessed from a pedestrian pathway bayward of Saint Catherine Way via an approximately 60-foot-long approach pier and a 20-foot gangway which extends down to the Club dock. The dock is comprised of a series of floats that during the summer months has a total area of about 1,040 square feet with roughly a T-shaped geometry. The top of the "T" is parallel with the shoreline and the stem of the "T" extends further into the harbor. During winter conditions, the north and south extensions are removed, leaving the stem of the "T", resulting in an area of approximately 440 square feet. The dock is moored with two shoreside pad eyes, each approximately 25 feet from the centerline of the approach pier utilizing 3/4-inch long-link chain extending out to secure the landward edge of the dock. Two concrete anchors secure the seaward side of the dock, with lines extending at roughly 45 degrees out from the dock to secure it also with 3/4-inch long-link chain shackled to pad eyes on each side of the dock. The existing gangway has an A-frame extending out from the end of the approach pier to enable raising the gangway during any stormy weather or an easterly swell.

The existing 20±-foot-long dock at low tide is steep; thus, the City of Avalon is proposing to replace the existing dock with an Americans with Disabilities Act (ADA) compliant gangway to enable safer access. The proposed 80-foot- gangway would be attached to the shoreline at the same location as the existing approach pier; thus, the end of the proposed gangway would be at the same approximate location as the existing 20-foot gangway. The proposed project also includes placement of new docks. The new docks would be located at roughly the same location and have roughly the same footprint and seafloor shadow as the existing docks.

The proposed gangway would incorporate a new lift frame capable of raising the gangway off the dock during inclement weather. Two alternative lift designs are being considered.

Option A would be comprised of two 6-foot-diameter foundations extended through the surface sands down to bedrock. The foundations would support a 3-foot-diameter concrete column up to Elevation 11.5 feet, with a steel I-beam extending up to Elevation 24 feet to support the hoist beam and two electric winches to lift and then hold the gangway. The 3-foot-diameter concrete shafts are intended in part to protect the steel I-beam from corrosion.

Option B would install a 12-inch-diameter heavy wall steel pipe in a large casing drilled approximately 20 feet into the seabed. The overhead hoist beam would be welded to the vertical columns, providing support for the electric winches. Redundant mechanical winches will also be provided for lifting the gangway in the event of an electric winch failure.

The new docks are also being designed to accommodate a winter dock of roughly 440 square feet and a larger summer dock of approximately 1,040 square feet.

There are several existing concrete foundations on the bay floor supporting both the existing approach pier pile supports, along with previous foundations presumably installed to support

former approach piers. All of the existing foundation material would be removed as part of this project to improve bay floor habitat.

Construction staging areas used for equipment and materials storage are proposed would likely occur at both the project site and at the existing Avalon Freight Services terminal located at 40 Pebbly Beach Road. The entire area disturbed by the improvements would be approximately one acre. Construction of the proposed project is expected to begin Fall 2024 and be completed by Spring 2025.

The Initial Study will be the primary document used to support approval of a Mitigated Negative Declaration (MND). The MND will demonstrate compliance with the California Environmental Quality Act (CEQA) required by the City of Avalon as part of the discretionary review process for the proposed project.

9. Surrounding Land Uses and Setting

The Club Dock is located between the Catalina Island Yacht Club (north) and the Tuna Club (south). Avalon Harbor is located to the east. St. Catherine Way is located to the west, then a vegetated slope and residences. Land use in the area is urban to the west, harbor to the east and waterfront related to the north and south.

10. Other public agencies whose approval is required:

Coastal Development Permit – City of Avalon

Section 404 Permit – U.S. Army Corps of Engineers

Section 401 Water Quality Certification – Los Angeles Regional Water Quality Control Board

Section 1602 Streambed Alteration Agreement – California Department of Fish and Wildlife

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun or is there a plan for consultation?

A Phase I Cultural Resources Report was prepared for the proposed project. As part of the process, a Sacred Lands File (SLF) search was conducted by the Native American Heritage Commission. Tribal representatives identified as part of the SLF search were noticed during preparation of the Phase I Cultural Resources Report. The Gabrieleño Band of Mission Indians - Kizh Nation, Gabrielino Tongva Indians of California Tribal Council, Rincon Band of Luiseño Indians, and Santa Ynez Band of Chumash Indians have requested to consult with the lead agency. While the Gabrielino Tongva Indians of California Tribal Council, and Rincon Band of Luiseño Indians have requested to have a tribal monitor present during all soil disturbing activities. The City of Avalon will conduct Tribal consultation required per AB 52 as part of the Initial Study review process.

ENVIRONMENTAL FACTORS AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is “Potentially Significant” or “Potentially Significant Unless Mitigation Incorporated” as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| ☐ Aesthetics | ☐ Agriculture and Forest Resources | ☐ Air Quality |
| ☒ Biological Resources | ☒ Cultural Resources | ☐ Energy |
| ☐ Geology/Soils | ☐ Greenhouse Gas Emissions | ☐ Hazards & Hazardous Materials |
| ☐ Hydrology/Water Quality | ☐ Land Use/Planning | ☐ Mineral Resources |
| ☐ Noise | ☐ Population/Housing | ☐ Public Services |
| ☐ Recreation | ☐ Transportation | ☒ Tribal Cultural Resources |
| ☐ Utilities/Service Systems | ☐ Wildfire | ☐ Mandatory Findings of Significance |

DETERMINATION:

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Printed Name

ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. <u>AESTHETICS</u> – would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of public view of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒
a) Implementation of the project would occur seaward from St. Catherine Way in the same location of the existing Club pier gangway and dock. No additional right of way or area would be acquired to construct the project. The site is within a currently disturbed area. Views of the site are of the existing gangway, ramp and docks. The support columns can be seen from north and south of the gangway and from the docks. A steep hillside is located to the west. The views are not designated scenic; however, Avalon Harbor and the Pacific Ocean is considered a unique and scenic visual feature. The proposed improvements are intended to improve the overall appearance of the area.				

The project would be designed per City of Avalon design standards and intended to improve Club dock accessibility and access safety. Views of the site would change with the

improvements as would public safety and accessibility. No designated scenic views or resources would be adversely affected. Thus, impacts to scenic vistas would be **less than significant**.

b) There are two designated state scenic highways in Los Angeles County as defined by the California Department of Transportation. The nearest state-designated scenic highway to the study area is the 2.5-mile Topanga Canyon State Scenic Highway segment (State Route 27) near downtown Los Angeles. The site is currently developed with street and pedestrian infrastructure improvements. There are no trees or historic structures. Views of Avalon Harbor are prominent from the site. Views would be modified with replacement of the existing gangway and docks. There are no other visually prominent features on the site. **No impact** to a designated state scenic highway would occur as a result of project implementation.

c) Implementation of the project would occur within an existing disturbed area. No vegetation would have to be removed to accommodate the improvements. The project area is currently disturbed by exiting pedestrian and beach access improvements. Implementation of the project would improve public access to the Club dock as well as access safety. Views of the site would change; however, the improvements would replace an existing gangway, ramp and docks with a new and safer system. Impacts would be **less than significant**.

d) There are existing street and building lights adjacent to and surrounding the project area. Temporary outdoor lighting may be visible during operation of construction equipment; however, construction is expected to occur primarily during daylight hours. No lighting improvements are proposed as part of the project. **No impact** related to light and glare would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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II. AGRICULTURE AND FOREST RESOURCES -- Would the project:

- a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

☐	☐	☐	☒
☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
II. <u>AGRICULTURE AND FOREST RESOURCES</u> -- Would the project:				
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒
a) The project site is a public street right of way and adjacent b4each area. No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance occurs on the project site and these resources would not be affected by project implementation. No impact would occur under this threshold.				
b) The project site is not enrolled in a Williamson Act contract. The proposed project would not conflict with any zoning designations designed to promote agriculture. No impact would occur under this threshold.				
c-e) Neither the site nor surrounding areas are used for timber production or commercial agriculture. The project would not conflict with any zoning designations designed to preserve timber or agricultural resources. No impact would occur under this threshold.				

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project: a) Conflict with or obstruct implementation of the applicable air quality plan? b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? c) Expose sensitive receptors to substantial pollutant concentrations? d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐ ☐ ☐ ☐	☐ ☐ ☐ ☐	☐ ☒ ☒ ☒	☒ ☐ ☐ ☐

The material presented herein is based on the California Emission Estimator Model 2022.1 calculations prepared by Birdseye Planning Group, July 2024 and provided as Appendix A.

The project site is located within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). A significant adverse air quality impact may occur when a project individually or cumulatively interferes with progress toward the attainment of the ozone standard by generating emissions that equal or exceed the established long-term quantitative thresholds for pollutants or exceed a state or federal ambient air quality standard for any criteria pollutant. Table 1 shows the significance thresholds that have been recommended by the SCAQMD for projects within the South Coast Air Basin.

Localized Significance Thresholds. In addition to the thresholds described above, the SCAQMD has developed Localized Significance Thresholds (LSTs). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs

represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard

Table 1
SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds		
Pollutant	Construction	Operation
Nitrogen Oxides (NO _x)	100 lbs/day	55 lbs/day
Reactive Organic Gases (ROG)	75 lbs/day	55 lbs/day
Particulate Matter 10 (PM ₁₀)	150 lbs/day	150 lbs/day
Particulate Matter 2.5 (PM _{2.5})	55 lbs/day	55 lbs/day
SO _x	No standard	150 lbs/day
CO	550 lbs/day	550 lbs/day

^a Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, unless otherwise stated.

^b Ambient air quality threshold based on SCAQMD Rule 403.

*lbs/day = pounds
per day*

at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size and distance to the sensitive receptor. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation. LSTs have been developed for NO_x, CO, PM₁₀ and PM_{2.5}. LSTs are not applicable to mobile sources such as cars on a roadway (Final Localized Significance Threshold Methodology, SCAQMD, June 2003). As such, LSTs for operational emissions do not apply to the proposed project as all emissions would be associated with equipment used to implement the proposed improvements. LSTs have been developed for emissions within areas up to five acres in size, with air pollutant modeling recommended for activity within larger areas.

