

Environmental Checklist Form (Initial Study)

County of Los Angeles, Department of Regional Planning



Project title: Mariners Village Renovation Project / Project No. R2013-02476-(4) / Case Nos. RCUP201300149, RCDP201300001, and RENV201300204

Lead agency name and address: Los Angeles County, 320 West Temple Street, Los Angeles, CA 90012

Contact Person and phone number: Anita D. Gutierrez, AICP, (213) 974-4813

Project sponsor's name and address: Marina Admiralty Company, 4600 Via Marina, Marina del Rey 90292

Project location: 4600 Via Marina, Marina del Rey, CA 90292. The Project includes Lease Parcel 113, Austin Aubrey E Jr. Park (Parcel BR), and the waterside areas adjacent to both parcels. Within the community of Marina del Rey, the Project is at the southern terminus of Via Marina and adjacent to the main channel of the Marina del Rey small craft harbor, as shown on Figure 1, Project Location, and Figure 2 Lease Map.

APN: 4224-001-904 USGS Quad: Venice

Gross Acreage: The Project area totals 28.10 acres, which includes 23.43 acres of landside area and 4.67 acres of waterside area.

General plan designation: RV – Residential V (75 DU/AC), Waterfront Overlay (WOZ)

Community/Area wide Plan designation: Marina del Rey Local Coastal Program

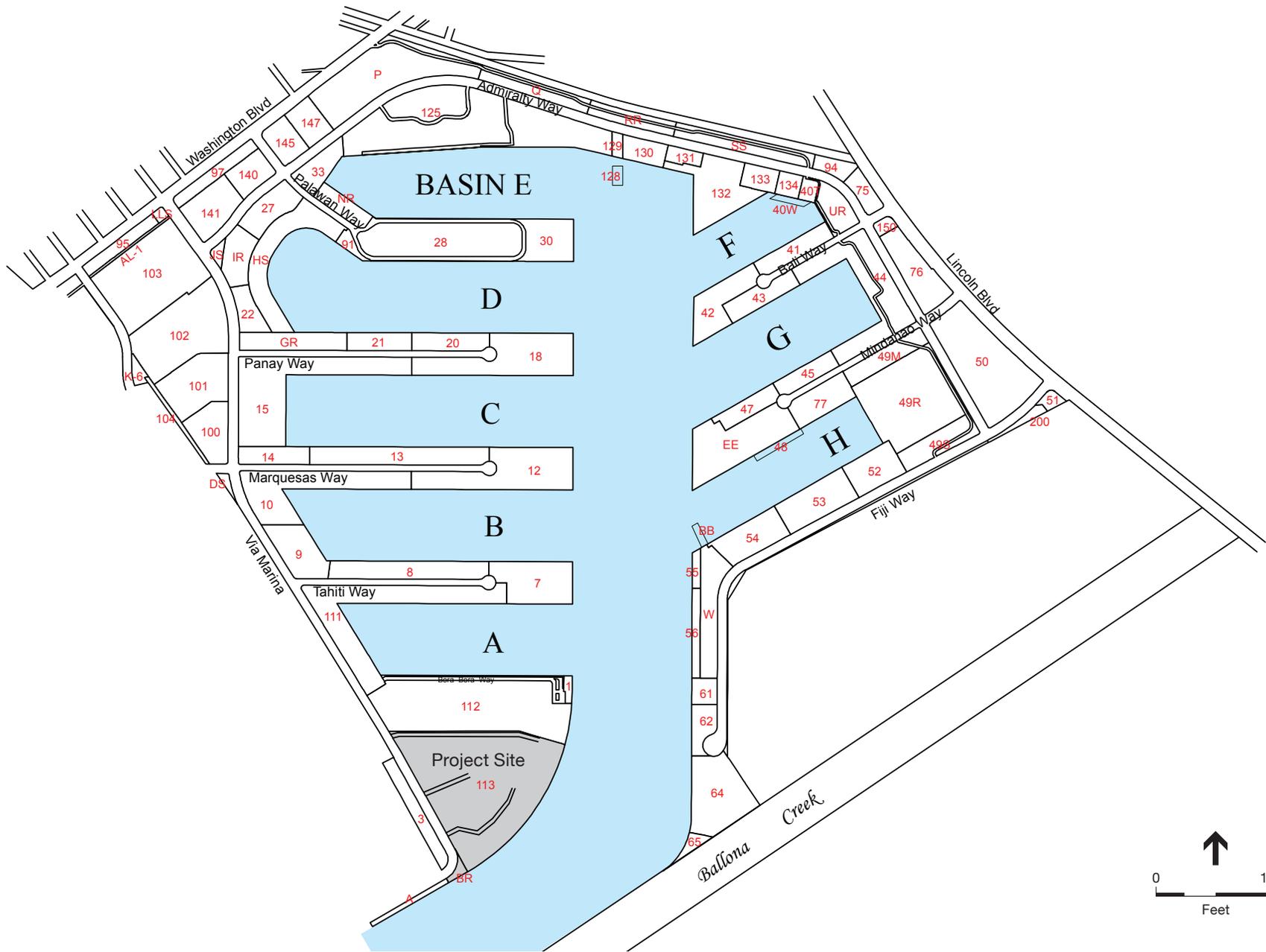
Zoning: Marina del Rey Specific Plan

Description of project: The Mariner's Village Renovation Project ("Project") would renovate the existing development and improvements on Parcel 113 and Parcel BR. Parcel 113 consists of 981 residential units and 27,000 square feet of commercial town center, as well as other various amenities (shown on Figure 3, Existing Site Plan) and Parcel BR is the adjacent public park area. The Project would renovate in place the existing 981 dwelling units. The Project would not increase the density or number of residential uses, but would increase commercial square footage, add an anchorage for recreational boating uses, create and improve public access and amenities, and remove and replace major vegetation and landscaping (including trees) throughout the Project area. Project renovation would be implemented over ten years in four sequences. The residential component of the renovation would be completed sequentially, and would create four distinct residential neighborhoods. Project improvements are described below and are shown on Figure 4, Proposed Site Plan:



SOURCE: ESRI

Mariner's Village . 130333
Figure 1
 Project Location



SOURCE: Los Angeles County Dept of Beaches and Harbors, Planning Division, 2013

Mariner's Village . 130333

Figure 2
Lease Map



SOURCE: Marina Admiralty Company, 2013

Mariner's Village . 130333

Figure 3
Existing Site Plan



SOURCE: GMPA Architects, 2011

Mariner's Village . 130333
Figure 4
 Proposed Project Site Plan

Landside Renovations to Parcel 113

Exterior work on the existing buildings: Exterior renovations to the residential buildings would include new building finishes, windows, doors, railings, balcony supports, roofing, deck coatings, building insulation, and roof drainage components.

Interior renovation to the existing apartments: Interior renovations to the residential units include new kitchen and bathroom cabinetry, countertops, energy efficient appliances, low-flow plumbing fixtures, individual tankless hot water heaters, energy efficient light fixtures, and flooring. In addition, each unit would have new interior doors, door hardware, ceiling and wall finishes, plumbing and electrical infrastructure, energy efficient HVAC systems, smoke detectors, carbon monoxide detectors, and fire alarm systems.

Town Center renovations: The existing town center consists of several small, segregated indoor and outdoor office and retail spaces that are connected by walk-throughs, above ground decking and stairs that were developed over and adjacent to cement lined water features that include a pond and running brooks. The Project would renovate and reconfigure the existing town center space to more efficiently utilize the space within the approximately 27,000 square foot envelope of the town center. Within the town center, the commercial space would be expanded by approximately 7,000 square feet from 2,000 square feet to 9,000 square feet. The leasing and residential services offices as well as tenant amenities, such as fitness center, media center, men's and women's locker rooms and saunas, and the multi-purpose room would be renovated, upgraded, and redistributed within the town center.

Exterior common area renovations: The Project would provide a new lap pool, decking, fencing and restrooms that would be relocated from the current town center location. A portion of the town center would replace a portion of the current pool area. The aging underground utility infrastructure including sewer, water, storm drain, gas, electric, and communication cable systems would be upgraded or replaced. The existing major vegetation and landscaping (including trees) would be removed and replaced with new drought tolerant plant materials and water efficient irrigation systems, where feasible. Existing cement lined water features, such as running brooks and koi ponds that are currently located at the town center and throughout the site (shown in Figure 3) would be removed, enhancing the site's water and energy efficiency.

The Project includes converting the existing private waterfront walkway and utility road into a 28-foot wide public promenade that would include access upgrades and public amenities such as seating areas, drinking fountains, landscaping, and bike racks. The public promenade would connect with Parcel 112 to the north and Parcel BR to the south. In addition, a public and bike accessway would be developed to connect the public waterfront promenade, the town center, and Via Marina. The accessway would provide a public connection between Via Marina/Captains Row and the public promenade with the town center at the center-point.

Circulation and parking improvements: The Project site currently includes three internal dead-end private drives: Northwest Passage, which runs along the site's northern edge from Via Marina to the waterfront; Captains Row, a short private drive, running from the main Project entrance off of Via Marina; and Old Harbor Lane, which runs from Via Marina near the southern end of the site and curves northward, ending behind one of the Project's waterfront buildings toward the center of the waterfront.

The proposed circulation improvements would eliminate these existing dead-end conditions by providing a functional connection from Captains Row to Northwest Passage via a roadway from the eastern terminus of Captains Row, along the southern edge of the town center, and through Block B to the east of the parking structure. A roadway would also be developed south of the town center to travel

along the eastern edge of Block D to connect to Old Harbor Lane. In addition, the Project would improve the existing private internal streets, sidewalks and parkways as well as provide parallel parking on the streets. Captains Row would also be expanded to include a commercial vehicle parking median and provide a bikeway to continue through the Project area to the waterfront. These circulation improvements would provide better site access for emergency vehicles, commercial/retail visitors and residents. The Project would also expand the existing parking structure by four levels to increase parking by over 300 spaces to accommodate the additional town center commercial and anchorage parking needs.

Waterside Improvements at Parcel 113

Replacement of the existing revetment bulkhead: A new vertical bulkhead (seawall) would be developed to replace the existing revetment bulkhead to accommodate the new docks, waterfront facilities, and creation of a public promenade.

Docks and Anchorage: A new anchorage would be constructed along the waterfront area adjacent to Parcel 113. The anchorage would include: 92 berths, storage of approximately 20 non-motorized kayaks or paddle boards and 24 personal watercrafts on the docks. In addition, a public 110-foot transient dock would be developed. Dock utilities would include water, electrical service, phone/TV/data wiring and vessel sewerage pumpouts for the berths. The docks would be accessed by three gangways, one of which would be ADA compliant. Restrooms, showers, laundry room, and a Dockmaster office would also be located on the docks.

Improvements to Parcel BR

The Project includes renovation of Parcel BR, which is a small park facility. As described above, the public pedestrian promenade would connect to Parcel BR on the south to provide continuous access to the waterfront. The Project would replace the existing view platform on Parcel BR with a new 1,200-square foot view platform and an ADA gangway that connects to a new 90-foot public dock (that is in addition to the new 110-foot public dock for Parcel 113) that could be used to accommodate a new water taxi stop at Parcel BR. The Project would also remove and replace the existing major vegetation and landscaping (including trees), create new public opportunities and provide a fire lane on Parcel BR. In addition, a pedestrian crossing would be added to Via Marina to provide a safer pedestrian access to Parcel BR from the public parking lot across the street.

Project Sequencing

The Project renovation would be constructed sequentially over a ten-year period. Concurrently with the residential renovation, the town center would be renovated and the anchorage facilities would be developed. The building renovation and anchorage facilities would be constructed sequentially in the following manner:

- Renovation would commence with Block B, in the northeast corner of the site, which includes nine residential buildings and the parking structure.
- Followed by Block C, along the waterfront, which includes the ten residential buildings, creation of the public waterfront promenade, development of the anchorage facilities, improvements to Parcel BR, and development of the public dock.
- Followed by Block D, near the center of the site and along a portion of the Via Marina frontage, which includes renovation of five residential buildings and renovation of the town center.
- Concluding with Block A, along Via Marina in the northwest corner of the site, which includes four residential buildings.

In addition to the specific improvements identified above, construction of the improvements to the roadways, parking, circulation, removal and replacement of major vegetation and landscaping (including trees), irrigation, water, sewer and other utility lines would be ongoing throughout the course of construction with a concentration of the improvements being constructed in the area (“Block”) being renovated.

The Project renovation activities would require residential units to be sequentially vacated during construction. Each Block in the sequencing would be required to be vacated for renovation, and would be comprised of approximately 25 percent of the total residences on the Project site.

The project equipment and materials staging areas would be located on the project site and within each Block being renovated. The staging areas would move with the location of activity, and be located toward vacant residences, and away from occupied units. Typical staging areas would include surface parking areas, areas adjacent to or between buildings under renovation, access and utility roads, and the parking garage.

Project Boundaries and Lease Term

The Project site is owned by the County of Los Angeles, along with most of the lands within the unincorporated community of Marina del Rey, with exception of the Ballona wetlands that are owned by the state. The applicant has an existing lease for Parcel 113. The Project proposes an Option to exercise an Amended and Restated Lease for Parcel 113 to year 2066 that would require the renovation work including, but not limited to, the residential, town center, anchorage, Parcel BR, the public dock and open space facilities.

Project Requirements

CEQA: The proposed Project will require certification of a CEQA document.

Ground Lease: The proposed Project will require approval of an Option to exercise an Amended and Restated Lease for Parcel 113.

Conditional Use Permit (“CUP”): The Project will require approval of a CUP from the County of Los Angeles to allow for boating related parking and expanded commercial development under the Waterfront Overlay Zone.

Coastal Development Permit (“CDP”): The Project will require a CDP from the County of Los Angeles for the landside renovations, and a CDP for the waterside improvements and lease line adjustment (if required in the Amended and Restated Lease) from the California Coastal Commission.

Surrounding land uses and setting

The Project site is located in the community of Marina del Rey in the unincorporated area of Los Angeles County. The Project is located on the east side of Via Marina near its terminus along the north jetty. The waterfront site is adjacent to the Marina del Rey small craft harbor’s main channel. The site is also identified as County lease Parcel 113 and Parcel BR, which is the southeastern most portion of Marina del Rey. Land uses to the north include multi-family residential; and single family residential is located to the southwest of the site, across Via Marina.

Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement):

<i>Public Agency</i>	<i>Approval Required</i>
<ul style="list-style-type: none"> • California Coastal Commission • LACO Board of Supervisors • LACO Public Works, Div. of Building & Safety 	<ul style="list-style-type: none"> • Coastal Development Permit • Certification of an Environmental Impact Report, Coastal Development Permit, Conditional Use Permit, approval of an Option to exercise an Amended and Reinstated Lease. • For Building Permit and related approvals.

