

- **Board of Directors**
Business and Finance Committee

October 14, 2008 Board Meeting

8-11

Subject

Options for extending the Diamond Valley Lake boat ramp

Description

On October 1, 2008, the General Manager notified the Board and the public that Metropolitan would indefinitely suspend private boat launches at Diamond Valley Lake (DVL) at the close of business Monday, October 13, when water levels are projected to near the end of the existing boat ramp at an elevation of 1,682 feet (about 480,000 AF of storage). The duration of the suspension will depend on water supply availability to refill DVL and any extension of the boat ramp.

Background

In 2003, the 11-lane, 264-foot boat ramp was constructed with cast-in-place concrete to an elevation of 1,727 feet (685,000 AF). DVL opened to the public on October 3, 2003, for boating and fishing. The ramp was partially extended in late 2004. Additional water supply availability at the time caused the water level to rise too quickly to complete the full extension. As a result, a portion of the ramp was extended to 1,693 feet (529,000 AF) with cast-in-place concrete, while the remaining lanes were extended utilizing a combination of removable concrete panels and articulated concrete mats to an elevation of 1,682 feet (480,000 AF). [Attachment 1](#) illustrates the current DVL boat ramp.

Throughout 2008, the end-of-year storage projections for DVL have been regularly revised to reflect changes in supply and demand. Water System Operations Group staff is now projecting DVL to reach an elevation of 1,660 feet (400,000 AF) by December 2008.

Since opening the lake to the public five years ago, DVL averages approximately 12,000 private launches annually. Last year, 12,858 private boats launched. Of those, almost half launched in the four-month period of March through June. Private launches are down 35 percent for the month of September 2008 compared to one year ago (604 and 914, respectively), possibly due to current economic conditions. The slowest months at DVL are typically December and January.

When it became clear that DVL drawdown could leave the boat ramp above the high water line at the lake, staff began design of a permanent boat ramp extension. Final design of a permanent extension of the DVL boat ramp will be completed on October 20, 2008, in which three lanes would be extended to 1,660 feet (400,000 AF) with cast-in-place concrete. Staff could advertise for construction bids in late October 2008, returning to the Board in January 2009 for award of the construction contract. The engineer's estimate for a permanent extension is \$1.5 million to \$1.7 million, which includes the construction contract, as well as inspection and owner's costs. Funds for a ramp extension would come from funds already set aside for DVL recreation. The final configuration of a boat ramp following a permanent extension is shown in [Attachment 2](#).

During a boat launch suspension, DVL will remain open to the public. Five additional miles of shoreline were opened to fishing on Saturday, October 4, for a total of 6.5 miles. In addition, rental boats at the lake will remain available until such time it becomes impractical to operate and maintain the rental fleet. Kayaks and canoes that meet lake guidelines will be allowed to launch as long as the boarding floats are serviceable. Also, the Lake View Trail will remain open to the public for hiking and biking, as will the North Hills Trail for hiking and horseback riding.

Recommendation

Staff recommends completing design of a permanent ramp extension, but delay seeking bids due to the need to preserve available funds during the ongoing worldwide fiscal crisis. As soon as financial conditions stabilize, staff will return to the Board to seek authorization to initiate ramp construction to take advantage of low water conditions at DVL so that the extension can be completed under dry conditions which is more cost effective.

Policy

Prior Board Action: July 13, 2004, Item 8-10, Minute Item 45836

California Environmental Quality Act (CEQA)

CEQA determination for Options #1 and #2:

To comply with CEQA and the State CEQA Guidelines, Metropolitan as the Lead Agency prepared a Mitigated Negative Declaration (MND) for Phases I and II of the Diamond Valley East Marina Project (Project) that included an environmental analysis on the design, construction, and operation of the boat ramp. The MND was distributed for a 30-day public review period that began on December 24, 2002, and ended on January 22, 2003. The Board later adopted the MND and the mitigation monitoring and reporting program (MMRP) on February 11, 2003. The current board actions would not result in any new significant environmental impacts nor result in substantial changes to the approved Project. Hence, the previously adopted environmental documentation in conjunction with the current board actions fully complies with CEQA and the State CEQA Guidelines. Accordingly, no further environmental documentation is necessary for the Board to act on with respect to the proposed actions.

The CEQA determination is: Determine that the proposed actions have been previously addressed in the 2003 adopted MND and its MMRP and that no further environmental analysis or documentation is required.

Board Options

Option #1

Adopt the CEQA determination and direct staff to complete final design of the boat ramp extension, and indefinitely delay construction.