Regional construction emissions associated with implementing the proposed project were calculated using the CalEEMod 2022.1 software. Construction emissions modeling for construction is based on the overall scope of the proposed development and construction phasing. Construction is expected to begin early 2025 and be completed mid-2025.

a) A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding forecasts used in the development of the AQMP. The 2022 AQMP, the most recent AQMP adopted by the SCAQMD, incorporates local city General Plans and the Southern California Association of Government's (SCAG) Regional Transportation Plan socioeconomic forecast projections of regional population, housing and employment growth.

The proposed project involves the replacement of the existing Club dock, gangway and access ramp with new and safer access infrastructure. All pollutants would be limited to the construction phase. The project would not create housing nor increase housing demand to the extent that new housing would be needed. Further, the project would not increase the number of vehicles operating in the City of Avalon or otherwise increase the vehicle miles traveled. Thus, the project would be consistent with the AQMP. **No impact** would occur under this threshold.

b) Project construction would generate temporary air pollutant emissions. Both construction emissions and vehicle emissions associated with operation of the facility are quantified herein. The CalEEMod files are provided in Appendix A.

Construction Emissions

Construction vehicles and equipment operating on the site have the potential to generate fugitive dust (PM₁₀ and PM_{2.5}) through the exposure of soil to wind erosion and dust entrainment. Project related construction activities would also emit ozone precursors (oxides of nitrogen (NO_x), reactive organic gases (ROG)) as well as carbon monoxide (CO).

The project would be required to comply with SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located within the South Coast Air Basin. Rule 403 (2) was included in CalEEMod for site preparation and grading phases of construction. Specifically, modeling assumed the site would be watered twice daily, if needed for dust control.

1. **Minimization of Disturbance.** Construction contractors shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.
2. **Soil Treatment.** Construction contractors shall treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary, and at least three times daily, preferably in the late morning and after work is done for the day.
3. **Soil Stabilization.** Construction contractors shall monitor all graded and/or excavated inactive areas of the construction site at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until landscape growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive

dust.

4. **No Grading During High Winds.** Construction contractors shall stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).
5. **Street Sweeping.** Construction contractors shall sweep all on-site driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

Construction emissions modeling is based on the overall scope of the proposed development and construction phasing which is expected to begin early 2025 and extend through mid-2025. Conservatively, it was assumed the maximum area would be watered twice daily if needed for dust control. Table 2 summarizes the estimated maximum mitigated daily emissions of pollutants occurring during 2025.

Table 2
Estimated Maximum Mitigated Daily Construction Emissions

Construction Phase	Maximum Emissions (lbs/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2025 Maximum lbs/day	2.0	6.1	8.6	0.01	0.4	0.2
SCAQMD Regional Thresholds	75	100	550	150	150	55
Threshold Exceeded 2025	No	No	No	No	No	No

As shown in Table 2, construction of the proposed project would not exceed the SCAQMD regional thresholds.

Localized Significance Thresholds. The SCAQMD has published a “Fact Sheet for Applying CalEEMod to Localized Significance Thresholds” (South Coast Air Quality Management District 2011). CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. Construction-related emissions reported by CalEEMod are compared to the localized significance threshold lookup tables. The CalEEMod output in Appendix A shows the equipment assumed for this analysis.

LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size and distance to the sensitive receptor. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation. LSTs have been

developed for NO_x, CO, PM₁₀ and PM_{2.5}. LSTs are not applicable to mobile sources such as cars on a roadway (Final Localized Significance Threshold Methodology, SCAQMD, June 2003). As such, LSTs for operational emissions do not apply to the proposed development as all the emissions would be generated by vehicle operation.

LSTs have been developed for emissions within areas up to five acres in size, with air pollutant modeling recommended for activity within larger areas. The SCAQMD provides lookup tables for project sites that measure one, two, or five acres. As referenced, a total of one acre is conservatively assumed to be disturbed daily during construction; thus, the associated look up table values for two acres were used to provide a conservative evaluation of potential impacts. The project site is located in Source Receptor Area 4 (SRA-4, South Coastal Los Angeles County). LSTs for construction related emissions in the SRA 4 at varying distances between the source and receiving property are shown in Table 3.

Table 3
SCAQMD LSTs for Construction

Pollutant	Allowable emissions as a function of receptor distance in meters from a two-acre site (lbs/day)				
	25	50	100	200	500
Gradual conversion of NO _x to NO ₂	82	80	87	106	151
CO	842	1,158	1,611	2,869	8,253
PM ₁₀	7	21	37	70	167
PM _{2.5}	3	5	10	26	93

Source: <http://www.aqmd.gov/CEQA/handbook/LST/appC.pdf>, October 2009.

The nearest sensitive receptors to the project site are located approximately 100 feet (30 meters) west of the project area. To compare emissions to the LSTs, the 25-meter thresholds are used. As discussed, LSTs apply to on-site uses only and do not include off-site vehicle trips and emissions. LSTs are compared to estimated project emissions in Table 3. As shown, the emissions in Table 2 would not exceed the LSTs shown in Table 3 for sensitive receptors located 25 meters from the project area. Thus, the on-site mitigated emissions are not provided. Construction would not cause an adverse air quality impact per threshold (b) referenced above.

Operation Emissions

The proposed project would not require ongoing maintenance, generate traffic or otherwise generate emissions. No operational impacts would occur.

c) The nearest sensitive receptors to the project site are residences located west of the site. As shown above, total construction emissions would not exceed the SCAQMD thresholds and the

project would not generate operational emissions. In addition to quantifying emissions, SCAQMD recommends performing a local CO hotspot analysis if an intersection meets one of the following criteria: 1) the intersection is at Level of Service (LOS) D or worse and where the project increases the volume to capacity ratio by 2 percent, or 2) the project decreases LOS at an intersection to D or worse. A CO hotspot is a localized concentration of CO that is above the state or national 1-hour or 8-hour CO ambient air standards. Localized CO “hotspots” can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal AAQS of 35.0 parts per million (ppm) or the state AAQS of 20.0 ppm. As referenced in Section XVI, *Transportation/Traffic*, the project would replace the existing Club dock, gangway and access ramp with new and safer access infrastructure. It would not generate new vehicle trips or affect traffic operation.

Thus, pollutants generated by project construction would be negligible. The project would not generate traffic or otherwise cause or contribute to traffic conditions that would create a CO hotspot with adverse health risks. Therefore, impacts would be **less than significant**.

d) The proposed project would generate odors from construction (i.e., diesel exhaust). These odors would be limited to periods of time when there is active construction. The project does not involve construction of an industrial or agricultural processing facility that are typically associated with odors. Construction odors would be temporary. As referenced, construction emissions would not exceed SCAQMD impact thresholds; thus, short-term odors are not expected to be significant or adversely affect a substantial number of people. During operation, the beach improvements would not generate new odors in excess of baseline conditions. Odors impacts would be **less than significant**.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES --

Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

☐
☐
☒
☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. <u>BIOLOGICAL RESOURCES</u> --				
Would the project:				
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 U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect 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?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

The material presented herein is based on the *Avalon Harbor Club Dock Replacement Project: Marine Biological Resources Report and Essential Fish Habitat Assessment*, prepared by Marine Taxonomic Services, LTD, July 2024. The report is provided herein as Appendix B.

a) The project site is not located within the boundaries of a MSHCP, NCCP or other document addressing the preservation of species and their habitat. There are no listed marine or upland species occurring in the area that would be impacted by the project. Thus, no specific avoidance, minimization, and mitigation measures for terrestrial species are required. All upland areas in the project area are comprised of paved pedestrian/roadway surface. Thus, the focus on this discussion is on potential impacts to marine biological resources.

A marine biological assessment was completed on May 15, 2024. A SCUBA diver survey was used to identify habitat types and species that occupy the Project area. During the survey, the diver swam throughout the Project area, inspecting the seafloor and existing structures. Photos were taken of marine species observed in the area. A detailed assessment was conducted to determine any sensitive species holding special or protected status that may occur within, or adjacent to, the designated Project site. An analysis of the range and habitat preferences of those species was conducted through literature review. An Essential Fish Habitat (EFH) assessment was conducted through EFH GIS mapping software regularly maintained and updated by NOAA Fisheries. Analysis of the requirements of those habitats was performed via literature review.

Marine habitats observed during the SCUBA survey within the Project site are defined as two distinct categories: hard substrate, piles and soft. Notable and common fauna observed included six unique species of marine vertebrates, five unique species of marine invertebrates, and 17 unique species of marine macroalgae. No sensitive marine species were observed within the study area.

Hard Substrate. The majority of the seafloor is classified as hard substrate. Large concrete footings or blocks rested below the pier on the shoreward side of the existing pilings. The rest of the area was comprised mostly of boulders with small interstitial areas of cobble or sand. The intertidal riprap stones along the shore were covered predominantly in algae. Also present were sandcastle worms. The subtidal hard substrate was host to a more diverse group of species. Invertebrate species observed on subtidal, hard substrate included California aglaja. Vertebrate species observed included California sheephead, garibaldi, kelp bass, opaleye and topsmelt. Algal species composition was similar to the intertidal substrate but with less turf algae and additional species observed including articulated and crustose coralline species, bubble algae, red algae, and juvenile giant kelp.

Piles. Four piles exist within the Project site, and they are not notably diverse. The tops of piles consisted mainly of green turf algae while the bottom half of the piles also were home to red algae.

Soft Bottom. There is a small area of soft-bottom habitat within the Project area. The lack of hard-substrate in this area resulted in few sessile species such as invertebrates and algae. However, similar

vertebrate species were observed in the hard-substrate areas. Vertebrate species included California sheephead, garibaldi, kelp bass, and opaleye.

Sensitive Species

In addition to accounting for all marine species identified during the field survey, an assessment was also conducted to determine other sensitive species holding special or protected status that may occur within, or adjacent to, the designated Project site. Protected, rare, threatened, or endangered species that may occur within the region include green sea turtle, (Federally Threatened), and the California brown pelican (Protected under Migratory Bird Treaty Act and California Fish and Game Code). Mammals protected under the Marine Mammal Protection Act with potential to occur in southern Avalon Bay (Bay) include harbor seal and California sea lion. None were observed or likely to occur based on the habitat type present within the project area.