Major projects in the area:

<i>Project/Case No.</i>	<i>Description and Status</i>
CDP No.: 5-11-131	Parcels 10, 21, 42/43, 44, 47, 48, 49R, 53, 77, 125, EE and BW/9U: California Coastal Commission-approved Coastal Development Permit for “master” waterside anchorage redevelopment authorizing demolition of existing anchorages and construction of new anchorages and facilities appurtenant thereto on the waterside portions of the above-referenced Marina parcels.
R2010-00669/ RENV201000022	Parcels 42 and 43 (APN No. 4224-008-900): Site Plan Review for rehabilitation of the Marina del Rey Hotel, an existing 154-room hotel, and the demolition and subsequent redevelopment of the hotel’s private boat anchorage.
R2006-03647/ CDP200600008	Parcel 10R (APN No. 4224-003-900): Approved Coastal Development Permit to authorize the demolition of an existing 136-unit apartment complex and the development of a 400-unit complex.
R2006-03652/ CDP200600009	Parcel 14 (APN No. 4224-003-900): Approved Coastal Development Permit to authorize the demolition of an existing parking lot and the development of a 126-unit apartment complex.
CDP200600007	Parcel 9U, Northern Portion (APN No. 4224-002-900): Pending Coastal Development Permit to authorize the construction of a 288-room hotel with a restaurant and other auxiliary facilities.
<u>R2013-01647/</u> <u>ENV201300142</u>	Parcel 44. (APN No. 422-008-901); Proposed Coastal Development Permit to authorize approximately 85,984 square feet of commercial building area.

Reviewing Agencies:

Responsible Agencies

- None
- Regional Water Quality Control Board:
 - Los Angeles Region
 - Lahontan Region
- Coastal Commission
- Army Corps of Engineers

Special Reviewing Agencies

- None
- Santa Monica Mountains Conservancy
- National Parks
- National Forest
- Edwards Air Force Base
- Resource Conservation District of Santa Monica Mountains Area
- City of Los Angeles Bureau of Sanitation and City of Los Angeles Department of Planning

Regional Significance

- None
- SCAG Criteria
- Air Quality
- Water Resources
- Santa Monica Mtns. Area
-

Trustee Agencies

- None
- State Dept. of Fish and Wildlife
- State Dept. of Parks and Recreation
- State Lands Commission
- University of California (Natural Land and Water Reserves System)

County Reviewing Agencies

- DPW:
 - Land Development Division (Grading & Drainage)
 - Geotechnical & Materials Engineering Division
 - Watershed Management Division (NPDES)
 - Traffic and Lighting Division
 - Environmental Programs Division
 - Waterworks Division
 - Sewer Maintenance Division

- Fire Department
 - Forestry, Environmental Division
 - Planning Division
 - Land Development Unit
 - Health Hazmat
- Sanitation District
- Public Health/Environmental Health Division: Land Use Program (OWTS), Drinking Water Program (Private Wells), Toxics Epidemiology Program (Noise)
- Sheriff Department
- Parks and Recreation
- Subdivision Committee
- Beaches and Harbors

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

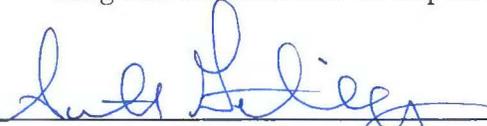
The environmental factors checked below would be potentially affected by this project.

- | | | |
|--|--|--|
| <input checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Agriculture/Forest | <input type="checkbox"/> Hazards/Hazardous Materials | <input type="checkbox"/> Public Services |
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use/Planning | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities/Services |
| <input type="checkbox"/> Energy | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Geology/Soils | | |

DETERMINATION: (To be completed by the Lead Department.)

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 potentially 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 (Prepared by)

11/7/13

 Date



 Signature (Approved by)

11/7/13

 Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources the Lead Department cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the Lead Department has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level. (Mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced.)
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA processes, an effect has been adequately analyzed in an earlier EIR or negative declaration. (State CEQA Guidelines § 15063(c)(3)(D).) In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 7) The explanation of each issue should identify: the significance threshold, if any, used to evaluate each question, and; mitigation measures identified, if any, to reduce the impact to less than significance. Sources of thresholds include the County General Plan, other County planning documents, and County ordinances. Some thresholds are unique to geographical locations.
- 8) Climate Change Impacts: When determining whether a project's impacts are significant, the analysis should consider, when relevant, the effects of future climate change on : 1) worsening hazardous conditions that pose risks to the project's inhabitants and structures (e.g., floods and wildfires), and 2) worsening the project's impacts on the environment (e.g., impacts on special status species and public health).

1. AESTHETICS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Have a substantial adverse effect on a scenic vista?

Potentially Significant Impact. The Project is adjacent to, and overlooks, the Marina del Rey Small Craft Harbor (“Harbor”). As described in the Marina del Rey Land Use Plan (“LUP”), the most significant qualities of the area in terms of visual resources are the waters within the Harbor, the boats, and boating related elements (e.g., masts, sails, slips, etc.). Boats in motion provide a particularly pleasant viewing experience. This visual setting is one of the major factors in the area's very high popularity for non-boaters as well as boaters (LUP, 2012). As such, Via Marina has been designated in the Marina del Rey LUP as a scenic highway, making the views from Via Marina a high priority.

The proposed Project would provide additional scenic vistas of the water by changing the existing private waterfront walkway and utility road into a 28-foot wide public promenade along the site’s waterfront that would include seating areas, drinking fountains, and bike racks. The public promenade would connect to Parcel BR that would also be improved as part of the Project, including development of a 1,200-square foot view platform, to replace the existing platform, and a 90-foot public dock that would also provide new opportunities to view the waterfront.

The Project would change scenic vistas from areas across the water and from Via Marina to the Project site. The buildings on the Project site would remain in their existing positions with no change in height or bulk, with exception of the parking structure and town center. The Project would add four levels to the existing parking structure, which is 22 feet in height (not including the tennis court fencing). The four level increase would result in a building height of 68 feet, which is an increase of 46 feet over the existing parking structure. The renovation to the town center would result in an eight foot height increase. The existing town center is approximately 39 feet in height and the renovated structure would be 47 feet in height, as measured from the lower level finished floor to the top of the roof. The tower element of the existing structure extends 31 feet above the roof (to a height of 70 feet). The renovated tower element would extend 30 feet above the renovated roof, to a height of 77 feet. The renovated structures would be substantially lower than the 225-foot height limit allowed by the LUP and are anticipated to blend into the existing surrounding structures.

However, landscaping and building architecture would be renovated with the Project and result in changed views from Via Marina that could result in impacts to scenic vistas. In addition, scenic vistas from across the water of the site’s existing revetment bulkhead and fully developed landscaping would be changed to views of boats in the anchorage, the vertical bulkhead, drought tolerant landscaping, and renovated architecture. As a result, the EIR will include an evaluation of the existing scenic vistas and potential impacts related to the renovation project.

b) Be visible from or obstruct views from a regional riding or hiking trail?

Potentially Significant Impact. The Project site is located within a fully developed urban area, and is not located in the vicinity of a County regional riding or hiking trail (LA County, 2012a). However, Marvin Braude Bike Trail (a 19.1 mile bike path from Torrance Beach to Santa Monica), circles the outskirts of

Marina del Rey along Washington Boulevard, Harbor Crossing Lane, Admiralty Way, Fiji Way, and connects to the Ballona Creek Bike Path (LUP, 2012). The bike path is not located in the vicinity of the Project site, but the Project site is visible from a portion of the bike path that is across the water from the Project. The Project would not result in an increase to the height or bulk of structures that could obstruct views from the bike path location. However, as described above, the Project would result in changes to the scenic vistas from areas across the waters of the Project site, which includes the bike path. Thus, the EIR will include an evaluation of potential impacts related to the renovation project and scenic views.

c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact. The Project site is not located adjacent to or in close proximity to any designated or eligible state scenic highway. The closest eligible state scenic highway to the site is the section of Pacific Coast Highway (SR 1) that extends from the Ventura County/Los Angeles County line to Venice Boulevard, which is approximately 2.5 miles northeast of the site (LA County, 2012b). In addition to the distance, SR 1 is not visible from the Project site because of the developed and multi-storied buildings that exist in between. As described previously, Via Marina has been designated in the Marina del Rey LUP as a scenic highway, making the views from Via Marina a high priority, which will be evaluated in the EIR. However, Via Marina is not designated as a state scenic highway. There are no other adopted or eligible state scenic highways that have views of the site or are visible from the site (DOT, 2011). Therefore, the Project would not result in impacts related to scenic resources within a state scenic highway, and no further discussion is required in the EIR.

d) Substantially degrade the existing visual character or quality of the site and its surroundings because of height, bulk, pattern, scale, character, or other features?

Less Than Significant Impact. The Project would renovate the existing residential development, which was developed in the early 1970s. Renovations to the residential buildings would provide visual improvements and enhancements to exterior building components; including: new windows, doors, railings, balcony supports, building finishes and colors, and roofing. The existing residential building foundations and heights would remain, and the Project would not increase the height or bulk of any of the residential structures. In addition, the renovations to the residential structures would not change the pattern or scale of the area, only provide visual improvements to the existing development. As a result, adverse visual impacts related to the residential component of the Project would be less than significant.

The Project would increase the height of the existing parking structure located along Northwest Passage by approximately 46 feet. The existing parking structure has two levels of parking with some portions below grade, and tennis courts on the upper level. The renovated parking structure would replace the tennis courts to provide parking on the upper level of the existing structure and add four parking levels (for a total of seven parking levels). The height of the renovated parking structure would be 68 feet above the finished floor of the lowest level. Elevator enclosures would project an additional 10 feet above the upper finished floor. The increased height of the parking structure would be obscured by surrounding buildings from public off-site vantage points, and would blend into existing views. The renovated parking structure would also be similar in scale to other structures on the Project site. As a result, it would not result in an impact to the visual character of the Project area.

The Project would also renovate the existing town center, which is two-stories with several small, segregated indoor and outdoor spaces connected by walk-throughs. Located in the center of the Project site, the town center is small in comparison to the adjacent residential structures. The height of the existing structure is 39 feet with a view tower element that projects above the upper roof by an additional 31 feet (to a height of 70 feet). The water features that currently surround and are underneath the town center structure and decking would be removed, and the Project would reconfigure this space and create more efficient use of the space within the existing building footprint. Within town center, the commercial space would be expanded by approximately 7,000 square feet from 2,000 square feet to 9,000 square feet. The design of the town center renovation would create a similar development envelope, where the height of the renovated town center structure would be 47 feet (finished floor to top of upper roof) and the renovated architectural tower element would project an additional 30 feet above the uppermost roof (to a height of 77 feet). As with the existing tower, portions of the renovated town center tower element would be visible from off-site locations, but would be consistent, in scale and character with the adjacent residential structures. Therefore, renovation and expansion of the town center would result in less than significant impacts related to degradation of the site visual character due to height, bulk, scale, or character.

The Project would also include the following waterside improvements and public amenities: replacement of the revetment bulkhead with a vertical bulkhead, development of a 92-berth anchorage and improvements to the existing private waterfront walkway and utility road to create a 28-foot wide public promenade along the waterfront of Parcel 113 to connect with Parcel BR. Parcel BR would be improved with a 1,200-square foot view platform and a 90-foot public dock. The proposed waterside and public amenities uses are consistent in character, scale, pattern, bulk, and height with the existing uses throughout Marina del Rey, including the parcels adjacent to the north and across the water from the Project site, which include docks, an anchorage, and vertical bulkheads. Improvements to public amenities are being provided pursuant to policies included in the LUP. As a result, the proposed waterside and landscaping improvements would not degrade the existing visual character or quality of the site because of height, bulk, pattern, scale, character, or other features, and no further discussion is required in the EIR.

e) Create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The Project site is located within an urbanized area surrounded by a mix of residential, roadways, and recreational land uses. These existing uses (including the Project site) utilize interior and exterior building lighting, parking lot lighting, walkway lighting, and landscape lighting. Light sources also include light generated by passing or parking vehicles and street lighting. In addition, safety lighting is provided on all docks and facilities within the Harbor. This includes the anchorage facilities north of the Project site and across the water, which provides nighttime lighting.

The Project site is currently illuminated with nighttime lighting throughout the site and along the existing waterfront walkways for safety purposes. The Project would replace existing lighting, but not increase the level of lighting throughout the Project site. The Project would provide additional lighting in the new anchorage facilities, and expanded commercial and parking facilities. The lighting used for the proposed Project would be similar, but more energy efficient, to the existing lighting and would consist of low-intensity lighting meeting current County security standards, with minimal spillover to the surrounding uses. In addition, the new anchorage lighting would not increase the intensity of light to sensitive viewers such as residents in the surrounding area. The proposed low level safety lighting would be in compliance with applicable lighting standards. Furthermore, the proposed Project would include the renovation of exterior windows, which as required by existing standards would be designed to produce minimal glare. Thus, the proposed Project would not create a substantial new source of light or glare affecting day or nighttime views

in the area or substantially illuminate areas outside the Project boundary. Therefore, impacts related to light and glare would be less than significant.

The Project does not include the addition of floors to the residential structures on-site, but would increase the height of the parking structure by four levels, which would be taller than adjacent residential structures. However, the parking structure would be of a similar scale to the existing buildings and the height of the existing three-story multi-family residential structures to the north of the Project site, across Northwest Passage. Any shadow generated from the increased height of the parking structure would be similar to the shadows of the existing and adjacent structures. Additionally, the adjacent roadway (Northwest Passage) would buffer adjacent uses from any shadows from the increased height of the parking structure. Furthermore, shadows generated would not be substantial because adjacent buildings are similar in size and bulk, as the expanded parking structure. Therefore, the proposed Project would not create a new source of shadow that would substantially affect views of the area, and impacts related to shadows are less than significant and no further discussion is required in the EIR.

2. AGRICULTURE / FOREST

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<p>Would the project:</p> <p>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The Project site is located in a fully developed urban environment, and on a residentially developed site with no farmland on site or within the vicinity. Therefore, the Project does not have the potential to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses. No impact would occur.

<p>b) Conflict with existing zoning for agricultural use, with a designated Agricultural Opportunity Area, or with a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. The Project site is not zoned for agricultural uses or within a Williamson Act contract. The Project site is designated for Specific Plan and high density residential uses (up to 75 du/ac) by the Marina del Rey Specific Plan and LUP. No agricultural land uses and no property under Williamson Act contract exist in the vicinity of the proposed Project. The proposed Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

<p>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220 (g)), timberland (as defined in Public Resources Code § 4526), or timberland zoned Timberland Production (as defined in Government Code § 51104(g))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. The Project site is not zoned for forest land or timberland uses. The Project site is designated for Specific Plan and high density residential uses (up to 75 du/ac) by the Marina del Rey Specific Plan and LUP. No land zoned as forest land or timberland exists within the proposed Project boundaries or in the vicinity of the Project site. The proposed Project would not conflict with existing zoning for forest land or timberland. No impact would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As described in 2.c, no land zoned as forest land or timberland exists within the proposed Project boundaries. The proposed Project would not result in the loss of forest land or conversion of forest land to other uses. No impact would occur.

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 or conversion of forest land to non-forest use?

No Impact. No agricultural land uses, forest land, or timberland exist in the vicinity of the proposed Project and the proposed Project site has been developed for residential/urban uses since 1972. The proposed Project would not involve other changes in the existing environment that, due to their location or nature, could result in conversion of farmland to non-agricultural use or forest land to non-forest use. No impact would occur.

3. AIR QUALITY

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

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Conflict with or obstruct implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD (AVAQMD)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The Project site is located in the South Coast Air Basin (“Basin”), which is under the jurisdictional boundaries of the South Coast Air Quality Management District (“SCAQMD”). The SCAQMD and Southern California Association of Governments (“SCAG”) are responsible for preparing the Air Quality Management Plan (“AQMP”), which addresses federal and state Clean Air Act (“CAA”) requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin. In preparation of the AQMP, SCAQMD and SCAG use land use designations contained in General Plan documents to forecast, inventory, and allocate regional emissions from land use and development-related sources. For purposes of analyzing consistency with the AQMP, if a proposed Project would have a development density and vehicle trip generation that is substantially greater than what was anticipated in the General Plan, then the proposed Project would conflict with the AQMP. On the other hand, if a Project’s density is consistent with the General Plan, its emissions would be consistent with the assumptions in the AQMP, and the Project would not conflict with SCAQMD’s attainment plans.