Fiscal Impact: Delays expenditure of \$1.5 million to \$1.7 million

Business Analysis: Potentially misses opportunity to complete the ramp while water levels are down; further extends suspension of private boat launches

Option #2

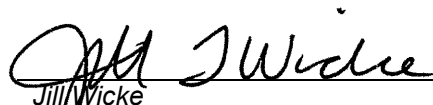
Adopt the CEQA determination and authorize proceeding with completion of final design and the advertisement of the construction contract for the permanent boat ramp extension.

Fiscal Impact: Engineer's estimate for the permanent extension is \$1.5 million to \$1.7 million.

Business Analysis: Allows completion of the boat ramp in the dry and would allow private boat launches to resume earlier as the water level recovers.

Staff Recommendation

Option #1



Jill Wicke
Group Manager, Real Property and
Development

10/8/2008

Date



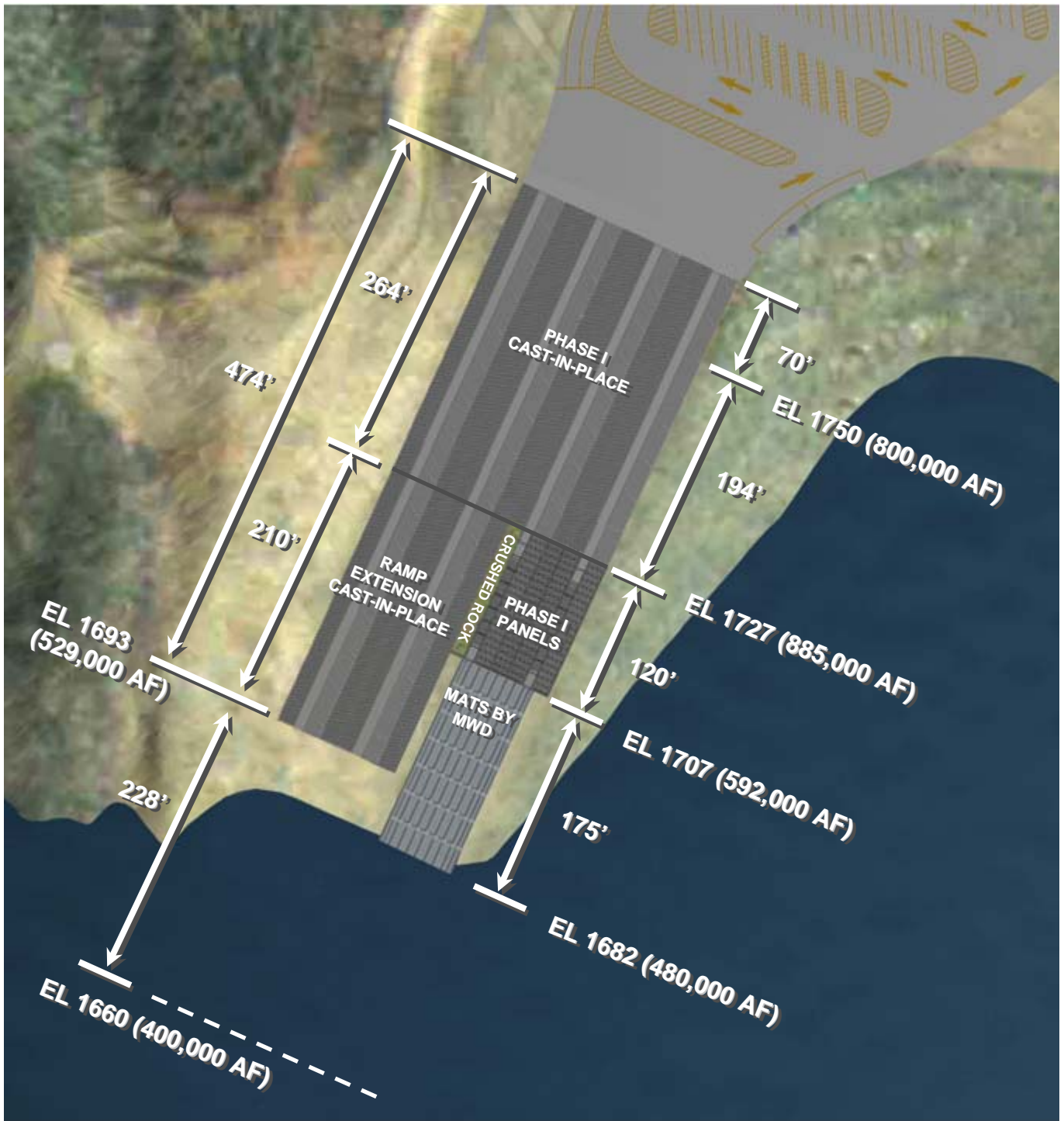
Jeffrey Kightlinger
General Manager

10/8/2008

Date

- Attachment 1 – Existing Ramp**
- Attachment 2 – Ramp Extension**

Attachment 1: Existing Ramp



Attachment 2: Ramp Extension