Essential Fish Habitat Evaluation. This discussion addresses managed species and fisheries with the potential to occur within the designated study area as well as Habitat Areas of Particular Concern (HAPCs) known to occur within the study area. The EFH assessment for the proposed project was prepared in accordance with the 1996 amendments to the Magnuson-Stevens Fishery Management and Conservation Act (MSA). The MSA defines EFH as “those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity.” As such, the EFH assessment includes an analysis of species managed by the Pacific Fishery Management Council (PFMC) that are known to utilize EFH within the study area. Federal action agencies which fund, permit, or carry out activities that may adversely impact EFH are required to consult with the National Marine Fisheries Service (NMFS) regarding the potential effects of their actions on EFH. While the proposed project is not a federal action, the EFH analysis is summarized herein to assist in determining the potential significance of impacts to marine habitat and species associated with the proposed project.

A total of 92 fish species managed by the PFMC fall under the Coastal Pelagic Species Fisheries Management Plan (FMP), which includes the Finfish FMP, and under the Pacific Groundfish FMP. Additionally, 14 species specific FMPs are listed for this region. During the project survey, no species managed by PFMC were observed in the Project site. However, topsmelt were observed, which have been designated by the fishery management plan as ecosystem component species along with Pacific herring.

Habitat Areas of Particular Concern Observed Within the Project Site. HAPCs are present within the Project site. HAPCs are a discreet subset of habitats within an EFH that are distinguished by characteristics including their high ecological value and vulnerability to anthropogenic stressors. HAPCs are considered high priority areas for conservation, management, or research because they are rare, sensitive, stressed by development, or important to ecosystem function (NMFS 2023b). The HAPC designation does not necessitate additional protections or restrictions upon an area, but the help to prioritize and focus conservation efforts. Although these habitats are particularly important for healthy fish

populations, other EFH areas that provide suitable habitats are also necessary to support and maintain sustainable fisheries and a healthy ecosystem. Current HAPC types are estuaries, canopy kelp, seagrass, and rocky reefs. The Project site does not contain any HAPCs.

Construction-Related Impacts

In general, construction activities from implementation of the proposed Project could cause construction-induced noise, increases in turbidity and release of particulates and chemicals of concern into U.S. and State waters.

Temporary Construction Noise. The use of large machinery for construction and demolition may result in construction-induced noise impacts that could alter the behavior of protected species. These impacts could occur from construction activities such as drilling, operation of heavy construction equipment, or unloading building materials. Construction-induced noise impacts from landside construction activity and overwater construction activities such as drilling could disrupt the behavior of piscivorous birds, marine mammals, and turtles. Noise impacts associated with design Option A would be less than significant because heavy machinery would not be required. Option B could result in significant noise impacts because use of a casing drill would be required. It is unlikely that marine mammals or turtles will inhabit the area; however, construction noise can impact the foraging behavior of piscivorous birds such as the California brown pelican. Further, if marine mammals or turtles were to occur, the noise could alter their behavior. Temporary construction impacts associated with Option B would be considered significant without mitigation.

Temporary Water Quality Impacts. Construction activities associated with gangway installation could increase levels of turbidity within surrounding waters in the absence of mitigation. Increased water turbidity may occur as a result of displaced sediment from excavation of the seafloor where CMP forms are placed (Option A) or drilling is conducted to prepare the casing for steel pipes (Option B). Increased sedimentation and turbidity can also contribute to lower dissolved oxygen content as well as limit the ability of piscivorous avian species to locate prey. Additionally, disruption to the photic zone can occur due to increased turbidity. Prolonged increases in turbidity can reduce primary productivity because turbid water prevents sunlight from reaching macroalgae at the seafloor. These impacts would be considered a significant impact without mitigation.

Both construction options for the new gangway involve pouring and curing concrete in the water. Recently-cast concrete is known to increase the pH level of water it contacts, which has the potential to harm marine species. Given the small amount of concrete required, there will be no measurable and no significant alteration of pH. Thus, the impacts of the small amount of concrete used for this Project are less than significant. Additionally, pollution could be caused by the inadvertent introduction of pollutants such as fuel, oil, and/or other industrial and mechanical fluids into waters of the U.S., either from construction equipment, landside construction vehicles, construction vessels, and from partially completed overwater structures. If this were to happen, it would constitute a significant impact. Measures BIO-1, BIO-2a, BIO-2b

and BIO-3 would reduce potential temporary construction noise and water quality impacts to **less than significant**.

Migratory Birds. The Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703-711) is an international treaty that makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 CFR Part 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). Sections 3503, 3503.5, and 3800 of the California Department of Fish and Wildlife Code prohibit the take, possession, or destruction of birds, their nests, or eggs. The MBTA requires that project-related disturbance at active nesting territories be reduced or eliminated during critical phases of the nesting cycle (February 1 through August 31). Disturbance that causes nest abandonment and/or loss of reproductive effort (e.g., killing or abandonment of eggs or young) or loss of habitat upon which the birds depend could be considered “take” and constitute a violation of the MBTA.

Migratory birds include common, sensitive and listed species. No active nests or birds displaying nesting behavior were observed during the site investigation. However, the shrubs located on the hillside west of the project area and promenade provide minimal foraging and nesting habitat for year-round and seasonal avian residents, as well as migrating songbirds that could occur in the area that area adapted to urban environments. Because potential habitat is present within the proposed area of potential effect and project construction may occur within the nesting cycle, potentially significant impacts to migratory and other bird species may occur. No candidate, sensitive or special status species listed in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service are known to occur in the area. With implementation of Mitigation Measure BIO-4, impact to migratory birds would be reduced to **less than significant**.

Mitigation Measures

The following measures are recommended to reduce potential construction-related impacts to sensitive marine species, nesting birds and water quality to **less than significant**.

BIO-1. A qualified biologist approved by the City of Avalon shall monitor drilling activities. The monitor shall have the ability to reduce or temporarily stop noise producing activities if those activities were believed to impact or otherwise alter foraging behavior of sensitive avian species such as the California brown pelican. If the qualified biologist identifies that the activities are impacting the foraging behavior of sensitive avian species, actions to be taken shall include, but not be limited to, the installation of sound barriers, reducing intensity of drilling and restricting drilling to periods when sensitive species are not present.

The monitor shall also observe for any marine mammals or turtles present in the waters surrounding the Project area to assess impacts of noise on the animals’ behavior. If marine mammals are hauled out within the zone where sound thresholds may be exceeded, then the biological monitor shall notify the contractor to halt or alter the noise

generating activity such that construction drilling noise is at or below 90 dB RMS or 100 dB RMS for harbor seals and non-harbor seals, respectively.

For portions of the proposed Project that generate in water noise such as drilling, the biological monitor shall monitor for marine mammals and sea turtles within 100 meters of construction. The biological monitor will have the authority to halt or modify work based on animal observations relative to the monitoring distance.

BIO-2a. The contractor shall install a silt curtain around the excavation area if Option A is implemented or around drilling activities if Option B is implemented to limit the spread of any turbidity generated.

BIO-2b. The contractor shall limit excavation or drilling activities to low tide when the area is not submerged.

BIO-3. To reduce the degradation of water chemistry resulting from accidental spills of chemicals in the water, construction crews shall have appropriate spill kits on site and shall not fuel or clean equipment on site unless a spill containment structure is in place. If a spill occurs, cleanup shall begin immediately if safe to do so and the California Governor's Office of Emergency Services shall be contacted at 800.852.7550.

BIO-4 Nesting Bird Surveys and Avoidance. To avoid the destruction of active nests and to protect the reproductive success of birds protected by MBTA, nesting bird surveys shall be performed not more than 14 days prior to the scheduled construction in areas adjacent to trees suitable for nesting. In the event that active nests are discovered, a suitable buffer should be established around such active nests and no construction within the buffer allowed until a qualified biologist has determined that the nest is no longer active (e.g. the nestlings have fledged and are no longer reliant on the nest). No ground disturbing activities shall occur within this buffer until the qualified biologist has confirmed that breeding/nesting is completed and the young have fledged the nest. Survey results shall be presented in a letter report and submitted to the City of Avalon. Nesting bird surveys are not required for construction activities occurring between September 1 and January 31.

Mitigation measures BIO-1, BIO-2a, BIO-2b, BIO-3 and BIO-4 would reduce temporary construction noise and water quality impacts as well as impacts to nesting birds to **less than significant**.

Critical Habitat

Under the federal Endangered Species Act, "Critical Habitat" is designated at the time of listing of a species or within one year of listing. Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological

features that are essential to the survival and eventual recovery of that species. Maintenance of these physical and biological features requires special management considerations or protection, regardless of whether individuals of the species are present or not. All federal agencies are required to consult with the United States Fish and Wildlife Service (USFWS) regarding activities they authorize, fund, or permit which may affect a federally listed species or its designated Critical Habitat. The purpose of the consultation is to ensure that projects will not jeopardize the continued existence of the listed species or adversely modify or destroy its designated Critical Habitat. The designation of Critical Habitat does not affect private landowners, unless a project they are proposing is on federal lands, uses federal funds, or requires federal authorization or permits (e.g., funding from the Federal Highways Administration or a CWA Permit from the Corps). If there is a federal nexus, then the federal agency that is responsible for providing the funding or permit would consult with the USFWS.

The project site is not located within local, state or federally designated Critical Habitat. Therefore, the loss or adverse modification of Critical Habitat from site development will not occur and consultation with the USFWS will not be required for implementation of the proposed project. **No impact** to designated critical habitats would occur.

b and c) The project site is located within the Santa Catalina Island-Frontal San Pedro Channel Watershed, specifically in the Santa Catalina Island subwatershed area (Hydrologic Unit Code [HUC] # 180701070002). There are no storm channel features located within the project area. Existing precipitation within the upland area runs off into the municipal stormwater system, or percolates into exposed soils. Implementation of Stormwater Management Plan (SWPPP) Best Management Practices (BMPs) would avoid direct impacts to water quality during construction; however, based on the scope of improvements, the project is not subject to post-construction stormwater controls.

Construction Impacts. While there are no wetlands or riparian areas within the project area, construction would occur with Avalon Harbor which is a non-wetland water resource under both state and federal jurisdiction. Direct impacts to the benthic community would include the loss or mortality of any benthic infauna and epifauna within the pile and drilling footprint. For Option A, the impact area of excavation by diver is approximately 2.09 to 5.23 cubic yards per piling based on the estimated depth of bedrock being 2 to 5 feet below surface substrate. The total volume of excavated material under Option A will be approximately 8.36 to 20.92 cubic yards. Option B would require drilling to depths of 20 feet to fit 12-inch diameter pipes which results in approximately 0.58 cubic yards of excavated material per piling. The total volume of excavated material under Option B would be approximately 2.32 cubic yards. Benthic and epibenthic fauna will occur in the top portions of the excavated area; however, this area is not home to any particularly sensitive or ecologically important species. Adjacent habitat would be expected to provide alternative foraging habitat for motile species following bottom disturbance. It is anticipated that the disturbed areas would be re-colonized by adult migration from adjacent areas as well as colonization by larval recruitment. As such, the impact of drilling and diver excavation is minimal, temporary, and therefore considered not significant.