The Project consists of the renovation of an existing 981-unit apartment community and adjacent open space areas. The Project would consist of both landside and waterside improvements, but would not increase the number of residential units on the Project site. The Marina del Rey Specific Plan land use designation for the Project site is “Residential V,” which allows for 75 dwelling units per acre. Additionally, the area is within a Waterfront Overlay Zone (“WOZ”) that is to allow flexibility for coastal related and marine dependant land uses, which would allow the increase in commercial, addition of the anchorage facilities, and provision of recreation facilities. Because implementation of the proposed Project would be consistent with the LUP, the proposed Project would not conflict with or obstruct implementation of the SCAQMD’s AQMP. This impact would be less than significant, and no further discussion is required in the EIR.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. Construction activities associated with the proposed Project would produce criteria pollutant emissions, including reactive organic gasses (“ROG”) and nitrous oxides (“NOx”) that are also ozone precursors, from using heavy-duty construction equipment. Mobile source emissions would also be produced from construction worker vehicle trips to and from the Project site. While major grading or excavation activities are not anticipated at the Project site, fugitive dust emissions would still be generated during the removal and replacement of major vegetation and landscaping and the provision of new roadways within the Project site. These construction emissions generated by the proposed Project

could result in potentially significant impacts to air quality in the area, and could potentially exceed the applicable SCAQMD's significance thresholds for criteria pollutants. As such, impacts to air quality standards during construction will be further analyzed in the EIR.

As the Project would increase the square footage of commercial space by 7,000 square feet, add a 92 berth anchorage facility, and improve public amenities, an increase in vehicle trips to and from the Project site is anticipated. Therefore, an increase in operational emissions from the proposed Project would result. The Project's total net operational emissions over existing conditions will be quantified and analyzed against the applicable SCAQMD's significance thresholds in the EIR.

c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Potentially Significant Impact. The Basin is currently classified as a federal nonattainment area for ozone, particulate matter that is 10 microns or less in diameter ("PM₁₀"), and particulate matter that is 2.5 microns or less in diameter ("PM_{2.5}"). In addition, the Basin is also classified as a state nonattainment area for ozone, nitrogen dioxide ("NO₂"), PM₁₀, and PM_{2.5}. As such, the emissions of these pollutants during construction and operation of the Project could result in a cumulatively considerable net increase of these criteria pollutants in the Basin. Thus, because the proposed Project's cumulative contributions of these pollutants to the Basin may be potentially significant, and will be further analyzed in the EIR.

d) Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Land uses such as schools, children's daycare centers, hospitals, and convalescent homes are considered to be more sensitive to poor air quality than the general public because the population groups associated with these uses have increased susceptibility to respiratory distress. In addition, residential uses are considered more sensitive to air quality conditions than commercial and industrial uses, because people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. The nearest sensitive receptors to the Project site include the multi-family residential uses on-site, to the north, and northwest of the site. In addition, single-family residential uses are located to the west of the site.

The types and amount of operational emissions generated by the residential portion of the Project would be relatively similar to the existing (baseline) operational emissions. However, new emissions would result from the anchorage uses and expanded commercial square footage and the surrounding sensitive receptors could potentially be exposed to substantial pollutant concentrations during Project construction. In addition, construction of the Project could result in localized air quality impacts at on-site and nearby sensitive receptors, due to the daily operation of diesel-powered construction equipment at the site. As such, the potential localized air quality impacts that may result from the Project will be analyzed and evaluated against the applicable air quality standards in the EIR.

e) Create objectionable odors affecting a substantial number of people?

Less than Significant Impact. According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. As a residential renovation, the proposed Project does not include any uses identified by the SCAQMD as being associated with odors. Thus, the proposed Project is not expected to result in objectionable odors for future residents or for the neighboring uses.

During construction of the Project, exhaust from equipment and activities associated with the application of architectural coatings and other interior and exterior finishes may produce discernible odors typical of most construction sites. Such odors would be a temporary source of nuisance to adjacent uses, but would not affect a substantial number of people. As odors associated with Project construction would be temporary and intermittent in nature, the odors would not be considered to be a substantially objectionable or affect a substantial number of people. Therefore, impacts associated with objectionable odors would be less than significant and will not be analyzed further in the EIR.

4. BIOLOGICAL RESOURCES

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Potentially Significant Impact</i>			

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 Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?

Potentially Significant Impact. The Project would remove and replace the existing major vegetation and landscaping (including trees) on a sequential basis throughout the Project site. The Project site contains nesting colonies of wading birds such as great blue herons (*Ardea herodias*), snowy egrets (*Egretta thula*), and black crowned night herons (*Nycticorax nycticorax*) that utilize the existing nonnative ornamental trees on the site. These nesting native birds are protected under the Migratory Bird Treaty Act (“MBTA”) of 1918 as well Section 3505 of the California Fish and Wildlife Code, and potential impacts to these species could occur from implementation of the Project, and will be evaluated in the EIR.

The EIR will evaluate the existing resources on the Project site, within Marina del Rey, and how rookery sites for these species shift from year to year in response to aerial predators and food availability. This behavioral trait will be taken into account when developing strategies to achieve long-term protection of the local breeding populations. The snowy egret is known to breed in fewer than five locations on the coastal slope of Los Angeles County, with Marina del Rey supporting one of the larger stable colonies (LUP, 2012). The EIR will consider the location and long-term dynamics of the snowy egret colonies (as well as great blue heron and black crowned night heron) and define a mitigation strategy to reduce potential impacts to a regional population decline from implementation of the proposed Project. The EIR will also evaluate whether Project activities would be consistent with the LUP (including Tree Management Policies No. 23 and 34) and the Marina del Rey Conservation and Management Plan guidelines related to biological resources to mitigate impacts to rookery sites.

b) Have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS?

No Impact. The Project site is currently developed with residential uses, a small amount of commercial use, and ornamental landscaping. There are no (naturally-occurring) native or sensitive plant communities on the Project site. In addition, all of the adjacent parcels are also developed with residential and park uses that contain similar ornamental landscaping. Therefore, the Project would not result in significant impacts to sensitive natural communities, and no further discussion is required in the EIR.

c) Have a substantial adverse effect on federally or state protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, and drainages) or waters of the United States, as defined by § 404 of the federal Clean Water Act or California Fish & Game code § 1600, et seq. through direct removal, filling, hydrological interruption, or other means?

Potentially Significant Impact. The proposed Project would develop waterside recreation uses that include an anchorage with docks, gangways, a viewing platform, and berths that would be secured by driven piles and a new vertical bulkhead, where the existing rock revetment exists. The intertidal zone adjacent to the existing development is composed of rock rip rap that dissipates energy generated by passing boat traffic. The EIR will evaluate potential impacts to benthic macroinvertebrates (animals without backbones, which live on, under, and around marine rocks and sediment) and other species and habitats that may be impacted by construction and operation of the proposed Project. A complete evaluation of potential construction and operational impacts of the Project will be included in the EIR.

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?

Potentially Significant Impact. As described in 4.a, the Project site contains nesting colonies of wading birds such as great blue herons, snowy egrets, and black crowned night herons. These nesting birds are protected, and may be impacted from the removal and replacement of the existing major vegetation and landscaping (including trees) on the Project site.

The EIR will evaluate the existing resources on the Project site, within Marina del Rey, how rookery sites shift from year to year in response to aerial predators and food availability, and if the Project would interfere with this movement and result in impacts. The EIR will consider the location and long-term dynamics of the existing avian colonies, and will evaluate implementation of the LUP guidelines related to biological resources, and provide mitigation, as necessary to reduce impacts to the use of native wildlife nursery sites and movement corridors.

e) Convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural grade) or otherwise contain oak or other unique native trees (junipers, Joshuas, southern California black walnut, etc.)?

No Impact. The Project site is an existing residentially developed area that is landscaped with ornamental, non-native trees such as Aleppo pine (*Pinus halapensis*), common coral tree (*Erythrina lysistemon*), Eucalyptus (*Eucalyptus cinerea*), and Mexican fan palm (*Washingtonia robusta*). No oak woodlands or other unique native trees exist on the Project site. As a result, impacts to oak woodlands or unique native trees would not occur with implementation of the Project.

f) Conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.56, Part 16), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, § 22.56.215), and Sensitive Environmental Resource Areas (SERAs) (L.A. County Code, Title 22, Ch. 22.44, Part 6)?

Less than Significant Impact. The Project site is not located within a Wildflower Reserve Area, a Significant Ecological Area, or a Sensitive Environmental Resource area. The closest Significant Ecological Area is Ballona Creek, which is located to the southeast, across the main channel from the Project site. In addition, the Project site does not contain any oak trees. As a result, the Project would not result in impacts related to local policies and ordinances related to these resources. The Project would also adhere to the applicable avoidance and minimization measures in the Marina del Rey LUP, such as Policy Numbers 23 and 34 Marina del Rey Leasehold Tree Pruning and Tree Removal Policy as well as the Waterbird Management Policies. As a result, impacts related to conflict with local policies and ordinances related to protecting biological resources would be less than significant.

g) Conflict with the provisions of an adopted state, regional, or local habitat conservation plan?

Potentially Significant Impact. The Project site is not located within boundaries of a state or regional habitat conservation plan. However, the Conservation and Management Plan for Marina del Rey provides management policies related to the Project area, which are to promote the long-term conservation of native species and to diminish the potential for conflicts between wildlife populations and human uses, to the benefit of humans and wildlife alike (DBH, 2010).

As described in the Conservation and Management Plan, conflicts between waterbirds and human users have been increasing. Bird waste accumulating beneath nesting bird colonies has become a nuisance and a potential human health hazard. The water birds in Marina del Rey area produce conspicuous accumulations of guano on existing land uses as swimming pools, parking lots, and restaurants with outdoor seating (DBH, 2010). As a result, guanotrophy (poisoning of the soil and scalding of plant life through guano accumulation) and airborne particles of guano could pose health risks for humans (DBH, 2010).

The Conservation and Management Plan includes policies that protect existing waterbird colonies while providing for continued human uses of Marina del Rey. The proposed Project is planned to be consistent with the intent of the policy and would remove and replace major vegetation and landscaping (including trees) in a manner that would aim to separate human and waterbird areas of use to reduce conflicts. To ensure this is the case, the EIR will evaluate whether Project activities would be consistent with the applicable Conservation and Management Plan policies related reduction of these conflicts and conservation of native species. Potential conflicts related to the provisions of the Conservation and Management Plan will be evaluated in the EIR.

5. CULTURAL RESOURCES

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines § 15064.5?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. The Project would not impact any known historical resources. Marina del Rey is a man-made land feature that was historically an estuary located at the mouth of Ballona Creek. The Harbor was created in the early 1960s by dredging the estuary, and filling adjacent areas, such as the Project site, to create the Harbor’s main navigational features, maritime uses, and landside development areas. The Conservation and Management Plan for Marina del Rey (Figure 3-6) (DBH, 2010) shows that the Project site was graded and undeveloped around 1960, after completion of the Harbor. The Project site was developed with the existing multi-family residential uses in 1972, which are not of a historic period. As a result, no historic buildings or resources are located on-site, and impacts to historic structures would not occur by implementation of the proposed Project.

The waterside improvements would be located in areas that are historically covered by water, manmade, and dredged. Maintenance dredging occurs in the waters routinely (generally at least once every five years) to remove accumulated sediment from channel beds in order to maintain the appropriate depths of navigation channels, anchorages, boat launches and port facilities. The most recent dredging in the Marina del Rey waters began in April 2012 (LADBH, 2013). In addition, as described in the Marina del Rey LUP, “Any resources on Marina land already altered or designated for development have been or probably have already been impacted. The existing land mass within the marina facility has been covered with fill material from channel construction and developed with residential and commercial buildings, thereby destroying or burying any potential resources. Anticipated second generation development should not impose any further impacts unless mass excavation is proposed” (LUP, 2012).

As a result of the existence of water and history of dredging, no historic resources are anticipated to exist and be impacted, during the waterside Project activities. Therefore, the proposed Project would not cause a substantial adverse change in the significance of a historical resource, and this will not be analyzed further in the EIR.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. Marina del Rey was created by Los Angeles County through dredging and modification of the wetlands at the mouth of Ballona Creek in the 1960’s. The presence of prehistoric cultural material is unlikely because the Project improvements would be located in areas that were previously disturbed or dredged. The proposed Project would renovate and improve the existing structures and remove and replace major vegetation and landscaping (including trees) on-site, and provide docks and maritime uses on the waterfront. Development of the bulkhead, docks, and other waterside structures would not extend deeper than the original Harbor design depths and/or original basin depths. Similarly, the land side improvements, including landscaping, roadways, and infrastructure upgrades, are located within existing developed and

previously graded areas. Ground disturbance would be conducted within areas that have been previously disturbed and graded. Therefore, no native soil would be disturbed and potential impacts to unknown archaeological resources are unlikely. As such, the Project is not anticipated to impact any archaeological resources, and this will not be analyzed further in the EIR.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, or contain rock formations indicating potential paleontological resources?

No Impact. As described in 5.a and 5.b, Marina del Rey, including the Project site, is a man-made area that was developed in the 1960s. The presence of fossils is unlikely because the Project area is previously disturbed or dredged. As described, the Project would provide improvements in areas of previous dredge, fill, disturbance, and or grading and does not involve excavation that would extend deep enough into the Project area soils to reach native sediments. In addition, the most recent maintenance dredging in the Harbor began in April 2012; because of this recent dredge work, it is further unlikely that paleontological resources exist. Therefore, no native soil would be disturbed and potential impacts to unknown paleontological resources are unlikely. As such, the Project is not anticipated to impact any paleontological resources, and this will not be analyzed further in the EIR.

d) Disturb any human remains, including those interred outside of formal cemeteries?

No Impact. Human remains are unlikely to be located in the Project area due to previous disturbance of Project area soils and waters, as described previously. However, in the unlikely event that human remains are encountered during construction activities, State Health and Safety Code Section 7050 requires ground disturbance to stop and the County Coroner be notified immediately. Adherence to State Health and Safety Code Section 7050.5, would provide that adverse impacts to human remains would not occur, and this will not be analyzed further in the EIR.

6. ENERGY

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with Los Angeles County Green Building Ordinance (L.A. County Code Title 22, Ch. 22.52, Part 20 and Title 21, § 21.24.440) or Drought Tolerant Landscaping Ordinance (L.A. County Code, Title 21, § 21.24.430 and Title 22, Ch. 22.52, Part 21)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The Project includes renovation of existing uses and is not subject to the requirements of the Los Angeles County Green Building or Drought Tolerant Landscaping Ordinance. However, the Project would be consistent with the purpose of these ordinances, which is to conserve energy, water, natural resources, and promote a healthier environment (Municipal Code Section 22.52.2100). The Project would remove exterior water features, major vegetation, and landscaping (including trees) throughout the site; install individual tankless hot water heaters, low flow plumbing fixtures, drought tolerant landscaping (where feasible), smart irrigation controllers; and energy efficient windows, light fixtures, HVAC units, and appliances. Furthermore, the Project would recycle or reuse at least 50 percent of non-hazardous construction debris by weight, as required by existing regulations. Therefore, the Project would not conflict with the Los Angeles County Green Building Ordinance or Drought Tolerant Landscaping Ordinance, and no further discussion of this will be included in the EIR.

b) Involve the inefficient use of energy resources (see Appendix F of the CEQA Guidelines)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. As described in 6.a, the proposed Project would not involve inefficient use of energy resources. Project improvements to the existing 981 residential units include installation of energy efficient HVAC units, windows, light fixtures, tankless hot water heaters, low flow plumbing fixtures, irrigation systems, and drought tolerant landscaping (where feasible). Therefore, the Project would not result in an inefficient use of energy resources, and no further discussion of this is will be included in the EIR.

7. GEOLOGY AND SOILS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <p>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 active fault trace? Refer to Division of Mines and Geology Special Publication 42.</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

No Impact. The Alquist-Priolo Act requires the California State Geologist to identify areas in the state that are at risk from surface fault rupture. These areas are known as Earthquake Fault Zones. The Project site is not located within a mapped Alquist-Priolo Earthquake Fault Zone, and there are no known surface traces of any active, potentially active, or inactive faults crossing through or extending toward the Project site. The nearest fault zone is the Charnock fault, which is three miles from the Project area (LADRP, 2012). The Santa Monica fault is located approximately 4.6 miles from the proposed Project site (City of Los Angeles, 2013), the Overland fault is located six miles from the Project site, and the Malibu Coast Fault is approximately seven miles from the Project area (LADRP, 2012). Because there are no faults on or adjacent to the Project site, potential impacts related to rupture of a known earthquake fault would not occur, and will not be analyzed further in the EIR.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <p>ii) Strong seismic ground shaking?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Less than Significant Impact. As described in 7.a.i, the proposed Project is located within a seismically active region, in fairly close proximity to several major active faults. These regional faults are likely to result in strong ground shaking at the Project site. The seismic hazard maps prepared for the Venice Quadrangle by CDMG shows that the peak ground acceleration (“PGA”) is 0.44, and the predominant earthquake magnitude is 7.1 for the Project area with a 10 percent probability of exceedance in 50 years (CDMG, 1998). A magnitude 7.1 earthquake, which is of similar intensity as the 1994 Northridge earthquake, along a fault near the Project site could cause significant damage regionally (CDMG, 1998). However, earthquake intensities experienced at the Project site would vary depending upon the earthquake’s magnitude and distance between the Project site and the fault.

The existing improvements on the Project site were developed in 1972. The proposed Project would comply with the applicable County building standards related to renovation Projects and seismic risks. As a result, the Project would result in less than significant impacts related to the exposure of people or structures to potential substantial adverse effects of strong seismic ground shaking, and this will not be analyzed further in the EIR.

iii) Seismic-related ground failure, including liquefaction and lateral spreading?

Less than Significant Impact. Soil liquefaction is a phenomenon in which saturated, cohesionless soils layers, located within approximately 50 feet of the ground surface, lose strength due to cyclic pore water pressure generation from seismic shaking or other large cyclic loading. During the loss of stress, the soil acquires “mobility” sufficient to permit both horizontal and vertical movements. Soil properties and soil conditions such as type, age, texture, color, and consistency, along with historical depths to ground water are used to identify, characterize, and correlate liquefaction susceptible soils. Soils that are most susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained sands that lie below the groundwater table within approximately 50 feet below ground surface.

The groundwater in the area of the Project site is historically approximately 11 feet below ground surface (LADPW, 2008), and as shown on the Seismic Hazards Zone Map for the Venice Quadrangle, all of Marina del Rey and the adjacent areas are located within a liquefaction zone. As described previously, Marina del Rey was created by Los Angeles County through dredging and modification of the wetlands at the mouth of Ballona Creek in the 1960’s. As a result, the Project site is underlain by estuarine deposits (Qes) (CDMG, 1998). Estuarine deposits include loose to moderately dense silt, sand and clayey sand. In an area with a shallow water table, such as the Project site, the liquefaction susceptibility of estuarine deposits is high (CDMG, 1998). In addition, artificial fills commonly overlie young alluvial or estuarine deposits in manmade areas such as Marina del Rey; however, because the engineered fills are too thin to affect the liquefaction hazard, and the underlying estuarine deposits have high liquefaction susceptibility, the fill material is also assumed to have a high susceptibility to liquefaction (CDMG, 1998). Because of these existing conditions within the Project region, the Project site and adjacent areas are at risk for liquefaction.

Lateral spreading induced by liquefaction is the lateral displacement or sliding of sloping ground as a result of liquefaction at relatively shallow depths in areas underlain by loose sands and shallow groundwater. It is possible that lateral spreading could occur at the Project site because it is within a liquefaction area where sloped surfaces into the waters are present. Minor effects attributed to liquefaction were noted in Marina del Rey following the 1994 Northridge earthquake, which included a pipe break between Washington Boulevard and Culver Boulevard and a sand fissure in Mother’s Beach, which is located near the intersection of Via Marina and Admiralty Way (CDMG, 1998).

The proposed renovation Project would not change soil or foundation loading conditions compared to the existing condition. Improvements to the residential structures, residential amenities, and open space amenities would not involve changes that could result in substantial adverse effects related to liquefaction or lateral spreading. In compliance with Section 3404 of the County of Los Angeles Building Code, the project renovations would utilize the existing residential building foundations, and renovate the interior and exterior components of these buildings. The proposed renovations and alterations would not trigger compliance with the current building code as provided in Section 3404 of the code. Seismic improvements are not required for the renovated buildings, but could be provided on a voluntary basis. Thus, the project would not affect the existing environment (the buildings) in such a manner that an impact from renovation of the buildings related to liquefaction or lateral spreading would result. However, removal of the existing revetment bulkhead and development of a vertical bulkhead would change the interface between the land and waterside structures, and the new vertical bulkhead would act as a retaining wall that would be developed pursuant to applicable County building standards for these structures, resulting in improved resistance to lateral spreading.

Compliance with applicable County building standards related to renovation projects and seismic risks,

which are required to commence the proposed Project, would ensure that substantial adverse effects related to liquefaction and lateral spreading would be less than significant. Thus, this will not be analyzed further in the EIR.

iv) Landslides?

No Impact. Landslides and other slope failures are secondary seismic effects that are common during or soon after earthquakes. Areas that are most susceptible to earthquake induced landslides are steep slopes underlain by loose, weak soils, and areas on or adjacent to existing landslide deposits. As described above, the proposed Project site is located in a seismically active region subject to strong ground shaking. However the Project site is not located within or adjacent to an earthquake-induced landslide area (CDMG, 1999). The Project site is located in a flat developed urban area that does not contain large slopes, and Project development would not generate large slopes. As a result, implementation of the proposed Project would not expose people or structures to substantial adverse effects involving landslides, and impacts related to landslides would not occur and this will not be analyzed further in the EIR.

b) Result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. Construction of the Project would include grading that could result in soil erosion. During the landside construction, removal of major vegetation and landscaping (including trees), rough grading for installation of new landscaping, circulation improvements, and trenching for replacement of utility lines would take place that would expose areas of soil to potential wind and water erosion, and during a storm event, exposed soils could be transported off the site and into receiving waters.

The Project would disturb over one acre of land and is therefore subject to the State Water Resources Control Board Construction General Permit (“Construction General Permit”). Compliance with the Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (“SWPPP”). The SWPPP requires identification of sources of sediment and a list of best management practices (“BMPs”) to provide sediment and erosion control to ensure the protection of water quality. The SWPPP is required to meet or exceed the requirements of the Construction General Permit. In addition, during Project operation, the Project applicant would be required to prepare and implement a Standard Urban Stormwater Mitigation Plan (“SUSMP”). A SUSMP involves the implementation of minimum BMPs into development design and operation. The SWPPP and SUSMP would include all applicable post-construction BMPs for this Project. In addition to the implementation and maintenance of BMPs, erosion would also be controlled by the new landscaping and water efficient irrigation system that are proposed. Compliance with existing state, regional, and local regulations, NPDES permit requirements, and Project-specific BMPs identified in the SWPPP and SUSMP, coupled with installation of landscaping, would ensure that Project impacts with respect to topsoil loss and erosion would be less than significant. Further, discussion will not be included in the EIR.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less than Significant Impact. As described in a.iii and a.iv, the proposed Project is on a flat parcel in an area not surrounded by hillsides. However, the Project site is located within an area susceptible to liquefaction and lateral spreading. As described above, the proposed Project would not result in a substantial adverse effect related to liquefaction and lateral spreading and would be implemented in compliance with County standards related to seismic risks, residential renovation projects, and replacement of a bulkhead. As a result, impacts related to liquefaction and lateral spreading would be less than significant, and additional discussion will not be included in the EIR.

Subsidence usually occurs as a result of excessive groundwater pumping or oil extraction. The proposed Project would not require groundwater pumping, nor would oil extraction occur as a result of the proposed Project. As a result, the proposed Project would not result in impacts related to subsidence, and subsidence will not be analyzed further in the EIR.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less than Significant Impact. Expansive soils are fine-grained soils (generally high plasticity clays) that can undergo a significant increase in volume with an increase in water content and a significant decrease in volume with a decrease in water content. Changes in the water content of an expansive soil can result in severe distress to structures constructed upon the soil. The Project site is underlain by coastal estuarine deposits; composed of saturated silty clay with some fine sand (Qes deposits) (CDMG, 1998). Estuarine, or marsh deposits, in the Marina del Rey area typically include loose to moderately dense silt, sand and clayey sand. These soils have a low to moderate potential for expansion. In addition, Marina del Rey includes areas underlain by artificial “engineered” fill, which also have a low to moderate expansion potential.

Improvements to the residential structures, residential amenities, open space amenities, and bulkhead would be constructed in accordance with applicable building codes and not involve changes that could result in substantial adverse effects related to expansive soils. Furthermore, and as described above, the Project would be required to comply with applicable County building standards related to the Project improvements and on-site soils. Compliance with County standards would reduce impacts related to expansive soils to a less than significant level, and additional discussion related to expansive soils will not be included in the EIR.

e) Have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater?

No Impact. The Project site is currently receiving sewer services from the Marina del Rey Sewer Maintenance District, which would continue after implementation of the proposed Project. Accordingly, the proposed Project would not require septic tanks or alternative wastewater disposal systems. Therefore, no impacts related to septic tanks or alternative wastewater disposal systems would occur, and will not be discussed further in the EIR.

f) Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, § 22.56.215) or hillside design standards in the County General Plan Conservation and Open Space Element?

No Impact. The Project site is not located within a Hillside Management Area or within an area that is subject to hillside design standards. The Project site is flat land that is not in the vicinity of a hillside. As a result, the Project would not conflict with the Hillside Management Area Ordinance or any hillside standards, and will not be discussed further in the EIR.

8. GREENHOUSE GAS EMISSIONS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) **Generate greenhouse gas (GHGs) emissions, either directly or indirectly, that may have a significant impact on the environment?**

Potentially Significant Impact. Construction and operation of the Project would result in generation of GHG emissions from: construction, area sources, mobile sources, energy (electricity and natural gas) consumption, water consumption, and solid waste generation. The Project site is currently occupied by existing residential and commercial uses and the proposed renovation is anticipated to produce GHG emissions of a similar order of magnitude. However, as implementation of the Project would involve energy efficiency upgrades to the existing buildings and infrastructure, an increase in commercial space, and development of a new 92-berth anchorage, the Project could result in a change in operational related GHG emissions that will be quantified and evaluated in the EIR.

In addition, although short-term in nature, construction activities associated with the Project would result in generation of GHG emissions that will be quantified and assessed for potential impacts on the environment in the EIR.

b) **Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

Potentially Significant Impact. The renovation to the existing buildings on-site would include installation of energy efficiency improvements, which include: individual tankless hot water heaters; low-flow plumbing fixtures, improved irrigation systems; and energy efficient windows, light fixtures, HVAC units. To ensure that the Project does not result in a conflict with a regulation related to reduction of greenhouse gasses, an evaluation of the proposed Project’s consistency with the California Air Resources Board’s (“CARB”) Climate Change Scoping Plan, which functions as a roadmap of CARB’s plans to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations, will be provided in the EIR.

9. HAZARDS AND HAZARDOUS MATERIALS

	<i>Less Than Significant</i>			
	<i>Potentially Significant Impact</i>	<i>Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less than Significant Impact. A hazardous material is defined as any material that, due to its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that a business or the local implementing agency has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the environment.

There are multiple state and local laws that regulate the storage, use, and disposal of hazardous materials. The Los Angeles County Health and Hazardous Materials Division was designated by the State Secretary for Environmental Protection 1997 as the Certified Unified Program Agency (“CUPA”) for the County. The CUPA is the local administrative agency that coordinates the following programs regulating hazardous materials and hazardous wastes: the Hazardous Waste Generator Program, the Hazardous Materials Release Response Plans and Inventory Program, the California Accidental Release Prevention Program (“Cal-ARP”), the Aboveground Storage Tank Program and the Underground Storage Tank Program (LA County, 2011a).

Operation of the proposed Project does not include a change in the intensity of residential uses on the site and only includes a minor increase in commercial uses. Hazardous materials associated with residential and commercial uses include solvents, cleaning agents, paints, pesticides, batteries, aerosol cans, and chlorine for the pool. All of the hazardous materials that would be used by the Project are subject to existing applicable federal, state, and local regulations. Because the proposed Project uses on-site would largely remain the same as under current conditions, with exception of the anchorage, substantial changes to the operational characteristics and types of potentially hazardous materials present on the site are not anticipated, and normal routine use of these products under Project conditions would not result in a significant hazard to residents or workers.

The anchorage would involve handling, use, storage, transport, and disposal of small amounts of substances used for boat cleaning and maintenance. The LUP includes a policy to discourage activities which produce, handle, or transport petroleum products or hazardous substances within Marina del Rey water areas. In addition, the LUP includes requirements for BMPs related to boat maintenance and cleaning, solid and liquid waste management, vessel sewage pumpout systems, and petroleum control management measures. Measures include performing maintenance only above the water line, providing a containment system for maintenance in the water or remove the boat from the water for maintenance, use of phosphate-free and biodegradable detergents and cleaners, and policies for underwater hull cleaning methods. BMPs are to be provided in writing to all anchorage operators, or lessees, for dissemination to the boating public. In addition, Marina del Rey Harbor Rules require that no contaminated bilge water, fuel, oil, solvents, etc., are discharged into the water. Therefore, operation of the proposed Project would not result in a significant hazard to the public or to the environment through the routine transport, use, or disposal of hazardous

waste during operation of the proposed Project. Impacts would be less than significant, and will not be analyzed further in the EIR.

Construction of the Project would involve the routine use, handling, storage, transport, and disposal of hazardous materials such as fuels, paints, and solvents, consistent with applicable federal, state, and local regulations. In compliance with existing federal, state, and local regulations, the amounts of these materials present during construction would be limited and would not pose a significant adverse hazard to workers or the environment. The construction contractor would be required to implement standard BMPs regarding hazardous materials storage, handling, and disposal during construction in compliance with the State General Permit to protect water quality (further described in Section 10 below).

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment?