Operational Impacts. Operational impacts are permanent impacts caused by construction such as the increase in overwater cover or increase in ocean fill. This project is in-kind in terms of overwater coverage, but an increase in ocean fill is a possible consequence of construction depending on which option is utilized. A discussion of each of these potential construction-related impacts is provided below.

Permanent Fill Impacts on Marine Resources. The installation of gangway support structures under Option A would result in a net increase in fill. The current footprint of the existing piles is 0.24 cubic yards. The total permanent fill for Option A is 4.19 cubic yards for the concrete footings, resulting in a net increase of 3.95 cubic yards. The total permanent fill for the Option B API piles would result in a permanent fill of 0.12 cubic yards. This would be a net decrease of 0.12 cubic yards. The increase in fill for Option A is considered significant without mitigation. Increases in fill can alter water velocities, circulation patterns, or sedimentation rates that could affect local flora and fauna.

Mitigation Measures

Increase in ocean fill can be mitigated by removal of other areas of ocean fill. Mitigation measure BIO-5 would reduce permanent fill impacts to jurisdictional waters to less than significant.

BIO-5. The applicant shall mitigate the fill of ocean waters by removing old construction debris from the ocean floor within the Project site.

The volume of material removed would be approximately 3.1 cubic yards. Removal of all debris and old construction elements will sufficiently mitigate the net increase of fill from Option A, if constructed. This would reduce the fill impacts to **less than significant**.

d) Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet still inadequate for others. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

The project area is submerged sea bed and adjacent paved upland areas. It has not been identified as a wildlife corridor or linkage. The proposed improvements will be confined to existing areas that have been heavily disturbed by existing and past improvements. The upland pedestrian promenade and street corridor are not identified as wildlife corridors or linkages. As a result, implementation of the proposed project will not disrupt or have any adverse effects on any migratory corridors or linkages in the surrounding area. **No impact** to wildlife movement corridors would occur with project implementation.

e-f) There are non-native or ornamental trees suitable for nesting located on the hillside west of the site and along the promenade. Thus, the project would be subject to compliance with the Migratory Bird Treaty Act if work that could disturb nesting bird species were proposed during nesting season as referenced above (see also Mitigation Measures BIO-4). The project site was evaluated for the presence/absence of species and/or their habitat covered under a MSHCP/NCCP. No conservation documents are applicable to the project area. No threatened, endangered or sensitive species or their habitat occurs on-site as described above. **No impact** would occur under this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
V. <u>CULTURAL RESOURCES</u> --				
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

The following information is based in part on the results of a *Cultural Survey Report for the Club Dock Restoration Project*, City of Avalon, June 2024, prepared by South Environmental, Inc., and included herein as Appendix C.

a) South Environmental requested a search of cultural resource records housed at the California Historical Resources Information System (CHRIS), South Central Coastal Information Center (SCCIC) located at California State University, Fullerton for the proposed project. This search included their collections of mapped prehistoric and historic archaeological resources and historic built-environment resources, State of California Department of Parks and Recreation Series 523 forms (DPR forms), technical reports, archival resources, and ethnographic references. Additional consulted sources include historical maps of the study area, the NRHP, the CRHR, the lists of California State Historical Landmarks, California Points of Historical Interest, and the Archaeological Determinations of Eligibility list. The SCCIC records search results indicate that one previously conducted cultural resource study intersects the project site (LA-11138). Seven previous studies were overview studies conducted of the entire island. An

additional 13 studies identified were outside the project site within the one-half-mile records search radius.

LA-11138. This report presented a database and predictive modeling for offshore prehistoric sites and shipwrecks along the southern California coast and Channel Islands. The report identified no resources within or near the current project APE.

No previously recorded sites overlap the project site. Ten (10) previously recorded cultural resources were identified within the 0.5-mile records search area.

The existing gangway, ramp and dock assembly are not considered a historical resource under CEQA or a historic property under Section 106 of the NHPA. No additional measures are recommended for built environment resources. **No impact** to historic resources would occur.

b) As part of the Phase I Cultural Resources Assessment methodology, a Native American Heritage Commission (NAHC) Sacred Lands File search was requested by South Environmental on May 3, 2024. The NAHC responded to the request on May 30, 2024, and reported positive results. The NAHC recommended contacting multiple Native American tribes for additional information or knowledge they may have regarding the presence of cultural resources that may be impacted by the proposed project. On May 3 and May 30, 2024, South Environmental sent letters to each contact provided by the NAHC.

Four tribal groups have responded to the outreach letters to date. No archaeological, historical, or tribal cultural resources were identified within the project site as a result of coordination with tribes, however the project site and the South Beach area have been identified as being located within ancestral territory, in the vicinity of sacred sites, and the immediate area was identified as culturally sensitive/significant. The Gabrieleño Band of Mission Indians - Kizh Nation, Gabrielino Tongva Indians of California Tribal Council, Rincon Band of Luiseño Indians, and Santa Ynez Band of Chumash Indians have requested to consult with the lead agency. While the Gabrielino Tongva Indians of California Tribal Council, and Rincon Band of Luiseño Indians have requested to have a tribal monitor present during all soil disturbing activities.

On May 10, 2024, South Environmental staff conducted an intensive-level survey of the project site for both archaeological and historic built environment resources. The project site contains one dock pier set between the Tuna Club to the south and the Catalina Island Yacht Club to the north. The dock has four wood pylons and is attached to the seawall with a hinge. There were no moorings or vessels attached to the dock at the time of the survey. The rocks around the seawall and at the base of the dock appear to be composed of locally sourced boulders and large blocks of concrete with large gravel and cobble inclusions. No archaeological resources were identified within the project site as a result of the intensive-level survey.

No archaeological resources were identified within the project APE, as a result of the CHRIS records search, NAHC Sacred Lands File search and Native American scoping, or pedestrian survey by a qualified archaeologist. Still, review of the SCCIC records search results,

archaeological literature, receipt of a positive Sacred Lands File search from the NAHC, and responses from Native American contacts indicates that the project site is in an area that is sensitive for prehistoric archaeological resources. However, historic aerial photographs of the project site confirm that the upper levels of soil within the project site were previously disturbed by construction and development of the existing shoreline. Further, the project site is in a heavily disturbed area that has already been impacted by the installation of the existing club dock. Nonetheless, it is always possible to encounter resources during project-related ground disturbance. Standard unanticipated discovery measures for archaeological resources and human remains are provided below. With implementation of these regulatory requirements, the proposed project would result in no adverse effects to historic properties under Section 106 of the NHPA and a less than significant impact to historical resources under CEQA.

Recommendation CR-1. Should archaeological resources (sites, features, or artifacts) be exposed during construction activities for the proposed project, the monitors shall halt all construction work occurring within 100 feet of the find until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find. Depending on the significance of the find, the archaeologist may simply record the find and allow work to continue. In the event that an identified cultural resource is of Native American origin, the qualified archaeologist will consult with the project Applicant and the City of Avalon to implement Native American consultation procedures. If the discovery proves significant under CEQA or Section 106 of the NHPA, additional work such as preparation of an archaeological treatment plan, testing, or data recovery may be warranted.

c) The potential for encountering human remains at the project site is low. No known burial sites have been identified on the site or in the vicinity. In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the County Coroner shall be notified within 24 hours of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined, within two working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the remains are determined to be Native American, the Coroner shall notify the NAHC in Sacramento within 24 hours. In accordance with California Public Resources Code, Section 5097.98, the NAHC must immediately notify those persons it believes to be the Most Likely Descendant (MLD) from the deceased Native American. The MLD shall complete their inspection within 48 hours of being granted access to the site. The MLD would then determine, in consultation with the property owner, the disposition of the human remains. With adherence to these existing regulations, impacts would be **less than significant**.

VI. ENERGY – would the project:

- a) Result in potentially significant adverse impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?

☐	☐	☒	☐
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- b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

☐	☐	☐	☒
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a) Project construction would utilize common methods for site preparation and installation of the proposed improvement. Techniques are not expected to be wasteful or otherwise result in inefficient use of fuels or other sources of energy. Some construction materials may be sourced on the island; however, the structural components would be manufactured off-site and transported to the construction area. Post-construction, the project would not consume any energy other than what is required to periodically raise and lower the gangway. A **less than significant** impact would occur under this threshold.

b) The project would utilize heavy equipment that meets CARB registration requirements for energy efficiency and emission reduction. The City of Avalon does not have an approved Climate Action Plan; thus, consistency with plans/policies focuses on project consistency with the 3,000-metric ton annual emission threshold provided by South Coast Air Quality Management District (SCAQMD) and referenced in Section VIII, *Greenhouse Gas*, below. The project would generate construction emissions; however, these emissions would not exceed the 3,000 metric ton threshold. The project would not conflict with a state or local plan regarding renewable energy or energy efficiency. **No impact** would occur under this threshold.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VII. GEOLOGY AND SOILS –

Would the project:

- a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VII. <u>GEOLOGY AND SOILS</u> –				
Would the project:				
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?	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

a (i-ii) Avalon is not located within an Alquist-Priolo Fault-Rupture Hazard Zone; and therefore, is not subject to surface rupture. However, six active and potentially active faults are located within 25 miles of Avalon. An active fault is defined as a fault showing evidence of surface displacement during Holocene time (within the last approximately 11,700 years). A potentially active fault is defined as a fault showing evidence of surface displacement during Quaternary time (within the last approximately 2.6 million years). Active faults include the Palos Verdes, Cabrillo and San Diego Trough. Potentially active faults include San Pedro Basin, Newport Inglewood and San Clemente.

The Cabrillo Fault located on the Palos Verde Peninsula approximately 20 miles northeast of Avalon is the closest active fault to the study area. Although no known faults are located within Avalon, the fault systems referenced above could cause property damage, possibly resulting in injury and loss of life in the event of a major earthquake due to ground motion. The level of impact resulting from any seismic activity will depend on factors such as distance from epicenter, earthquake magnitude, soil characteristics and subsurface geology.