Less than Significant Impact. As discussed in 9.a, Project construction and operation activities would involve a limited use of hazardous materials. Equipment that would be used in construction of the proposed Project has the potential to release oils, greases, solvents, and other finishing materials through accidental spills. However, the consequences of construction-related spills are not substantial because the volume of hazardous materials held within any single piece of construction equipment is limited. While construction related spills of hazardous materials are not uncommon, the enforcement of construction and demolition standards, including BMPs by appropriate local and state agencies, would minimize the potential for an accidental release of petroleum products and/or hazardous materials during construction. Federal, state, and local regulations would be followed by the construction contractor to reduce the effects of potential hazardous materials spills. Therefore, impacts relating to construction-related spills would be less than significant, and will not be discussed within the EIR.

Due to the age of the existing structures on the Project site, renovation and/or demolition activities could have potential to release hazardous materials including, asbestos-containing materials and lead-based materials into the environment. The existing structures on Parcel 113 were surveyed for lead, and hazards related to lead were not identified.

Asbestos is a building material that is hazardous because it is associated with lung disease caused by inhalation of asbestos fibers. Asbestos-containing material was commonly used, and may be found in structures built prior to 1981. An asbestos survey of the Project structures was conducted in accordance with requirements of the SCAQMD Rule 1403. The survey identified asbestos containing materials in buildings that include: fire doors, waterproofing, roofing, insulation, and ceiling tiles that would be abated with the proposed renovations (SCA/LA, 2013a). The removal and disposal of the asbestos containing materials would be in accordance with SCAQMD requirements which emphasize employee training, equipment and specific removal, handling and disposal methods for asbestos materials (SCA/LA, 2013b). Furthermore, the contractor performing the asbestos removal and/or demolition Project is required to comply with SCAQMD Rule 403 (dust control) to prevent asbestos emissions from emanating during building renovation and demolition activities, and submit a Asbestos-Demolition Notification Form to the SCAQMD at least 14 days prior to asbestos related activities. Removal and disposal of the asbestos containing materials in compliance with the regulations described above and included in the asbestos survey report (SCA/LA, 2013a and b), would reduce hazards related to the release of asbestos into the environment to a less than significant impact, and no further discussion will be included in the EIR.

Operation of the Project would involve usage and storage of a limited amount of hazardous materials

including solvents, cleaning agents, chlorine, paints, and pesticides. Large volumes of these hazardous materials would not be stored on the Project site. Any spill or release of the hazardous materials stored or routinely used in operation of the Project is not anticipated to have the volume to result in a significant hazard to residents or workers in the vicinity of the Project. Further, because the Project would comply with federal, state, and local hazardous waste regulations, the operation of proposed Project would not 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. Impacts related to use and storage of hazardous materials during Project operation would be less than significant, and no further discussion will be included in the EIR.

The presence of methane gas in the subsurface is a common condition within the Marina del Rey area and larger Los Angeles Region. Methane gas can also be found within areas of former oil production and areas where organic material – such as grass, leaves, wood, manure – are present in the soil. Methane is not toxic; however, it is combustible and potentially explosive above 53,000 ppm in the presence of oxygen. Methane is lighter than air and has a natural tendency to rise to the ground surface where it typically dissipates into the atmosphere. The presence of non-pressurized methane is normally not problematic. However, if gas accumulates into high concentrations and becomes pressurized it could be hazardous. The proposed Project would not result in any changes related to the Project site that would involve methane gas or result in the release of methane into the environment. Therefore, Project impacts related to methane would not occur, and no further discussion will be included in the EIR.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?

Less than Significant Impact. As described above, the proposed Project would renovate the existing residential and commercial uses on the Project site, and add anchorage uses. The Project would not handle, store, or dispose of hazardous or acutely hazardous materials or substances. Therefore, potential impacts associated the Project generating exposure of sensitive land uses to hazardous materials, substances, or waste would be less than significant, and will not be analyzed further in the EIR.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. The Project site is not located on a parcel of land that has been included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (DTSC, 2007). Since the Project is not listed as a hazardous materials site there would be no impacts. Further EIR analysis on this topic would not be required.

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 for people residing or working in the project area?

No Impact. The Project site is located approximately 1.75 miles north of the Los Angeles International Airport (“LAX”) and three miles south of the Santa Monica Airport, which are both public airports.

However, the Project site is not located within the airport influence area for either facility (ALUC, 2003). As a result, the Project would not conflict with the ALUC or any other applicable rules and regulations as they pertain to airports and airport safety, and the Project would not result in a safety hazard to people residing or working on the Project site, and no further discussion will be included in the EIR.

f) For a project within the vicinity of a private airstrip,
would the project result in a safety hazard for people
residing or working in the project area?

No Impact. The Project site is not located within the vicinity of a private airstrip. As described above, the closest airport facility is LAX, which is a public airport. There are no private airstrips within the vicinity of the Project. Thus, no hazard impacts related to private airstrips would occur with implementation of the proposed Project, and no further discussion will be included in the EIR.

g) Impair implementation of, or physically interfere
with, an adopted emergency response plan or
emergency evacuation plan?

Less than Significant Impact. Emergency response and evacuation is the responsibility of the County of Los Angeles Fire Department. The closest designated emergency evacuation route to the Project site is Lincoln Boulevard, which is 1.75 miles from the Project site. Direct access to the Project site for emergency vehicles is provided by Via Marina on the western side of the site and Northwest Passage on the northern side of the site. Construction activities would occur within the Project site and would not restrict access of emergency vehicles to areas in the vicinity of the Project site, or within inhabited portions of the site during Project construction activities.

The Project includes improvements to the existing on-site private drives that would eliminate the current dead-end drive conditions, and provide improved streets and roads and enhanced internal emergency access. In addition, the Project would provide the size and location of fire suppression facilities (e.g., hydrants and sprinklers) to conform to Fire Department standards. As a result, implementation of the proposed Project would improve the existing emergency access, and would not impair or physically interfere with an emergency response plan. Thus, impacts are less than significant, and no further discussion will be included in the EIR.

h) Expose people or structures to a significant risk of
loss, injury or death involving fires, because the
project is located:

i) within a Very High Fire Hazard Severity Zone
(Zone 4)?

No Impact. The Project site is located within an urban developed area and is not located within an identified wildland fire hazard area or very high fire hazard severity zone (LA County, 2012c). Therefore, the proposed Project would not expose people or structures to a significant risk of loss, injury, or death from this hazard, and no further discussion will be included in the EIR.

ii) within a high fire hazard area with inadequate access?

No Impact. As described in response h.i, the Project site is located within an urban developed area and is not located within an identified wildland fire hazard area (LA County, 2012c). Furthermore, the Project site currently has adequate access, which would be further enhanced by the proposed renovation. As a result, impacts related to high fire hazards and inadequate access would not occur, and no further discussion will be included in the EIR.

iii) within an area with inadequate water and pressure to meet fire flow standards?

No Impact. The availability of sufficient on-site water pressure is a basic requirement of the County Fire Department, which requires sufficient capacity for fire flows that are a minimum of 2,500 gpm at 20 psi residual pressure for a five-hour duration for high-density residential uses. Existing fire flows on and near the Project site are above this minimum requirement and impacts related to fire flow would not occur, and no further discussion will be included in the EIR.

iv) within proximity to land uses that have the potential for dangerous fire hazard?

No Impact. The Project site is not within proximity to land uses that have the potential for a dangerous fire hazard. The Project site is adjacent to the water, anchorage facilities, multi-family residential uses to the north, and single and multi-family residential uses to the south and west. The residential uses, anchorages, and water bodies used for recreation, which are adjacent to the Project site, would not generate potential impacts related to a dangerous fire hazard, and no further discussion will be included in the EIR.

i) Does the proposed use constitute a potentially dangerous fire hazard?

No Impact. The Project would renovate the existing residential and commercial uses on the Project site. In addition, the Project would add an anchorage and associated waterside uses that are consistent to adjacent uses and do not constitute a fire hazard. None of the uses related to the proposed Project would constitute a potentially dangerous fire hazard, impacts would not occur, and no further discussion will be included in the EIR.

10. HYDROLOGY AND WATER QUALITY

	<i>Less Than Significant</i>			
	<i>Potentially Significant Impact</i>	<i>Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>

Would the project:

a) Violate any water quality standards or waste discharge requirements?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. The Project site is located within the Santa Monica Bay Watershed, and is under the jurisdiction of the Los Angeles Regional Water Quality Control Board (“RWQCB”). The site is bordered on the east and south by the water and on the north and west by residential land uses. The Harbor waterbody is currently listed as water quality-impaired on California’s 2010 303(d) List of Impaired Water Bodies. The Total Maximum Daily Loads (“TMDLs”) list approved by the State Water Resource Control Board and Environmental Protection Agency cite the Harbor as having impairments for chlordane, copper, DDT (dichlorodiphenyltrichloroethane), dieldrin, fish consumption advisory, indicator bacteria, lead, Polychlorinated biphenyl (PCBs), sediment toxicity, and zinc (SWRCB, 2010).

Proposed landside development (exterior and interior structural renovation, landscape renovation) and waterside development (new docks, boat slip, and bulkhead construction, etc.) of the Project would occur both directly adjacent to and within the waterbody. These improvements would involve the introduction of materials during construction and operation that, if introduced to the waterbody either directly or indirectly via stormwater runoff, could contribute to the violation of surface water quality standards and/or waste discharge requirements.

Construction of the proposed Project would disturb more than an acre of land, and would therefore be subject to regulations under the Statewide NPDES Construction General Permit (NPDES Order No. 2009-0009-DWQ). The Construction General Permit requires the development and implementation of a SWPPP, which identifies all applicable and feasible BMPs that would be implemented to reduce construction impacts on local water quality. BMPs include erosion control, sediment control, non-storm water management, and waste management. Impacts to water quality during construction could be potentially significant and will be evaluated further in the EIR. The EIR will evaluate potential types and amounts of construction-related pollutant sources and the reduction of impacts that would occur through compliance with the Construction General Permit.

Operation of the proposed Project would require a Water Quality Management Plan (“WQMP”) per the LUP requirements. The WQMP would incorporate structural and non-structural BMPs designed to reduce volume, velocity and pollutant loading of storm water runoff and limit dry weather flows discharging from the developed site, both on land and into the water. The LUP also requires implementation of Low Impact Development (“LID”) practices that prevent non-storm water discharges and encourage proper filtration of runoff to reduce the degradation of water quality. The EIR would further evaluate potential types and amounts of operation-related pollutant sources and the reduction of impacts that would occur with compliance with the applicable permits and policies.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Less than Significant Impact. Water services and infrastructure within Marina del Rey is provided by the Los Angeles County Waterworks District via the Marina del Rey water system. The Marina del Rey system provides customers with imported water from the West Basin Municipal Water District (LADPW, 2011). The Marina del Rey water service area does not overlie a groundwater basin capable of producing an adequate supply of groundwater. The Project site is underlain by the groundwater formation known as the West Coast Basin, which is estimated at approximately 11 feet below ground surface (LADPW, 2008), and receives the majority of its natural recharge from adjacent groundwater basins or from the Pacific Ocean via seawater intrusion (Johnson, 2005). The West Coast Basin currently exceeds several maximum contaminant levels (“MCLs”) specified by the Environmental Protection Agency, including those for arsenic, perchloroethylene, trichloroethylene, total dissolved solids (“TDS”), manganese, and odor (Johnson, 2008). In addition, the West Coast Basin currently exceeds Basin-Specific Basin Plan Objectives for TDS and chloride (Todd, 2012), and is not a groundwater supply source that would be used to support land uses.

The proposed landside improvements would involve the renovation of existing commercial space, modification of on-site circulation, and the addition of waterfront public amenities within areas that are already impervious. In addition, removal of existing tree roots, which are extensive, and replacement of major vegetation and landscaping would increase the permeability of existing landscaped areas. Therefore, the proposed landside improvements would not substantially interfere with groundwater recharge as to cause a lowering of the groundwater table. Furthermore, because no supplies from groundwater sources are used to support land uses (LADPW, 2011), and physical changes on the Project site would not impact groundwater recharge. Therefore, impacts related to groundwater supplies and groundwater recharge would be less than significant and will not be evaluated further in the EIR.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Less than Significant Impact. Construction activities for landside and waterside improvements would include pavement breaking, grading, trenching and repaving. These activities would alter the ground surface, and potentially the drainage pattern, of the area. Increased amounts of soil could also be temporarily exposed by excavation and trenching activities, increasing the potential for erosion or siltation. As previously mentioned, a SWPPP required by the Construction General Permit (NPDES Order No. 2009-0009-DWQ) would implement all applicable and feasible erosion and sediment control BMPs to protect storm water quality throughout the construction period. After construction is complete, the proposed Project would not alter or redirect flows in such a way that could increase erosion or siltation on- or off-site. Additionally, the WQMP requirements that are specified in the LUP include discharge limitations, filtration and hydromodification controls aimed at reducing high runoff quantities and potential erosion and sedimentation. Compliance with SWPPP and WQMP regulations would ensure that the Project would not substantially alter a drainage pattern or generate substantial erosion or siltation. As a result, impacts would be less than significant and will not be evaluated in the EIR.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less than Significant Impact. As described in 10.c, the Project would not substantially alter the drainage pattern of the site or area. In addition, Project would be subject to construction and post-construction requirements, which include runoff control through implementation of a SWPPP and WQMP. The WQMP has the main purpose of minimizing runoff during dry weather and small storms. Compliance with the existing regulations would prevent a substantial alteration of a drainage pattern that could result in on or offsite flooding. As a result, impacts would be less than significant and will not be evaluated in the EIR.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Potentially Significant Impact. Runoff on-site generally drains to either of the sites two lowest points—the eastern border of the site along Channel Walk and into the Pacific Ocean, or the western border of the site—Via Marina (B&E Engineers, 1985). The LA County Flood Control District does not have storm drains on or adjacent to the Project site. The closest storm drain to the Project site is the Boone Avenue and Olive Avenue storm drain, located approximately 0.9 mile north of the Project site (LADPW, 2013). The proposed improvements would generally occur in areas already paved or impervious, and would not substantially increase the amount of impervious surfaces on-site. As a result, the Project would not generate a substantial increase in stormwater runoff. The proposed Project would also include improvements to the existing storm system on-site that would be appropriately designed to accommodate the expected volumes of drainage during the operation of the Project. As a result, impacts relating to the creation of runoff exceeding the capacity of existing or planned stormwater drainage systems would be less than significant.

As described above, the Project improvements have the potential to create additional sources of polluted runoff during construction and operation. Materials used during construction and renovation of existing structures (e.g. paints, concrete, equipment fuel, etc.) have the potential to wash into storm water and degrade its quality. During construction, the Project would have to comply with the Construction General Permit (NPDES Order No. 2009-0009-DWQ), including development of a SWPPP that would implement BMPs that would attempt to prevent storm water contact with potential pollutants. Operation of the Project could also introduce or compound materials on-site that could come into contact with storm water. However, compliance with the LUP would include development of a WQMP that would aim to reduce pollutant loading on-site. The EIR will evaluate potential types and amounts of construction and operation related pollutant sources and the reduction of impacts that would occur through compliance with the required permits. Additional mitigation measures will be provided, if necessary, to reduce impacts related to water quality.

f) **Generate construction or post-construction runoff that would violate applicable stormwater NPDES permits or otherwise significantly affect surface water or groundwater quality?**

Potentially Significant Impact. The Project would disturb more than an acre during construction, and thus, would be required to comply with the NPDES Construction General Permit (NPDES Order No. 2009-0009-DWQ). The Construction General Permit requires the development and implementation of a SWPPP, which identifies erosion, sediment, and non-structural BMPs that would be implemented to reduce construction impacts on storm water quality. During operation, the Project would be required to maintain water quality through development and implementation of a WQMP. As described above, the EIR will evaluate potential types and amounts of construction and operation related pollutant sources and the reduction of impacts that would occur through compliance with the required permits. Mitigation measures will be provided, if necessary, to reduce impacts related to water quality.

g) **Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84 and Title 22, Ch. 22.52)?**

No Impact. The LA County LID ordinance was designed to manage rainfall and stormwater runoff in urban areas through the distribution of small, cost-effective landscape features throughout Project sites. Such features include bioretention/filtration landscape areas, reduced impervious surfaces, and functional landscaping and grading (LA County, 2009). The proposed Project would develop and implement a WQMP as required by the LUP that would incorporate structural and non-structural BMPs designed to reduce volume, velocity and pollutant loading of storm water and limit dry weather flows discharging from the site. The LUP also requires implementation of LID practices to prevent non-storm water discharges and encourage proper filtration of runoff to reduce the degradation of water quality. The proposed Project would incorporate BMPs that are consistent with LID, and impacts regarding conflict with the LID ordinance would not occur, and no further discussion will be included in the EIR.

h) **Result in point or nonpoint source pollutant discharges into State Water Resources Control Board-designated Areas of Special Biological Significance?**

No Impact. There are no Areas of Special Biological Significance (“ASBS”) on-site or within close proximity to the Project site. The closest ASBS is the Laguna Point to Latigo Point ASBS, located about 20 miles away from the Project site (SWRCB, 2013). Thus, impacts associated with discharges into an ASBS would not occur and will not be evaluated further in the EIR.

i) **Use onsite wastewater treatment systems in areas with known geological limitations (e.g. high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course)?**

No Impact. Wastewater produced in the Project area is currently transported by sewer lines maintained by the Marina del Rey Sewer Maintenance District to the City of Los Angeles sewer system and is transported to the Hyperion Treatment Plant (“Hyperion”). No wastewater treatment systems are proposed within the Project site. The proposed Project would involve renovation of the existing sewer lines, and installation of vessel sewage pumpout facilities at the proposed anchorage. The pumpout facilities would be designed in

compliance with the County’s building codes and industry standards and would discharge vessel and boater wastewater to the existing sewer system to be treated at Hyperion. Because the Project would not include an on-site wastewater treatment system, impacts would not occur and will not be discussed further in the EIR.

j) Otherwise substantially degrade water quality?

Potentially Significant Impact. As stated above, construction of the proposed Project would be required to comply with Construction General Permit (NPDES Order No. 2009-0009-DWQ) requirements, including development of a SWPPP that would implement erosion, sediment and non-structural BMPs to protect water quality. Operation of the Project would be subject to the LUP requirements, including implementation of a WQMP that integrates design features and BMPs that would reduce pollutant loading in storm water throughout Project operation. Impacts related to pollutants to water quality from construction and operation of the proposed Project and implementation of the required permits will be evaluated in the EIR.

k) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, or within a floodway or floodplain?

No Impact. According to the Federal Emergency Management Act (“FEMA”) Federal Insurance Rate Map (2008 FIRM Nos. 06037C1752F and 06037C1754F), the Project area is not in a 100-year-flood zone (FEMA, 2008). The proposed renovation project would not increase the number of residential units or the maximum number of residents on-site. Thus, the Project would not place additional housing within a 100-year flood zone, impacts would not occur and no further discussion will be included in the EIR.

l) Place structures, which would impede or redirect flood flows, within a 100-year flood hazard area, floodway, or floodplain?

Less than Significant Impact. As described above, the Project site is not within a 100-year-flood zone as designated by FEMA (2008 FIRM Nos. 06037C1752F and 06037C1754F) (FEMA, 2008). In addition, the LUP states that Public Works considers the Marina del Rey area as reasonably free of flood hazards. Therefore, structures on the Project site would not impede or redirect flood flows within an existing floodway. In addition, the Project would not develop any new structures on the Project site that would impede flood flows. The Project would maintain the existing building footprints, and create new waterside uses (anchorage, docks, promenade, and bulkhead) that would not impede or redirect flood flows. Therefore, impacts related to redirection of flood flows would be less than significant and no further discussion will be included in the EIR.

m) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less than Significant Impact. Although the Project area is not in a 100-year-flood zone as designated by FEMA (2008 FIRM Nos. 06037C1752F and 06037C1754F), a portion of the Project site is located in a potential dam inundation area of the Stone Canyon Reservoir, located approximately nine miles north of the Project area (LA County, 2012). Proposed Project improvements would not increase the number of residential units on the Project site, and development of the anchorage and expansion of the existing commercial space would not result in a substantial increase in number of people within the area. Likewise

the Project would not substantially increase the existing risk related to dam inundation. Therefore, the proposed Project would not generate a significant risk related to flooding as a result of the failure of a levee or dam, and impacts would be less than significant and no further discussion will be included in the EIR.

n) Place structures in areas subject to inundation by seiche, tsunami, or mudflow?

Less than Significant Impact. Because the Project site is relatively flat and not adjacent to hillside areas, it would not be subject to inundation by mudflow. However, the Project area includes and is bordered by the Harbor, which is a partially-enclosed water body. Seiches or "sloshing" of captive bodies of water such as the Harbor due to seismic activity usually occur in moderate to great earthquakes (magnitude 5.0 and above) (LUP, 2012). Seiches may raise and lower a water surface from a few inches to several feet, and may occur several thousand miles away from the earthquake epicenter. The possibility of seiches occurring in the Harbor is considered remote because the height of a seiche is a function of the size of the water body, and the Harbor has a relatively limited surface area (LUP, 2012). Therefore, potential impacts to the Project site from seiches are less than significant, and no further discussion will be included in the EIR.

The Project site is subject to tsunami inundation due to its location near the Pacific Ocean (CEMA, 2009). The LUP describes the maximum estimated run-up of a tsunami wave in the Venice Beach area is between 9.6 feet in a 100-year interval and 15.3 feet in a 500-year interval. However, the Project area has sustained only minor damage in the past due to tsunamis because of special design standards embodied in the docks and breakwater (LUP, 2012). The Project would not propose any improvements that would increase the exposure of the existing buildings or otherwise substantially increase risks related to tsunamis. Therefore, impacts related to tsunamis would be less than significant, and no further discussion will be included in the EIR.

11. LAND USE AND PLANNING

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Potentially Significant Impact</i>			

Would the project:

a) **Physically divide an established community?**

No Impact. The Project would renovate the existing development on the Project site, and provide waterside, open space, and additional commercial uses. The Project vicinity is fully developed and highly urbanized. Existing residential structures, roadways, anchorages, parking lots, and parks surround the Project site. The proposed renovation project would not divide an established community, no impacts would occur, and no further discussion will be included in the EIR.

b) **Be inconsistent with the applicable County plans for the subject property including, but not limited to, the General Plan, specific plans, local coastal plans, area plans, and community/neighborhood plans?**

Less Than Significant Impact. The Project would renovate the existing uses on the Parcel 113, and provide waterside and additional commercial uses. Parcel 113 is zoned Residential V, which allows up to 75 units per acre, and has a Waterfront Overlay (“WOZ”), which is designed to encourage coastal-related and coastal-dependent land uses while increasing development flexibility. The proposed 7,000 square foot expansion of the town center area is permitted by the WOZ with approval of a CUP. The Marina del Rey Specific Plan Section 22.46.1720-A states that land included in a WOZ can be used for Visitor-Serving/Convenience Commercial and Marine Commercial land uses provided that a CUP is obtained. The Visitor-Serving/Convenience Commercial category permits an array of visitor-serving and convenience retail store uses including bakeries, beauty shops, bar and cocktail lounges, bicycle rentals, child care centers, clothing stores, drugstores, gift shops, laundries, markets, newsstands, post office, and restaurants, including takeout, which are the types of uses that would fill the additional town center space. Therefore, expansion of the town center would be consistent with the existing land use designations and Specific Plan.

The waterside area adjacent to Parcel 113 that is proposed for the anchorage facilities is identified as Water in the Specific Plan (Section 22.46, Part 3, Map 8). This allows wet slips, boat docks, piers, boating-related equipment storage, public view areas and accessory uses (per Specific Plan Section 22.46.1670). In addition, the proposed watercraft storage and kayak storage are boating-related equipment storage and accessory uses that are permitted.

Parcel BR is designated for Open Space uses for parks, bicycle and pedestrian rights-of-way, public promenades and view areas among other uses as described within Specific Plan Section 22.46.1630. The renovations and amenities proposed for Parcel BR include improved pedestrian access, waterside access, viewing platform, public dock, and new landscaping that is consistent with the allowable Open Space uses, and would not be inconsistent with any applicable County plans.

Furthermore, the Project’s renovations would maintain the existing number of residential units on the Project site and add coastal dependent recreation facilities. The Project would be consistent with the existing zoning and site standards within the Marina del Rey Specific Plan. In addition, the Project is consistent with the LUP, and Los Angeles County General Plan policies that are relevant to the proposed Project, as

described in the table below. Thus, impacts related to consistency with County plans for the subject property would not result from implementation of the proposed Project, and no further discussion will be included in the EIR.

c) Be inconsistent with the County zoning ordinance as applicable to the subject property?

Less Than Significant Impact. Refer to 11.b above, which describes the Project’s consistency with the County zoning ordinance and the Project area. The proposed Project would renovate the existing improvements on the Project site, and provide waterside and additional commercial uses. The Project is currently zoned Specific Plan because it is located within the Marina del Rey Specific Plan area. As described in 11.b the renovations and improvements provided by the Project would continue and expand the existing uses on the Project site and would be consistent with the Marina del Rey Specific Plan and the specific plan zoning requirements for the Project area. As a result, impacts related to consistency with the County zoning ordinance would not occur, and no further discussion will be included in the EIR.

d) Conflict with Hillside Management criteria, Significant Ecological Areas conformance criteria, or other applicable land use criteria?

No Impact. The Project is not located in or adjacent to a Hillside Management Area. Therefore, the proposed Project would not be required to abide by the criteria of the Hillside Management Areas. The proposed Project is not located adjacent or within a Significant Ecological Area (“SEA”) (LA County, 2011). Therefore, the proposed Project would not have to conform to SEA Criteria. As a result impacts related to Hillside Management and SEA criteria would not result from the proposed Project, and no further discussion will be included in the EIR.

The Table below provides a summary the consistency of the proposed project with applicable County plans for the subject property, including policies of the Marina del Rey LUP and the Los Angeles County General Plan. As shown, the project is consistent with applicable plans for the subject property.

Land Use Consistency Analysis Marina del Rey LUP and the Los Angeles County General Plan

Policies	Consistency Determination	Project Consistency Description
Marina del Rey LUP		
<p>LUP Policy A.1.1: Maximum public access to and along the Shoreline within the LCP Area shall be a priority goal of this Plan, balanced with the need for public safety, and protection of private property rights and sensitive coastal resources. This goal shall be achieved through the coordination and enhancement of the following components of a public access system: pedestrian access, public transit, water transit, parking, bikeways, circulation network, public views and directional signs and promotional information.</p>	Consistent	<p>The Project would enhance and maximize public access to and along the shoreline. The Project would develop anchorage facilities and improve the existing private walkway and utility road to develop a public promenade on Parcel 113 with seating areas, drinking fountains, and bike racks. In addition, a 110-foot transient dock would be developed to provide temporary public access for boaters. The public pedestrian promenade would connect to adjacent parcels to provide continuous access to the waterfront. The Project would replace the existing view platform on Parcel BR with a new 1,200 square foot view platform and an ADA gangway that connects to a 90-foot public dock that could be used to accommodate a new water taxi or personal watercraft stop on Parcel BR. As described, the proposed Project makes public access a priority and provides additional public access to the shoreline; and as a result, is consistent with LUP Policy A.1.1.</p>
<p>LUP Policy A.1.2: Existing public access to the shoreline or water front shall be protected and maintained. All development shall be required to provide public shoreline access consistent with Policy A.1.1, above.</p>	Consistent	See LUP Policy A.1.1. Project Consistency analysis, above.
<p>LUP Policy A.1.3: All development in the existing Marina shall be designed to improve access to and along the shoreline. All development adjacent to the bulkhead in the existing Marina shall provide pedestrian access ways, benches and rest areas along the bulkhead, except where safety may be compromised, such as boatyards, dry stack storage facilities, launch ramps and public and private hoists or small craft staging areas, as well as sheriff, fire, and lifeguard facilities.</p>	Consistent	See LUP Policy A.1.1. Project Consistency analysis, above.

Land Use Consistency Analysis Marina del Rey LUP and the Los Angeles County General Plan

Policies	Consistency Determination	Project Consistency Description
<p>LUP Policy A.1.6: Parcels 64, 112, and 113. Waterfront pedestrian access, onsite public parks adjacent to main channel and public access along all roads shall be provided on parcels 64, 112, and 113 in conjunction with any development that increases intensity of use of the site or extends the current lease period for more than 10 years. If a parcel is renovated with no significant demolition or expansion of the use (less than 10 percent of the gross floor area), bulkhead access must be provided within the existing parcel. Upon demolition or reconstruction, further access improvements must be provided consistent with this LCP. Access improvements shall include a small waterfront viewing park of not less than 500 square feet which may be on a platform over the bulkhead on parcels 112 and 113. Such access shall connect to access ways on adjacent parcels to assure continuous pedestrians access throughout the Marina.</p>	Consistent	<p>The proposed Project, which includes Parcel 113, would implement improvements to emphasize and create fluid public access within the site and surrounding land uses. The Project would maintain public access along the public roadways and improve the existing private walkway and utility road to develop a 28-foot wide waterfront public promenade that includes seating areas, drinking fountains, and bike racks. The public promenade would extend the length of Parcel 113 and connect to adjacent parcels. The Project would also include renovation of Parcel BR and its adjacent waterside areas by replacing the existing view platform with a new 1,200 square foot view platform with an ADA compliant gangway that connects to a 90-foot public dock that could be used for a waterside public taxi connection or stop for personal watercraft. The Project would also include anchorage facilities and various routes to access the bulkhead. Therefore, with various components listed above, the Project is consistent with LUP Policy A.1.6.</p>
<p>LUP Policy A.1.13: Public awareness of shoreline access ways and public areas shall be promoted by the provision of appropriate signs, outdoor exhibits and brochures. All development in the existing Marina shall be required to incorporate the following informational features to improve the public's awareness of access opportunities and the costal environment: a. Outdoor maps indicating the location and type of public access ways and parks; b. Identification and directional signs; c. As appropriate, facilities for brochures and other informational aids; and d. Outdoor exhibits describing historical, biological and recreational aspects of the Marina, coast, wetlands, and other aspects of the coastal environment, which should be coordinated and integrated with similar such exhibits which may be established in other areas of the Playa Vista project.</p>	Consistent	<p>The proposed Project would benefit by the location of its shoreline views and access. The Project would provide directional signage to create public awareness of the shoreline access provided by the Project amenities. In addition, the residential management office will provide brochures that show the locations of access to the shoreline and waterfront amenities. Furthermore, the Project would provide exhibits related to the recreational aspects area. Therefore, the Project is consistent with LUP Policy A.1.13.</p>
<p>LUP Policy A.2.2: As defined by the Coastal Act and specified in the specific design guidelines for each parcel in the Local Implementation Program, new development shall provide additional recreational opportunities including trails, bikeways (additions and/or extensions of existing bike path), open space/park areas and viewing areas as appropriate. Adequate support facilities (bike storage lockers, drinking fountains, etc.) shall also be provided.</p>	Consistent	<p>The proposed Project provides both recreational opportunities and support facilities. The Project would provide coastal access through provision of a public promenade along the waterfront that includes seating areas, drinking fountains, and bike racks. Additionally, the Project would implement waterside improvements that include a new anchorage to accommodate 92 boat slips, storage of approximately 20 non-motorized kayaks or paddle boards. Support facilities, such as restrooms, laundry room, utilities, and a dockmaster office would be included. The Project would also provide public improvements to Parcel BR that include the new viewing platform, gangway, dock, and landscaping to enhance its existing open space uses. Therefore, the Project is consistent with LUP Policy A.2.2.</p>