During the life of the proposed improvements, the site will likely experience moderate to occasionally high ground shaking from known faults, as well as background shaking from other seismically active areas of the Southern California region. However, site preparation and construction of the improvements consistent with geotechnical recommendations and current California Building Code (CBC) requirements would address seismic concerns and related structural impacts associated with ground shaking. Impacts would be **less than significant**.

a (iii) Liquefaction typically occurs within the upper 50 feet of the surface, when saturated, loose, fine- to medium-grained soils (sand and silt) are present. Earthquake shaking suddenly increases pressure in the water that fills the pores between soil grains, causing the soil to lose strength and behave as a liquid. When liquefaction occurs, the strength of the soil decreases, reducing the ability of the underlying soil to support foundations for buildings and other structures. The type of geologic process that created a soil deposit has a strong influence on its liquefaction susceptibility. Saturated soils that have been created by sedimentation in rivers and lakes can be very susceptible to liquefaction.

As referenced in the General Plan Update, groundwater in Avalon is typically at sea level and the liquefaction potential in the City of Avalon is considered low. The only improvement requiring construction would be installing the support columns in bedrock below the seabed; thus, there would be no liquefaction potential. Impacts related to liquefaction would be **less than significant**.

a (iv) The project site is generally flat and all ground disturbing work would occur on the seabed. There are two known landslide areas in Avalon. Neither are located in proximity to the project site. Slopes located west of the site are vegetated and/or developed. No evidence of a landslide is located in this area. The improvements would not affect the toe of the slopes, destabilize existing slopes or create steep slopes that could increase the potential for landslides. Impacts related to landslides would be **less than significant**.

b) As noted, the site is generally flat which limits erosion potential. The disturbance area would be less than one acre and only disturb material on the seabed and bedrock for drilling the column holes. The upland improvements would require connection of the gangway to concrete sidewalk at the existing point of connection. No soil would be disturbed to accommodate this work. Soil erosion hazard impacts would be **less than significant**.

c, d) Land subsidence is defined as the sinking or settling of land to a lower level. Causes can include: (1) earth movements; (2) lowering of ground water level; (3) removal of underlying supporting materials by mining or solution of solids, either artificially or from natural causes; (4) compaction caused by wetting (hydro-compaction); (5) oxidation of organic matter in soils; or (6) added load on the land surface.

Per the General Plan Update, subsidence is usually localized and does not appear to present a threat to the City of Avalon. No evidence of subsidence is present in the study area and project improvements would replace the beach sand and make improvements to existing infrastructure. Site specific impacts related to subsidence would be **less than significant**.

e) The proposed project is comprised of safety and access improvements for the Club Dock. The improvements would not generate wastewater. No septic systems would be installed. **No impact** would occur under this threshold.

f) No specific paleontological sensitivity information is provided for the project site and no known paleontological resources occur in the area. The area affected is the seabed and adjacent improved upland infrastructure. The project would not increase the depth of the existing disturbance. **No impact** to paleontological resources would occur with the project.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VIII. GREENHOUSE GAS EMISSIONS

Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

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Gases that trap heat in the atmosphere are often referred to as greenhouse gases (GHGs), analogous to the way in which a greenhouse retains heat. Common GHG include water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxides (N₂O_x), fluorinated gases, and ozone. GHGs are emitted by both natural processes and human activities. Of these gases, CO₂ and CH₄ are emitted in the greatest quantities from human activities. Emissions of CO₂ are largely by-products of fossil fuel combustion, whereas CH₄ results from off-gassing associated with agricultural practices and landfills. Man-made GHGs, many of which have greater heat-absorption potential than CO₂, include fluorinated gases, such as hydrofluorocarbons (HFCs), perfluorocarbons (PFC), and sulfur hexafluoride (SF₆). The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHGs, Earth's surface would be about 34° C cooler. However, it is believed that emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations (Cal EPA, 2006).

Pursuant to the requirements of SB 97, the *CEQA Guidelines* were amended to include feasible mitigation of GHG emissions and analysis of the effects of GHG emissions. The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

The majority of individual projects do not generate sufficient GHG emissions to create a project-specific impact through a direct influence to climate change; therefore, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15355).

Potential GHG impacts are evaluated per the SCAQMD's recommended/preferred option threshold for all land use types of 3,000 metric tons CO₂E per year. GHG emissions associated with the project's construction period were estimated using the CalEEMod computer program. CalEEMod input parameters and output files are shown in Appendix A.

a) Construction activities would generate greenhouse gas (GHG) emissions associated with equipment operation. The project-related construction emissions would be generated over a two-year construction phase extending from early to mid-2025. The most extensive improvements would occur during construction of the groin wall and placement of beach sand. Thus, related emissions are used herein to define the significance of impacts related to GHG emissions. Site preparation and grading typically generate the greatest emission quantities because the use of heavy equipment is greatest during this phase of construction. Emissions associated with the construction period were estimated based on the projected maximum amount of equipment that would be used onsite at one time. Air districts such as the SCAQMD have recommended amortizing construction-related emissions over a 30-year period to

calculate annual emissions. Construction of the project would generate approximately 82 metric tons of GHG emissions during construction. Amortized over 30 years, the project would generate 6 metric tons as shown in Table 5 below.

Table 4 also shows the operational GHG emissions associated with the proposed project. As referenced in Section II, *Air Quality*, there would be no anticipated air emissions associated with the operation of the project. As discussed, the project would not increase vehicle trips, increase the length of any commute or otherwise contribute to increased vehicle miles traveled within the City of Avalon.

Table 4
Combined Annual Greenhouse Gas Emissions

Emission Source	Annual Emissions (CO ₂ E)
Construction	3 metric tons
Operational	
Energy	0.0 metric tons
Solid Waste	0.0 metric tons
Water	0.0 metric tons
Mobile	0.0 metric tons
Total	3.0 metric tons

See Appendix A for CalEEMod software program output

Cumulatively, the estimated emissions would not exceed the 3,000 MT CO₂E; thus, GHG emissions would be **less than significant**.

b) The proposed project would entail construction and safety and access improvements to the Club Dock. As discussed, the project would not exceed the thresholds of significance established for the evaluation of individual projects for GHG emissions. With respect to consistency with plans or policies related to GHG emissions, the City of Avalon does not have an approved Climate Action Plan. Thus, consistency with plans/policies focuses on project consistency with the 3,000-metric ton annual emission threshold provided by SCAQMD and used by the City of Avalon to determine project specific GHG impacts.

As discussed in Section IV, *Conservation Element*, of the Avalon General Plan Update, potential sea-level rise associated with global climate change is a concern city-wide given potential impacts to beaches, commercial areas and infrastructure. The proposed project is in part, intended to improve public access to the Club Dock with a new gangway and ramp structure. The structure could be raised and lowered as needed to avoid future wave damage during storm events. The ramp and floating docks would raise/lower with tidal changes. The project would be consistent with goals and related policies in the General Plan Update addressing global climate change. Impacts would be **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. <u>HAZARDS AND HAZARDOUS MATERIALS</u> - Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. <u>HAZARDS AND HAZARDOUS MATERIALS</u> - Would the project:				
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

a-c) The proposed project would provide enhanced safety and access improvements at the location of the existing dingy dock and gangway. The only hazardous materials stored on-site would be fuel and other petroleum products (i.e., motor oil, hydraulic fluid, etc.) used in the construction equipment. Other than fuel in each Club, the project would not contain fuel tanks or otherwise sell or store hazardous materials.

The Avalon K-12 School is located at 200 Falls Canyon Road approximately 0.5 miles southwest of the Club Dock. As stated, construction of the proposed project would involve the use of fuel, lubricants, and chemicals that may be considered hazardous. This material would be used in heavy equipment and not stored on-site. Impacts related to accidental spills or other releases would be minimized or avoided by using mobile refueling and lubrication services. These services would utilize fueling pads and related methods to absorb any accidental spills during refueling or fluid/lubricant replacement. While the school would be further than ¼ mile from the construction area, potential impacts related to hazardous materials used during construction would not be significant or adverse. No hazardous materials would be associated with operation of the proposed improvements. Based on these factors, a **less than significant** impact would occur under these thresholds.

d) According to the Geotracker (State Water Board) and Envirostor (Department of Toxic and Substance Control) databases, no uses or activities that could have caused or contributed to a release of hazardous chemicals or materials on the property occur or have occurred on the site. There is no visible evidence of hazardous environmental conditions on the project site. **No impact** would occur under this threshold.

e) Avalon Airport is located approximately 6 miles northwest of the project site. The proposed project is not located within the Avalon Airport land use boundary, within 2 miles of a public use airport in proximity to a private airstrip. **No impact** would occur.

f) The proposed project would not require temporary lane closures during construction as no work would occur on or proximal to a local street. Post construction, the improvements will not affect emergency access; thus, the project will not impact evacuation routes or otherwise impair evacuation during emergencies. A **less than significant** impact would occur under this

threshold.

g) The project site is located in a developed area along the Avalon waterfront. The project site, as is all of Santa Catalina Island, is located in a Very High Fire Hazard Severity Zone as designated by the California Department of Forestry and Fire Protection (CalFire website accessed July 2024). The project site is located within a Local Responsibility Area; thus, wildfires within the City of Avalon is the responsibility of Los Angeles County. The project entails the replacement of the Club Dock gangway/ramp and dock infrastructure with a new ADA compliant structure. No new structures or other improvements that could be damaged during a fire would be constructed. **No impact** would occur under this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
X. <u>HYDROLOGY AND WATER QUALITY</u> – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surveys, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
ii) substantially increase the rate or amount of surface water runoff which would result in flooding on- or off-site?	☐	☐	☐	☒
iii) Create or contribute runoff water	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
X. <u>HYDROLOGY AND WATER QUALITY</u> – Would the project:				
which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, or?				
iv) Otherwise impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami or seiche risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☒	☐	☐

a) The project site is currently improved with a public promenade, rock revetment, gangway, ramp and docks. There is no existing stormwater channel; however, municipal stormwater infrastructure is located within the area. The amount of impervious surface would not be affected by the project nor would the drainage pattern. All precipitation would continue to fall into Avalon Harbor. As stated, the project would affect less than one acre; and thus, no State Water Resources Control Board General Construction Permit would be required to minimize soil erosion and related water quality impacts. However, standard City of Avalon stormwater management requirements would be implemented to avoid water quality or otherwise violate discharge standards. Further, as stated in Section IV, Biological Resources, Mitigation Measures BIO-2a, BIO-2b and BIO-3 would be implemented to reduce turbidity within the harbor during installation of the piles required to support the new gangway infrastructure. With implementation of these measures, impacts would be **less than significant**.

b) Southern California Edison provides water service to Catalina Island. The City of Avalon is located within the East End water distribution system. The primary source of fresh water comes from the aquifer connected to the Middle Ranch Reservoir. The reservoir has a capacity of about 1,149-acre feet. Fresh ground water is drawn from the aquifer via three groundwater wells in Middle Ranch. The water is aerated and chlorinated and then pumped to Wrigley Reservoir for distribution to the city of Avalon and other users within the island's East End. The water supply is not dependent on groundwater pumped from the project area nor would improvements

affect any groundwater recharge that may occur in the project area. **No impact** to groundwater resources would occur as a result of the project.

c)(i) As referenced, standard stormwater control requirements as defined by the State Water Resources Control Board General Construction Permit would be required. No new impervious surfaces would be constructed nor would improvements alter the course of an existing stream or river that would result in on- or off-site erosion or siltation. **No impact** would occur under this threshold.