Land Use Consistency Analysis Marina del Rey LUP and the Los Angeles County General Plan

Policies	Consistency Determination	Project Consistency Description
<p>LUP Policy A.2.6: All development, including redevelopment, expansion projects or new construction, shall be subject to the applicable parking requirements set forth in Los Angeles County Code, Title 22 (Zoning), as certified by the Commission in Appendix B of the LIP Specific Plan. In addition, public recreation areas shall be supported with visible public parking, consistent with the standards of Title 22, except that boat launch, boat storage, and marina parking and design shall be provided as specified in the Dept. of Beaches and Harbors' Specifications and Minimum Standards of Architectural Treatment and Construction, adopted in 1989.</p>	Consistent	<p>The proposed Project would improve the existing parking facilities on the Project site. The existing parking structure would be upgraded to provide over 300 new parking stalls including spaces to accommodate expanded visitor serving retail spaces, guest spaces, and boater parking spaces to accommodate the Projects parking requirement. In addition, the Project would provide additional parallel parking throughout Parcel 113. Therefore, the Project is consistent with LUP Policy A.2.6.</p>
<p>LUP Policy A.2.7: The use of parking structures can enhance capacity but also reduce pollutant contribution to Marina waters that are associated with open parking lots. Parking facilities shall be integrated into the overall design of all development and landscaped to soften their visual appearance. Parking shall be located either below grade, or within multi-story structures, or, if on a level grade shall be attractively designed with a buffer of landscaping, berms or other screening materials. To enhance the visitor experience in Marina del Rey, parking facilities shall include posted public information, including maps and other wayfinding signs and resources.</p>	Consistent	<p>The proposed Project provides improvements to existing parking structure that would provide an additional four levels of parking. The redeveloped parking structure will be integrated into the design of the Project and buffered by landscaping. In addition, the parking structure would provide posted information including informational signage. Therefore, the proposed Project is consistent with LUP Policy A.2.7.</p>
<p>LUP Policy A.3.1: Recreational Boating a Top Priority. Recreational boating shall be emphasized as a priority use throughout the planning and operation of the Marina. To help achieve this goal, the Plan shall strive to ensure that adequate support facilities and services are provided including, but not limited to, the following: boat slips, a fueling dock, boat repair yards, boat dry storage yards, launch ramps, boat charters, day-use rentals, equipment rentals and on-going maintenance of the marina harbor and entrance channel, bulkhead repair, pollution control, safety and rescue operations, and sufficient parking for boaters. Emphasis shall be given to providing water access for the small boat owner through provision of public ramp facilities.</p>	Consistent	<p>The proposed Project includes development of additional water-oriented recreation facilities to enhance the water-oriented uses provided by the Project's location. The Project would develop anchorage facilities including: docks, boat slips, storage for paddle boards and kayaks, a transient dock, and restrooms. The Project would also improve the existing private walkway and utility road to develop a public pedestrian promenade, create pedestrian connections to adjacent areas, and improve Parcel BR including a 1,200 square foot viewing platform and ADA gangway that would connect to a 90-foot public dock to provide an opportunity for a water taxi or personal watercraft stop. As such, the Project emphasizes recreational boating, provides additional facilities, and would be consistent with LUP Policy A.3.1.</p>

Land Use Consistency Analysis Marina del Rey LUP and the Los Angeles County General Plan

Policies	Consistency Determination	Project Consistency Description
Los Angeles County General Plan Land Use Element		
<p>LU Policy 8.2: Design development adjacent to natural features in a sensitive manner to complement the natural environment.</p>	Consistent	<p>The proposed Project includes waterside improvements that would be designed in a sensitive manner to compliment the surrounding marine environment. The proposed Project would complement the natural environment by development of anchorage, docks, storage for paddle boards and kayaks. In addition, a public promenade and public open space and recreation improvements would be provided to enhance viewing opportunities of and recreation in the environment. Design features would be implemented in compliance with the LUP, and would serve to recognize and enhance the existing adjacent natural features. Therefore, the Project is consistent with General Plan Land Use Policy 8.2.</p>
<p>LU Policy 8.3: Consider the built environment of the surrounding area in the design and scale of new re-modeled buildings, architectural styles, and reflect appropriate features such as massing, materials, color, detailing or ornament.</p>	Consistent	<p>The design and scale of the proposed Project renovations are consistent with the existing built environment within the Marina del Rey waterfront area. The renovations included as part of the Project would be developed with distinctive architectural features that reflect the existing community character within the Marina del Rey area. The renovation would preserve the existing building scale, which is compatible with the scale of adjacent development. Therefore, the proposed Project is consistent with General Plan Land Use Policy 8.3.</p>
<p>LU Policy 8.4: Promote environmentally sensitive and sustainable design.</p>	Consistent	<p>The proposed Project would renovate the Project area with various landside and waterside improvements that include environmentally sensitive and sustainable designs. The Project would remove existing water features, improve utility service systems, and provide energy and water efficient systems, such as, tankless hot water heaters and light fixtures. The Project would also renovate existing landscape with new drought tolerant plant materials and irrigations systems. Therefore, the Project is consistent with General Plan Land Use Policy 8.4.</p>
<p>LU Policy 8.5: Encourage the use of distinctive landscaping, signage and other features to define the unique character of districts, neighborhoods or communities, and engender community identity, pride and community interaction.</p>	Consistent	<p>The proposed Project would use distinctive landscaping and design features for renovation of the site pursuant to the requirements of the Department of Beaches and Harbors. The exterior renovations would have distinctive architectural features and high quality design principles that would improve the existing buildings and enhance the community identity. Additionally, the Project would improve the existing private walkway and utility road to develop a public promenade along the site's waterfront, and Parcel BR would be renovated with a viewing platform, dock, and landscaping to highlight the distinctive character of the Marina del Rey area. Therefore, the Project is consistent with General Plan Land Use Policy 8.5.</p>

12. MINERAL RESOURCES

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. There are no mineral resources areas identified within the vicinity of the Project site. Therefore, implementation of the proposed Project would not contribute to the loss of availability of a known mineral resource (LA County, 2012d). No impact would occur, and no further discussion will be included in the EIR.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. As described in 12.a, the County of Los Angeles Draft 2035 General Plan does not identify any mineral resources areas in the vicinity of the Project site (LA County, 2012d). In addition, the Marina del Rey Specific Plan and LUP do not identify any mineral resource recovery sites within the area (LADRP, 2012). As a result, implementation of the Project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan or specific plan. No impact would occur, and no further discussion will be included in the EIR.

13. NOISE

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project result in:

a) Exposure of persons to, or generation of, noise levels in excess of standards established in the County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08), or applicable standards of other agencies?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. The Los Angeles County Municipal Code has established noise standards for both construction and operational noise sources at receptor properties in the County. With respect to construction, both the working hours and maximum levels of construction equipment and activity noise that is allowable from both mobile and stationary equipment are defined by residential land use. At single-family residential structures, the allowable noise levels from mobile and stationary equipment are 75 dBA and 60 dBA, respectively, during the daily hours between 7:00 a.m. and 8:00 p.m. At multi-family residential structures, the allowable noise levels from mobile and stationary equipment are 80 dBA and 65 dBA, respectively, during the daily hours between 7:00 a.m. and 8:00 p.m. As the nearest sensitive receptors to the site include the multi-family residential uses on-site, to the north, and northwest (across Northwest Passage), and single-family residential uses to the west (across Via Marina), the Project’s construction activities could potentially expose these nearby receptors to noise levels that exceed the established construction noise standards for mobile and stationary equipment in the County Municipal Code. Thus, the proposed Project’s construction noise levels at the nearby noise-sensitive receptors will be estimated and evaluated against the County’s noise standards in the EIR.

With respect to operational noise, the County Municipal Code has established both acceptable exterior and interior noise levels for different receptor properties (e.g., residential, commercial, industrial, etc.) in the County. The proposed Project consists of renovation of the existing residential uses at the Project site and adding an anchorage facility and associated waterside uses. Additional operational noise levels of the Project would be related to the change in on-site vehicle circulation, new anchorage, and waterside uses that would consist of boat engine noise and additional persons in the waterfront area of the Project site. The noise generated from the Project will be discussed and analyzed for any potential noise impacts in the EIR.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. During construction of the proposed Project, the operation of certain construction equipment (e.g., jackhammers, bulldozers, etc.) may have the potential to expose the multi-family residential uses on-site, to the north, and northwest of the Project site and single-family residential uses to the west of the Project site to excessive groundborne vibration or groundborne noise levels. In addition, the construction of the waterside component of the Project would require pile driving, which can also generate substantial vibration levels that could adversely affect the existing environment of the Project area. Section 12.08.560 of the County of Los Angeles Municipal Code prohibits the operation of any device that creates vibration above the vibration perception threshold of any individual at or beyond the property boundary of the source if on private property, or at 150 feet (46 meters) from the source if on a public space or public right-of-way. The perception threshold for vibration is defined to be a motion velocity of 0.01

inch per second over the range of 1 to 100 Hertz. The EIR will evaluate potential vibration impacts associated with construction of the proposed Project.

Operation of the proposed Project, which consists of adding commercial and waterside amenities, would not introduce any major sources (mobile or stationary) of vibration levels at the site, which are more typical of large industrial or commercial facilities. Thus, operation of the proposed Project is not anticipated to generate any vibration levels that would adversely affect the nearby sensitive receptors. As a result, operational vibration impacts associated with the Project would be less than significant and would not require further analysis in the EIR.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from parking areas?

Potentially Significant Impact. During operation of the proposed Project, the primary source of operational noise would be related to vehicle trips traveling to, from, and through the Project site and boat noise from the anchorage. Due to the increase in commercial square footage, the addition of the 92 berth anchorage at the Project site, and change in on-site vehicle circulation, an increase in the overall traffic and boat noise levels generated by the proposed Project would occur. The Project’s total net increase in traffic noise levels over existing conditions will be quantified and analyzed in the EIR.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from amplified sound systems?

Potentially Significant Impact. The operation of heavy construction equipment at the Project site during Project construction would result in increased noise levels in the Project site vicinity. Because Project construction would occur while residents are on-site, and due to the proximity to nearby multi-family residential uses to the north and northwest, and the single-family residential uses to the west, temporary or periodic increases in ambient noise levels could occur at these residential uses. In addition, construction traffic associated with the Project may also result in a temporary or periodic increase in noise levels on the local roadways in the Project area. As such, the construction noise levels at these off-site residential uses will be estimated and evaluated against the baseline (i.e., existing) noise conditions in the EIR to determine whether potential noise impacts would occur during Project construction. However, the Project does not include the use of amplified sound systems; and impacts related to amplified sound systems would not occur.

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 expose people residing or working in the project area to excessive noise levels?

No Impact. The nearest public use airport to the Project site is LAX, which is located approximately 1.75 miles from the Project site. Although LAX is located within two miles of the proposed Project, the Project site is located outside of the LAX Airport Influence Area and beyond the 65 Community Noise Equivalent Level (“CNEL”) noise contour line of this airport. In addition, the next nearest public use airport to the Project site is the Santa Monica Municipal Airport, which is located approximately three miles from the site.

Similarly, the Project site is also located outside of this airport's Airport Influence Area and 65 CNEL noise contour line. Therefore, no workers or residents at the Project site would be exposed to excessive noise levels from either LAX or the Santa Monica Municipal Airport. No impact would occur and no further analysis in the EIR will be required.

f) For a project within the vicinity of a private airstrip,
would the project expose people residing or working
in the project area to excessive noise levels?

No Impact. There are currently no private airstrips that are located in the vicinity of the propose Project site that would expose people residing or working in the Project area to excessive noise levels. Therefore, no impact would occur and no further analysis in the EIR will be required.

14. POPULATION AND HOUSING

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. The proposed Project would renovate the existing residential land uses on the Project site. The Project would not increase the number of units on the Project site. Thus, the number of residents on-site is not anticipated to increase with the proposed Project. In addition, the Project is located within a fully developed urban area. The addition of the 92 berth anchorage and additional commercial space is anticipated to meet the needs of the existing community within the fully developed area. As a result, the proposed Project would not induce substantial population growth directly because no additional residential units would be developed; and indirect growth would not occur because the Project would not extend any infrastructure to areas beyond the Project site. No further discussion will be included in the EIR.

b) Displace substantial numbers of existing housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?

Less than Significant Impact. The Project would not permanently displace any existing housing. The proposed Project would renovate the existing 981 residential units on the Project site and restate the lease for Parcel 113, which would continue the existing residential uses on the Project site. With approval of the Project, no loss of housing units would occur, and construction of replacement housing would not be necessitated.

As provided in the Project description, construction of the Project renovation would be sequenced over 10 years and would involve the renovation approximately 25 percent of the residential units at any given stage of construction. The renovation activities would require residential units within each block to be vacated during construction, which would be approximately 25 percent of the 981 units on the site. This would result in approximately 245 units being unavailable at any given time during the ten year Project construction period.

The U.S. Census Bureau 2011 American Community Survey estimates that 92.7 percent (5,267) of the housing within Marina del Rey are renter occupied units, and that approximately 18.4 percent of housing units are vacant (Census, 2013), which is approximately 948 units. Because the Project site has waterfront views and on-site amenities, the average vacancy on the site is lower at approximately three percent. Prior to renovation of each block, residents within the block would be notified that leases will not be renewed due to the impending construction work. This would result in approximately 245 units being vacated during renovation activities. After completion of the renovation activities within each block, the units would be re-occupied, and renovation activities would commence on the next block of residences. Because the vacancy rate within Marina del Rey can accommodate the shift in residents during the renovation activities, the Project would not result in the need to construct replacement housing elsewhere, and impacts would be less than significant. No further discussion will be included in the EIR.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Less than Significant Impact. As described in 14.b, the renovation activities would require residential units within each block to be vacated during construction, which would be approximately 25 percent of the 981 units on the site. This would result in approximately 245 units being unavailable at any given time during the ten year construction period. However, the vacancy rate within the Marina del Rey area can accommodate the shift in residents during construction of the Project and construction of replacement housing would not be necessitated. No further discussion will be included in the EIR.

d) Cumulatively exceed official regional or local population projections?

No Impact. The proposed Project would renovate the existing residential land uses on the Project site. The Project would not increase the number of residential units on the Project site. Thus, the maximum number of residents on-site would not increase with the proposed Project; and the Project would not result in an exceedance of any population projections. No impacts related population projections would occur from implementation of the proposed Project. No further discussion will be included in the EIR.