(ii) The northern portion of the project area is located within Flood Zone AE as depicted in FEMA Flood Insurance Rate Map No. 06037C2202F (September 2008). Areas with an AE designation have a one percent annual chance of flooding. The project would not redirect on-site drainage patterns nor would it impede or redirect flood flows. Drainage would be unaffected by the project. The project would not expose people or structures to greater flood hazard than what occurs under existing conditions. The drainage would not be changed; thus, **no impact** would occur under this threshold.

(iii) Municipal stormwater infrastructure is located proximal to the project area; however, it would not be affected by the project nor would improvements affect stormwater infrastructure. The project will not contribute substantial quantities of polluted runoff or exceed the capacity of the stormwater system. **No impact** would occur under this threshold.

(iv) As referenced, the project would not modify on-site drainage through construction of new stormwater treatment and conveyance features. The project would not result in the discharge of material into surface waters beyond what may occur as a result stormwater runoff. While the site is located within Flood Zone AE per Flood Insurance Rate Map No. 06037C2202F, September 2008); thus, improvements would not be affected by flooding if it were to occur nor would the improvements redirect on-site drainage patterns or impede or redirect flood flows. **No impact** would occur under this threshold.

d) Seiches are oscillations of the surface of inland bodies of water that vary in period from a few minutes to several hours. Seismic excitations can induce such oscillations. Tsunamis are large sea waves produced by submarine earthquakes or volcanic eruptions. The City of Avalon is located within an area that could be affected by a tsunami. Those areas most vulnerable are located in proximity to Avalon Harbor. The project site is located along the shoreline; and thus, could be exposed to tsunami waves.

As referenced in the General Plan Update, strong winds generated by northeasterly windstorms have the potential to cause large waves along the eastern side of the island. As referenced, preventing or minimizing further wave and current damage to the seawall is a benefit of the proposed project. No mudflows are known to have occurred within the project in the area and the project would not increase the potential for mudflow events to occur. **No impact** would occur under this threshold

e) The project would require water use during construction for dust control and related purposes if soils are disturbed. Post construction, the project would not require potable water with the exception of water used for cleaning surfaces. The proposed project would be required to comply with federal, State and local plans, policies and regulations and Executive Order B-29-15, which requires reduction of potable water use during construction and implementation of Best Management Practices concerning water conservation, both for potable and non-potable uses. The project site is not within a groundwater recharge area. **No impact** would occur to groundwater recharge.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XI. LAND USE AND PLANNING --

Would the proposal:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | ☐ | ☐ | ☐ | ☒ |
| b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | ☐ | ☐ | ☐ | ☒ |

a) The proposed project would replace the existing Club Dock infrastructure. The proposed project would utilize the existing promenade and all improvements would occur above the harbor and in the seabed. The project would not construct improvements that would physically divide an existing community or otherwise impact circulation on public roads surrounding the site. **No impact** would occur under this threshold.

b) The proposed project would be consistent with the current General Plan Update (2013) as referenced above. The project would not conflict with existing zoning or land use designations. The project would require a Coastal Development Permit which would be issued by the City of Avalon through the Local Coastal Program. The project was evaluated for consistency with the seven Coastal Resource and Management Policies provided in Chapter 3 of the California Coastal Act. Chapter 3 contains the standards used by the California Coastal Commission in the review of coastal development permits and Local Coastal Programs. The chapter's seven articles govern all development along the coastline and mandate protection of public access, recreational opportunities, and marine and land resources. The articles and project consistency are addressed as follows:

Article 1. States that Chapter 3 shall be used as the standard against which the legality of LCPs and development permits will be measured.

Discussion. Article 1 establishes standards and procedures for the review of Local Coastal Programs (LCP). The City of Avalon General Plan Update and LCP (2013) was approved by the California Coastal Commission; and thus, is used as the guiding document for decisions regarding approval of Coastal Development Permits within the City of Avalon. The project would be consistent with Article 1.

Article 2. Mandates that development shall not interfere with the public's right to access the sea and coastal beaches.

Discussion. The proposed improvements would facilitate safe, ADA compliant, access to the new Club Dock. The project would be consistent with Article 2.

Article 3. Addresses recreation, placing a priority on coastal dependent public and private recreation over residential development.

Discussion. The proposed project doesn't include residential development. The project would replace the existing Club Dock gangway/ramp and docks with a new ADA compliant structure. This would enhance public access to the dock and Avalon Harbor. The project would be consistent with Article 3.

Article 4. Addresses protection of the marine environment, including water quality issues, wetlands protections and coastal armoring.

Discussion. The project would not affect coastal armoring. The project would provide a new ADA compliant access gangway/ramp and new docks to accommodate existing and future dinghy access. No sensitive marine habitat or species would be adversely affected by the project. The project would be consistent with Article 4.

Article 5 addresses protections for environmentally sensitive habitat, agriculture and archeological resources.

Discussion. No environmentally sensitive habitat, agricultural resources or archaeological resources occur or are known to occur within the study area. Article 5 does not apply to the proposed project.

Article 6 addresses development and issues such as protection of coastal views, limitations on coastal armoring and landform alteration, and geologic hazards.

Discussion. The scope of development associated with the project would replace the existing Club Dock and access gangway/ramp with a new ADA compliant structure. Coastal views would not be affected. No landforms would be altered nor are there geological hazards that would impact the project. The project would be consistent with Article 6.

Article 7 addresses industrial development.

Discussion. No industrial development is proposed as part of the project. Article 7 is not applicable.

As referenced, the project would be consistent with the General Plan Update. Further, the proposed improvements would be consistent with those Articles in Chapter 3 of the California Coastal Act that apply. **No impact** would occur under this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. <u>MINERAL RESOURCES</u> --				
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

a, b) Per the City of Avalon General Plan Update, there are areas within the City that contain mineral resources and are appropriate for mineral extraction. The existing rock quarry is located within the City's Sphere of Influence boundary. It produces crushed rock or aggregate primarily for construction uses. Historically, silver, lead and zinc mining have occurred on Catalina Island. The City of Avalon is not designated as a Mineral Resource Zone (MRZ). The proposed project may require use of excavated rock from the existing quarry; however, no other minerals would be required nor would construction result in the loss of availability of any known regional or local mineral resources. Therefore, **no impact** to mineral resources would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIII. NOISE – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Noise levels (or volume) are generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Sound pressure level is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dB, and a sound that is 10 dB less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dB greater than the reference sound to be judged as twice as loud. In general, a 3 dB change in community noise levels is noticeable, while 1-2 dB changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while those along arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

In addition to the instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (L_{eq}). The L_{eq} is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, L_{eq} is summed over a one-hour period.

The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the daytime. Two commonly used noise metrics – the Day-Night average level (L_{dn}) and the Community Noise Equivalent Level (CNEL) recognize this fact by weighting hourly L_{eq} over a 24-hour period. The L_{dn} is a 24-hour average noise level that adds 10 dB to actual nighttime (10:00 PM to 7:00 AM) noise levels to account for the greater sensitivity to noise during that time period. The CNEL is identical to the L_{dn} , except it also adds a 5-dB penalty for noise occurring during the evening (7:00 PM to 10:00 PM).

Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called ground borne noise. Ground borne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors. Ground-borne vibration related to human annoyance is generally related to velocity levels expressed in vibration decibels (VdB). However, construction-related groundborne vibration in relation to its potential for building damage can also be measured in inches per second (in/sec) peak particle velocity (PPV) (Federal Transit Administration, May 2006). Based on the FTA's *Transit Noise and Vibration Impact Assessment* and the California Department of Transportation's 1992 *Transportation-Related Earthborne Vibration, Technical Advisory*, vibration levels decrease by 6 VdB with every doubling of distance.

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Residences, hospitals, schools, guest lodging, libraries, and parks are most sensitive to noise intrusion; and therefore, have more stringent noise exposure standards than commercial or industrial uses that are not subject to impacts such as sleep disturbance. Sensitive land uses generally should not be subjected to noise levels that would be considered intrusive in character. Therefore, the location, hours of operation, type of use, and extent of development warrant close analysis in an effort to ensure that noise sensitive receptors are not substantially affected by noise.

Noise Standards

Federal Noise Policies. There are no federal noise requirements or regulations that apply directly to the City of Avalon. However, there are federal regulations that influence the audible landscape, especially for projects where federal funding is involved. For example, the FHWA requires abatement of highway traffic noise for highway projects through rules in the Code of Federal Regulations (23 CFR Part 772), the Federal Transit Administration (FTA), and Federal Railroad Administration (FRA). Each agency recommends thorough noise and vibration

assessments through comprehensive guidelines for any highway, mass transit, or high-speed railroad projects that would pass by residential areas.

Federal Vibration Policies. The Federal Transit Administration (FTA) has published guidelines for assessing the impacts of groundborne vibration associated with construction activities, which have been applied by other jurisdictions to other types of projects. The FTA measure of the threshold of architectural damage for non-engineered timber and mason buildings (e.g., residential units) is 0.2 in/sec PPV. The threshold of perception of vibration is 0.01 in/sec PPV (Federal Transit Administration, Office of Planning and the Environment, 2006).

State Noise Policies. Title 24, Section 3501 et. seq. of the California Code of Regulations codifies California Noise Insulation Standards. This code section uses the Community Noise Equivalency Level (CNEL) as its primary noise evaluation measurement. The CNEL measurement assesses noise variation during different times of the day for the purposes of averaging noise over a 24-hour period. Essentially, CNEL takes average sound levels at an observation point and adds a weighted penalty to those sounds that occur during the evening (+5 dBA) and nighttime hours (+10 dBA). An interior noise level of 45 dBA CNEL is often considered the desirable noise exposure level for single-family residential units. An exterior noise level of 65 dBA is generally considered an acceptable level for residential and other noise-sensitive land uses.

State Vibration Policies. There are no state standards for traffic-related vibrations. California Department of Transportation's (Caltrans) position is that highway traffic and construction vibrations generally pose no threat to buildings and structures. For continuous (or steady-state) vibrations; however, Caltrans considers the architectural damage risk level to be somewhere between 0.2 and 2.0 inches/second (California Department of Transportation, 2002).

City of Avalon Noise Ordinance. Chapter 13, Section 5-13.05 of the Avalon Municipal Code prohibits the operation of construction equipment within five hundred (500') feet of any residential zone or of a hotel or motel, between the hours of 7:00 pm and 8:00 am Monday through Saturday or anytime on Sunday.

a) **Construction Noise.** Temporary, construction-related noise would occur during construction of the proposed project. The noise levels associated with the operation of common construction equipment are shown in Table 5. The noise levels are provided for reference purposes; not all equipment shown would be used for the proposed project. Noise levels are expected to occur within the ranges shown.

Table 5
Typical Maximum (Lmax) Construction Equipment Noise Levels

Equipment Onsite	Typical Maximum Level (dBA) 25 Feet from the Source	Typical Maximum Level (dBA) 50 Feet from the Source	Typical Maximum Level (dBA) 100 Feet from the Source
Pile Driver	99	93	87
Air Compressor	86	80	74
Backhoe	86	80	74
Bobcat Tractor	86	80	74
Concrete Mixer	91	85	79
Loader	86	80	74
Bulldozer	91	85	79
Jack Hammer	94	88	82
Pavement Roller	91	85	79
Street Sweeper	88	82	76
Man Lift	81	75	69
Dump Truck	90	84	78
Mobile Crane	89	83	77
Excavator/Scraper	91	85	79
Commercial Drill Rig	89	83	77

Source: FTA Noise and Vibration Impact Assessment Manual (September 2018), Table 7-1.

Noise levels are based on actual maximum measured noise levels at 50 feet (Lmax).

Noise levels are based on a noise attenuation rate of 6 dBA per doubling of distance.

Construction of the proposed improvements would require heavy equipment; however, the majority of the work would be accomplished using hand tools. Drilling work required for the support column would be accomplished using a boat/ship mounted drill rig. A crane or similar equipment would be used to install the gangway/ramp and support infrastructure. Noise levels associated with the equipment commonly used will range from 74 to 82 dBA at 100 feet from the source. A doubling of sound energy yields an increase of three decibels, so multiple pieces of equipment operating together may cause relatively small but noticeable increases in noise levels above that associated with one piece of equipment. The closest sensitive receivers are the single-family residences along Crescent Avenue upslope and 100 feet west of the site. Noise levels associated with commonly used equipment would or more at various times during the workday depending on the type and proximity of equipment being used.

Construction noise is regulated by local jurisdictions. It is not subject to the State Noise Policy referenced above. As referenced, Chapter 13, Section 5-13.05 of the Avalon Municipal Code prohibits the operation of construction equipment within five hundred (500') feet of any residential zone or of a hotel or motel, between the hours of 7:00 pm and 8:00 am Monday through Saturday or anytime on Sunday. Construction activities would be limited to between

8:00 a.m. and 7:00 p.m. Monday through Saturday. Temporary and substantial noise levels generated during construction of each phase would be **less than significant**.

As stated in Section IV, *Biological Resources*, the use of large machinery for construction and demolition may result in construction-induced noise impacts that could alter the behavior of protected upland and marine species. These impacts could occur from construction activities such as drilling, operation of heavy construction equipment, or unloading building materials. Construction-induced noise impacts from landside construction activity and overwater construction activities such as drilling could disrupt the behavior of piscivorous birds, marine mammals, and turtles. Noise impacts associated with design Option A would be less than significant because heavy machinery would not be required. Option B could result in significant noise impacts because use of a casing drill would be required. It is unlikely that marine mammals or turtles will inhabit the area; however, construction noise can impact the foraging behavior of piscivorous birds such as the California brown pelican. Further, if marine mammals or turtles were to occur, the noise could alter their behavior. Implementation of Mitigation Measure BIO-1 would reduce potential impacts on marine species to **less than significant**.

Operational Noise. The proposed project would replace the existing access gangway/ramp and docks with a new ADA compliant structure. The project would not generate vehicle trips or operational noise. No impacts related to traffic or other operational sources would occur.

b) Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise; e.g., the rattling of windows from truck pass-bys. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, groundborne vibration generated by manmade activities attenuates rapidly as vibration rapidly diminishes in amplitude with distance from the source. In the U.S., the ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB).

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. If a roadway is smooth, the groundborne vibration from traffic is barely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. There are no activities observed in the area that generate perceptible groundborne vibration.

Construction activity on the project site would be temporary and any vibration would likely not persist for long periods. Construction activities that typically generate substantial groundborne vibration include deep excavation and pile driving. Based on the proposed scope of improvements, neither would be required for construction of the project. As shown in Table 6, the closest residences are located approximately 100 feet to the west and upslope from the

project site. Based on the information presented in Table 6, typical vibration levels for a caisson drill could be approximately 0.089 PPV or 87 VdB at 25 feet. This would attenuate to approximately 75 VdB at 100 feet. As discussed, 100 VdB is the threshold where minor damage can occur in fragile buildings. Vibration levels are projected to be under the threshold associated with damage to fragile buildings. Other common vibration levels would be similar to those associated with loaded trucks which are 86 VdB at 25 feet and 74 VdB at 100 feet, based on the Federal Transit Administration's (FTA's) *Transit Noise and Vibration Impact Assessment* (September 2018) as shown in Table 6.

Table 6
Vibration Source Levels for Construction Equipment

	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level LV (dVB) at 25 feet
Pile driver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Pile driver (sonic)	0.734 upper range	105
	0.170 typical	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill	0.008 in soil	66
(slurry wall)	0.017 in rock	75
Vibratory Roller	0.21	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58
Source: Transit Noise and Vibration Impact Assessment, Federal Transit Administration, September 2018.		

Construction activities occurring within the time period referenced in Chapter 13, Section 5-13.05, would limit vibration to the time of day which is least sensitive to sleep disturbance. Compliance with construction hours stipulated in the Avalon Municipal Code would reduce temporary impacts to **less than significant**.

c) Avalon Airport is located approximately 6 miles northwest of the project site. There are no private airstrips in proximity to the site. The proposed project is located outside the Airport Land Use Compatibility Zone. While some overflights may occur and be audible, the project is not a noise sensitive use. **No impact** would occur under this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIV. <u>POPULATION AND HOUSING</u> –				
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) The proposed project is comprised of Club Dock safety and access improvements. The proposed project would not require the removal of housing to accommodate improvements. The project would not induce population growth directly as a result of new development or indirectly through the extension of utility infrastructure to a currently unserved area. The project would not generate temporary construction jobs; however, workers would be housed in existing hotels. No housing would be needed to accommodate workers. **No impact** related to population growth would result from project implementation.

b) The project site is comprised of an existing dock gangway/ramp and dock facilities. This infrastructure would be replaced with the project. Project implementation would not result in the removal of existing housing or the displacement of residents that would require the construction of replacement housing elsewhere. **No impact** would occur under this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XV. PUBLIC SERVICES

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XV. <u>PUBLIC SERVICES</u>				
physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	☐	☐	☐	☒
ii) Police protection?	☐	☐	☐	☒
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☐	☒

a (i-v) The Avalon Fire Department provides fire and emergency medical services to the City of Avalon. The Avalon Fire Station is located at 420 Avalon Canyon Road adjacent to the project area. The Avalon Fire Department operates out of a single station located at 420 Avalon Canyon Road. The facility is a single-story station with 8 apparatus bays, living quarters, equipment and utility areas attached. This station has been in service since 2004. The Avalon Fire Department is served by 11 Full-Time Professional Firefighter positions and a 30-member Reserve Firefighting staff.

Given the nature of the project, it is not expected to cause an increase in demand for fire and/or emergency medical service. Response times would not be affected with the proposed improvements. The project would not require the construction of a new station or expansion of the existing facility to maintain service ratios.

Law enforcement services are provided by the Los Angeles County Sheriff Department. The Avalon station is located at 215 Sumner Avenue. The project is comprised of access and safety improvements and is not expected to generate increased demand for law enforcement services. The project would not increase the population beyond what was anticipated in the Avalon General Plan. The project would not require the construction of new or expanded Police Department facilities.

The Avalon K-12 School was established in its current location at 200 Falls Canyon Road in 1924. It is located approximately 0.5 miles southwest of the project area. Avalon K-12 School is part of Long Beach Unified School District and the only school on Santa Catalina Island. Elementary, middle, and high school students share the same campus. The project would provide Club Dock access and safety improvements. It would have no effect on students, faculty or staff, affect demand for school services or require the construction of new schools.

The Avalon Branch Library which is part of the Los Angeles County Library system provides library services to city residents. The library is located at 215 Sumner Avenue in the City of Avalon. The project would not increase the population of Avalon or otherwise affect demand for library services. No new or expanded library services would be required.

The project would not increase the population of Avalon or otherwise affect demand for park facilities. The project would restore South Beach rather than remove park or recreational facilities that would require replacement elsewhere.

The project would not require the provision of new or physically altered governmental facilities to maintain acceptable levels of service. As noted, no increase in demand for fire, police or other government services are anticipated. **No impact** to public services would occur with the proposed project.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. RECREATION --				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

a-b) The project would provide ADA compliant Club Dock access and safety improvements. This would enhance recreational opportunities and access to the shoreline. The project would not contribute to an increase in the Avalon population as referenced above otherwise affect demand for recreational resources. **No impact** would occur under this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVII <u>TRANSPORTATION</u> -- Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b) Would the project conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision?	☐	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☐	☒
e) Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	☐	☐	☐	☒

a) No inconsistencies with General Plan Circulation Element policies would occur. As referenced, the project would provide Club Dock access and safety improvements. No roadway improvements would occur. Vehicle, pedestrian and bicyclist circulation throughout the project area would not be affected. No inconsistencies with plans related to bicycle or pedestrian access would occur. **No impact** would occur under this threshold.

b) CEQA Guidelines Section 15064.3 state that traffic impact analyses should be performed using the vehicle-miles traveled (VMT) metric beginning July 1, 2020, unless the lead agency elects to be regulated by previous iterations of this section. In this case, the project would have no effect on adjacent roadways or traffic circulation. The project would not generate project trips. It will not increase VMT or otherwise affect operations along St. Catherine Way. **No impact** would occur under this threshold.

c) The project would provide Club Dock access and safety improvements. All construction would occur consistent with City public works design standards. The project would not increase hazards or otherwise adversely impact public safety by introducing incompatible equipment. **No impact** would occur.

d) The proposed project would not alter emergency access routes. St. Catherine Way would not be affected by project improvements. Post-construction, project improvements would have no adverse effects on emergency access. **No impact** would occur.

e) No inconsistencies with General Plan Circulation Element policies would occur. The project would provide Club Dock access and safety improvements. The project is intended to improve ADA access and safety for those accessing the Club Dock. No inconsistencies with plans related to bicycle or pedestrian access would occur. **No impact** would occur under this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVIII. TRIBAL CULTURAL

RESOURCES -- Would the project:

- a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in the Public Resource Code section 21074 as either a site, feature, place cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place or object with cultural value to a California Native American tribe, and that is:

- a. Listed or eligible for listing in the California Register of Historic Places, or in a local register of historical resources as defined in Public Resource Code section 5020.1(k), or

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- b. A resource determined by the lead agency, in its discretion and supported by substantial

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Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVIII. TRIBAL CULTURAL

RESOURCES -- Would the project:

evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

a) As referenced in Section V, *Cultural Resources*, there are no historic resources occurring within or in proximity to the proposed study area that are eligible for California Register of Historic Resources or National Register of Historic Places listing. **No impact** to historic resources would occur.

b) As discussed in Section V, *Cultural Resources*, a NAHC Sacred Lands File search was requested by South Environmental on May 3, 2024. The NAHC responded to the request on May 30, 2024, and reported positive results. The NAHC recommended contacting the Native American tribes for additional information or knowledge they may have regarding the presence of cultural resources that may be impacted by the proposed project. On May 3 and May 30, 2024, South Environmental sent letters to each contact provided by the NAHC.

As discussed, four tribal organizations have responded to the outreach letters to date. No archaeological, historical, or tribal cultural resources were identified within the project site as a result of coordination with tribes; however, the project site has been identified as being located within ancestral territory, in the vicinity of sacred sites, and the immediate area was identified as culturally sensitive/significant. The Gabrieleño Band of Mission Indians - Kizh Nation, Gabrielino Tongva Indians of California Tribal Council, Rincon Band of Luiseño Indians, and Santa Ynez Band of Chumash Indians have requested to consult with the lead agency. While the Gabrielino Tongva Indians of California Tribal Council, and Rincon Band of Luiseño Indians have requested to have a tribal monitor present during all soil disturbing activities.

While the project is not expected to require upland soil disturbances, implementation of Recommendation CR-1 would ensure Native American monitoring occurs if soil disturbances

occur. Provided no further mitigation recommendations are received as a result of AB52 consultation, implementation of Recommendation CR-1 would reduce potential impacts to Tribal Cultural Resources to **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS -- Would the project:				
a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or expansion of existing facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐

a) The Avalon sewer collection system consists of approximately 9 miles of gravity mains ranging in size from 6-inch to 18-inch. The sewer collection system also includes two sewer pump stations and approximately 1.2 miles of 12-inch and 16-inch force mains. All flows are conveyed to the wastewater treatment plant located at 123 Pebbly Beach Road (RBF 2014). The

project improvements would not result in the need for construction of new or modified wastewater systems.

Southern California Edison has been providing water service to Catalina Island since 1962. Currently, the water infrastructure includes wells, storage, water treatment and distribution, and a desalination plant. The City of Avalon is located within the East End water distribution system. The primary source of fresh water comes from the aquifer connected to the Middle Ranch Reservoir. The reservoir has a capacity of about 1,149-acre feet. Fresh ground water is drawn from the aquifer via three groundwater wells in Middle Ranch. The water is aerated and chlorinated and then pumped to Wrigley Reservoir for distribution to the city of Avalon and other users within the island's East End. Some water would be needed during construction; however, post-construction, the project would not require potable water. No modifications to the water system would be needed to address capacity limitations.

As discussed in the project description and Section IX, *Hydrology and Water Quality*, the existing impervious surfaces remain as they are under existing conditions. No new impervious surfaces would be constructed as part of the project. No new stormwater infrastructure would be installed.

Southern California Edison electrical lines, telephone/cable lines and utility lines would remain in their current location as part of the project. No additional capacity would be required as a result of project improvements. Impacts under this threshold would be **less than significant**.

b) The project would replace the existing Club Dock gangway/ramp and docks with a new ADA compliant structure. It would not result in the construction of new uses or the modification of existing uses that would increase demand for potable water. No improvements to the existing water system would be required as a result of the proposed project. **No impact** would occur under this threshold.

c) As discussed, the project would replace the existing Club Dock gangway/ramp and docks with a new ADA compliant structure. It would not affect the capacity of the existing wastewater system or ability of the service provider to treat wastewater. **No impact** would occur under this threshold.

d) The proposed project would generate construction/demolition waste (CDW). Solid waste within the City of Avalon is managed by Avalon Environmental Services, a CR&R Incorporated, company. Collected material is transported to the Material Recovery Facility (MRF) where it is sorted. The recovered materials are baled and barged back to the mainland where it is transported to recyclers. The remaining material compacted in a baler and placed in the landfill. The Pebbly Beach Landfill is located on 7.7 acres in size with approximately 5.6 acres of landfill area. Greenwaste is recycled using a windrow composting system.

It is presumed that construction waste would be comprised of construction debris including concrete, metals and wood. The California Integrated Waste Management Act (CIWMA) of 1989

mandates that all cities and counties in California reduce solid waste disposed at landfills generated within their jurisdictions by 75% by 2020 and each year thereafter per AB 341. CDW associated with the proposed project will be recycled to the extent practicable with the remainder sent to the landfill. A **less than significant impact** would occur under this threshold.

XX. WILDFIRES -- Would the project:

- a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

☐ ☐ ☐ ☒

Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

☐ ☐ ☐ ☒

- c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

☐ ☐ ☐ ☒

- d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

☐ ☐ ☐ ☒

a) The project would replace the existing Club Dock gangway/ramp and docks with a new ADA compliant structure. The project would not adversely impact traffic operations; and thus, would not impact use of local streets as an evacuation or emergency response route. A **less than significant impact** would occur under this threshold.

b) The project is surrounded by developed land and Avalon Harbor to the east. Prevailing wind is from the west and the project is downslope of lands to the west. No native habitat or vegetation communities are located adjacent to the project area. If a wildfire were to occur, the area could be affected; however, there is nothing combustible on the site that would expose users to a higher risk resulting from surrounding slopes or prevailing winds than what occurs under existing conditions. Further, no upland structures are part of the project; and thus, the

improvements would likely be unaffected if a wildfire were to occur. Impacts would be **less than significant**.

c) The project would replace the existing Club Dock gangway/ramp and docks with a new ADA compliant structure. The adjacent sidewalk is currently an active pedestrian area. As noted, the area is void of combustible material and adjacent to a hardscape pedestrian promenade, St. Catherine Way and Avalon Harbor. No additional fire prevention efforts would be required to reduce fire risk. **No impact** would occur under this threshold.

d) The site is located downslope from a steep slope to the west. If a fire were to occur in the area, it would not increase the risk of landslide or mudflow that could affect the project area. **No impact** would occur under this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XXI. <u>MANDATORY FINDINGS OF SIGNIFICANCE</u> —				
a) Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☐	☒	☐
c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past	☐	☐	☒	☐

projects, the effects of other current projects, and the effects of probable future projects)?

- d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

☐
☐
☒
☐

a) The project would replace the existing Club Dock gangway/ramp and docks with a new ADA compliant structure. The project would not require the removal of ruderal vegetation and non-native ornamental species prior to construction. There are no threatened, endangered or sensitive plant or animal species occurring on the site; however, nesting and foraging habitat may occur on-the upland areas adjacent to the site. Further, marine species inhabit the project area. With implementation of BIO-1, BIO-2a, BIO-2b, BIO-3, BIO-4 and BIO-5, impacts to biological resources would be less than significant.

The Gabrieleño Band of Mission Indians - Kizh Nation, Gabrielino Tongva Indians of California Tribal Council, Rincon Band of Luiseño Indians, and Santa Ynez Band of Chumash Indians have requested to consult with the lead agency. While the Gabrielino Tongva Indians of California Tribal Council, and Rincon Band of Luiseño Indians have requested to have a tribal monitor present during all soil disturbing activities. While no resources are known to occur in the project area, implementation of Recommendation CR-1 at the City's discretion would ensure Native American monitoring occurs if soil disturbance is required.

b) The project would replace the existing Club Dock gangway/ramp and docks with a new ADA compliant structure. Construction of the project would occur consistent with state and local regulations regarding the type of project proposed. This would be consistent with the state's long-term environmental goals by providing new infrastructure consistent with applicable regulations. A **less than significant** impact would occur.

c) As presented in the discussion of environmental checklist Sections I through XX, the project would have no impact, a less than significant impact, or a less than significant impact after mitigation with respect to all environmental issues. With mitigation measures, potentially significant impacts would be reduced to **less than significant**. Based on the limited scope of direct physical impacts to the environment associated with the proposed project, the impacts are project-specific in nature. Consequently, the project along with other cumulative projects would result in a **less than significant** cumulative impact with respect to all environmental issues.

d) In general, impacts to human beings are associated with air quality, hazards and hazardous materials and noise. As presented in the environmental checklist discussions, the project would have no impact or a less than significant impact with respect to these environmental issues. Therefore, the project would have a **less than significant** impact on human beings.

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