15. PUBLIC SERVICES

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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a) Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

Less than Significant Impact. The County of Los Angeles Fire Department provides fire protection service in Marina del Rey through Fire Station 110, which is located at the end of the main channel, across from the Project site (4433 Admiralty Way). By road, the station is 1.7 miles from the Project site. The station is staffed by nine uniformed personnel per shift manning one assessment engine that is an engine company with some limited paramedic capabilities, one quint (truck) and one fireboat working 24 hour shifts on a three platoon system (LAFD, 2012).

The County Fire Department uses national guidelines of a five-minute response time for the first arriving unit for fire and emergency medical responses, and eight minutes for an advanced life support (“paramedic”) unit in urban areas. During 2012, Fire Station 110 had an emergency response time of 4:33 minutes (LAFD, 2012).

In addition to the standard services provided by Los Angeles County Fire Stations, Fire Station 110 provides services related to boating incidents within the Harbor. During the three years from 2010 through 2012, Fire Station 110 responded to 21 boat-related emergencies. Of these 12 were fire emergencies, and 9 were boating incidents. In addition, the Lifeguard Division of the Fire Department responded to 404 calls for service from within the jurisdiction of Fire Station 110; three of these were fire related and 401 were boating related incidents (LAFD, 2012).

The Project would renovate the existing aged residential structures and provide new smoke detectors, carbon monoxide detectors, and fire alarm systems pursuant to Fire Department and municipal code requirements. The Los Angeles County Fire Code (Municipal Code Title 32) provides standards for fire protection systems incorporated into development projects. These standards specify fire-flow criteria, development specifications, and access provisions for fire-fighting vehicles and personnel. The Project’s construction plans would be reviewed by County of Los Angeles Fire Department Building Plan Check Unit related to fire prevention and the County’s Building Department, who would ensure design safety features, such as access and water facilities on the docks. Thus, the Project renovations would be in compliance with these standards and would improve the existing safety features related to fire hazards.

The only proposed use that would create an additional fire protection need is the 92 berth anchorage. However, because the Project would be developed in compliance with all County codes and regulations regarding access requirements for high-density residential areas and design standards for fire prevention, the anchorage component of the Project is not anticipated to substantially increase calls for fire services.

The infrastructure improvements related to the Project, in addition to implementation of the County Fire standards would reduce potential impacts related to fire protection services to a less than significant level. Furthermore, implementation of the proposed Project would not result in the need for new or physically altered fire department facilities, in order to maintain acceptable service ratios or response times. Thus, Project impacts related to fire protection are less than significant, and would not be included in the EIR evaluation.

Sheriff protection?

Less than Significant Impact. Law enforcement in the Marina del Rey area is provided by the Los Angeles County Sheriff's Department. The Marina del Rey Sheriff's station is located at 13851 Fiji Way (Parcel 62). The Marina del Rey station is a 24-hour, full service police facility. The station is staffed with 80 sworn, 14 reserve, and eight civilian personnel who use 15 cars, one van, and six boats to perform their duties. The station provides: Harbor Patrol rescue services; a 24-hour public counter for service, information and dispatching; 911 emergency operators; detective services; and complete landside law and parking enforcement services (LADRP, 2012).

The Harbor Patrol is responsible for law enforcement on the water and on the docks within Marina del Rey. The docks are checked regularly for safety and local ordinance violations. Typical observations or calls for service range from enforcement stops for boating law or safety violations to open water rescue and medical emergencies. The Harbor Patrol has a dive/rescue team that is comprised of over 15 certified divers, most of whom are qualified as Emergency Medical Technicians and patrol boat operators. The Harbor Patrol works closely with the U.S. Coast Guard, Los Angeles County Lifeguard Baywatch units, and the Los Angeles County Fire Department which has multiple fire fighting vessels located at the station (LASD, 2013). The Sheriff's Department has response time guidelines for calls for service as shown below, the current average response times from the Marina del Rey station are within the guidelines.

<u>Response Time Objective</u>	<u>Current Average Response Time</u>
<u>10 minutes for Emergency calls</u>	<u>5.4 minutes for Emergency calls</u>
<u>20 minutes for Priority calls</u>	<u>6.9 minutes for Priority calls</u>
<u>60 minutes for Routine calls</u>	<u>29.4 minutes for Routine calls</u>

Source: LASD, 2013.

The proposed Project would renovate the existing residential and commercial facilities on the Project site. The only additional on-site uses would be limited to the 92 berth anchorage, public open space amenities, and a commercial expansion of 7,000 square feet that is anticipated to result in a limited increase in patterns of use on-site. The commercial expansion in the town center would be of a visitor and community serving nature, similar to that which exists today. The Project would also include improvements to the existing emergency access throughout the Project site, which would enhance the ability of the Sheriff's Department to respond to calls for service from the Project area.

The additional persons and activities on-site that would result from the proposed Project would not result in capacity or service level problems, or otherwise generate a substantially increased need for law enforcement services. In addition, the Project would not generate the need for physically altered law enforcement services to serve the Project. Therefore, impacts related to police protection services are considered less than significant, and would not be included in the EIR evaluation.

Schools?

No Impact. The Marina del Rey area is served by the Los Angeles Unified School District (LAUSD). Generally, analysis of potential impacts to school facilities focuses on impacts associated with demand for new or expanded public education facilities resulting from construction of new housing units. The proposed Project would implement renovations to the existing residences on-site and add commercial and anchorage facilities, and would pay the applicable LAUSD fees for expansion of commercial space. The Project does not involve the construction of additional residential units or include components that would create a substantial number of additional jobs in the Project area. As such, the proposed Project would not increase demand or negatively impact capacity in LAUSD. Specifically, the available capacity of the schools in the vicinity of the proposed Project would not be affected by the Project. Therefore, the proposed Project would not create a need to expand or construct new school facilities to maintain acceptable service levels. No further discussion will be included in the EIR.

Parks?

No Impact. The proposed Project would renovate the existing residential and commercial uses and add a 92 berth anchorage on the project site. In addition, the project would convert the existing private waterfront walkway and utility road into a 28-foot wide public promenade along the site’s waterfront that would include public amenities such as, seating areas, drinking fountains, and bike racks. The public promenade would connect with Parcel BR, which would be improved by renovating and expanding the view platform and providing an ADA gangway that would connect to a 90-foot public dock that could be used for a waterside public taxi connection or stop for personal watercraft.

The Project would provide additional public park and recreation facilities that may generate some additional people on-site, but would not create capacity or service level problems, or result in substantial adverse physical impacts at other park facilities within the region. Conversely, the additional anchorage, public promenade, and park facilities provided by the Project could lessen demands on other recreational facilities in the Marina del Rey area; thus providing a park benefit to the Project vicinity. In conclusion, the Project would not result in impacts related to parks, and no further discussion will be included in the EIR..

Libraries?

No Impact. Impacts to libraries are typically associated with development projects that include an increase in the number of residential units or a permanent increase in residential population. The proposed Project would implement renovations to the existing residential units and does not involve the construction of additional residential units. As such, the proposed Project would not result in an increase of population in the Project area that would result in increased demands on the existing library facilities. Therefore, the proposed Project would not impact library services in the Marina del Rey area or to create a need for the expansion of library facilities or staffing levels. No further discussion will be included in the EIR.

Other public facilities?

Less than Significant Impact. As described above, impacts to public facilities are typically associated with additional residential units or employees within the Project area. The expansion of uses on the Project site by the proposed Project would include a 92 berth anchorage and an additional 7,000 square feet of commercial and additional public recreational amenities. As described above, these additional uses proposed by the Project would not generate a substantial increase in the need for public services and public facilities. Therefore, the Project would also result in less than significant impacts to other public facilities, and no further discussion will be included in the EIR.

16. RECREATION

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?**

No Impact. The proposed Project would renovate the existing residential and commercial uses, and add a 92 berth anchorage on the project site. In addition, the Project would convert the existing private walkway and utility road into a 28-foot wide public promenade along the site’s waterfront that would include seating areas, drinking fountains, bike racks, and connect with Parcel BR that would also be improved with a renovated and expanded 1,200-square foot view platform and an ADA gangway that would connect to a 90-foot public dock. This would provide opportunities for a water taxi stop and use by personal watercraft.

The Project would not increase the number of residential units on the site, but would provide additional public recreation facilities. The additional recreational amenities may generate some additional persons on-site, but would not create capacity, service level problems, or deterioration at other recreation facilities. Conversely, the additional anchorage, public promenade, and park facilities provided by the Project could lessen demands on other recreational facilities in the Marina del Rey area; thus providing a recreational benefit to the Project vicinity.

b) **Does the project include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment?**

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. As described above, the proposed Project would include the following recreational facilities: an anchorage, a public promenade that would include seating areas, drinking fountains, bike racks and connect to Parcel BR, which would be improved with a 1,200-square foot view platform, an ADA gangway, and a 90-foot public dock. The new public amenities would provide walking facilities, an opportunity for a water taxi stop, and for personal motorized and non-motorized watercraft. These Project improvements would not lead to the need to construct other recreational facilities or the expansion of recreational facilities. Thus, impacts related to recreation would not occur and no further discussion will be included in the EIR

c) **Would the project interfere with regional open space connectivity?**

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. The proposed renovation Project would not interfere with regional open space connectivity. The Project would enhance regional open space connectivity by converting the existing private walkway and utility road into a 28-foot wide public promenade along the site’s waterfront that would include seating areas, drinking fountains, and bike racks. The public promenade would connect with adjacent parcels to the north and the south to create a continuous walkway. The BR Parcel would be improved with a renovated 1,200-square foot view platform and an ADA gangway that would connect to a 90-foot public dock that provides a public connection opportunity to other open space and water uses. Therefore, the Project would

enhance and not interfere with open space connectivity. Thus, no Project impacts related to open space connectivity would occur, and further discussion will not be included in the EIR.

17. TRANSPORTATION/TRAFFIC

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. The proposed Project would renovate the existing uses on the site and add additional an anchorage, recreation, and commercial uses. In addition, the Project would add parking and modify the existing circulation on the Project site. The Project would not increase the number of residential units on the Project site. However, the new commercial space, anchorage, and other recreation amenities proposed as part of the Project would generate additional vehicle trips to and from the Project site. The EIR will evaluate the increase in trips that would result from the 7,000 square foot increase in commercial space and a 92 berth anchorage. The EIR will also evaluate the proposed changes to on-site circulation and parking. Furthermore, the EIR will evaluate the potential construction impacts that may result from construction activities on the Project site, and any impacts to surrounding roadways. Overall, the EIR will evaluate potential conflicts with applicable plans, ordinances, and policies that establish measures of effectiveness for the performance of the circulation system. The EIR will also provide mitigation measures, if necessary, to reduce potential traffic related impacts.

b) Conflict with an applicable congestion management program (CMP), including, but not limited to, level of service standards and travel demand measures, or other standards established by the CMP for designated roads or highways?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. The CMP for Los Angeles County requires that the traffic impacts of individual development projects of potential regional significance be analyzed. A specific system of arterial roadways, plus all freeways comprise the CMP system. The closest roadway within the CMP system to the Project site is SR 1 (Lincoln Boulevard), which is a major roadway serving the Project area. According to the Los Angeles County CMP Traffic Impact Analysis Guidelines, a CMP traffic impact analysis is required if: (1) a project would add 50 or more trips during AM or PM weekday peak hours to CMP arterial monitoring intersections, including freeway ramps; or (2) a project would add 150 or more trips during AM or PM weekday peak hours, in either direction, to CMP freeway monitoring locations. The Project would result in additional vehicle trips from operation of the proposed marine recreation facilities and increase commercial space. The EIR will evaluate the increases in traffic, and identify mitigation measures as necessary.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The Project site is located approximately 1.75 miles north of LAX and three miles south of the Santa Monica Airport, which are both public airports. However, the Project site is not located within the airport influence area for either facility (ALUC, 2003). The Project would renovate the existing residential uses and add commercial and anchorage uses. None of these uses would extend into airspace, or result in air traffic related issues. As a result, the proposed Project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks, and no further discussion will be included in the EIR.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact. The proposed Project would renovate the existing uses on the Project site and add additional neighborhood commercial, anchorage, and recreational uses. The addition of these uses is consistent with the existing uses on and adjacent to the Project site. Existing commercial uses currently exist on the Project site, anchorage uses exist adjacent to the north of the Project, and recreational uses exist on both sides of the Project. Therefore, the additional uses on site are not incompatible.

The Project renovation includes changes to the on-site circulation system to eliminate the current dead-end private drive configurations, and provide improved streets and enhanced internal emergency access. This Project component would decrease existing design hazards on the Project site. In addition, a pedestrian crossing would be added to Via Marina to provide a safer pedestrian access to Parcel BR from the public parking lot across the street. Parcel BR is located adjacent to a sharp curve on Via Marina that pedestrians need to cross to access the public parking lot. The existing roadway feature could result in hazards as pedestrians cross to the parking. As a result, the Project would provide a safer pedestrian access between Parcel BR and the public parking facility. The County of Los Angeles Department of Public Works Traffic and Lighting Division and Building Department would review the Project vehicle circulation and pedestrian facility plans prior to approval to ensure hazards related to design features would not occur. As a result, impacts related to design feature hazards and incompatible users would be less than significant, and no further discussion will be included in the EIR.

e) Result in inadequate emergency access?

Less than Significant Impact. Access to the Project site for emergency vehicles is provided by Via Marina through Captains Row and Old Harbor on the western side of the site and Northwest Passage on the northern side of the site, and along the private walkway on the east side. These emergency access locations would not change with implementation of the Project. Construction activities would occur within the Project site and would not restrict access of emergency vehicles to areas in the vicinity of the Project site, or within inhabited portions of the site during Project construction activities.

The proposed renovation Project includes improvements to the existing on-site roadways that would eliminate the current dead-end private drive configurations, provide improved streets, and enhanced internal emergency access. The County of Los Angeles Fire Department Building Plan Check Unit and County Building Department would review Project plans prior to approval to ensure adequate emergency access. As a result, implementation of the proposed Project would improve the existing emergency access, and would not result inadequate emergency access. No further discussion will be included in the EIR.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact. The Project would not conflict with policies or programs regarding public transit, bicycle, or pedestrian facilities. Conversely the Project would develop additional pedestrian facilities that would consist of the conversion of the existing private walkway and utility road to a 28-foot wide public promenade along the site's waterfront that would connect with BR Parcel, improved pedestrian circulation within Parcel 113, and safer pedestrian access between Parcel BR and the public parking facility across Via Marina. In addition, the Project would maintain the existing sidewalk along Via Marina. There is no component of the Project that would conflict with public transit, bicycle, or pedestrian facilities. As a result, impacts would not occur, and no further discussion will be included in the EIR.

18. UTILITIES AND SERVICE SYSTEMS

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Potentially Significant Impact</i>			

Would the project:

a) Exceed wastewater treatment requirements of either the Los Angeles or Lahontan Regional Water Quality Control Boards?

No Impact. The Project site is within the jurisdiction of the Los Angeles RWQCB. Wastewater produced in the area is currently transported to, and treated at the Hyperion wastewater treatment plant. The Project would improve on-site sewer lines and install water efficient plumbing fixtures to ensure provision of wastewater service. The Project would also install a vessel sewage pumpout system as part of the anchorage facilities to discharge vessel and boater wastewater to the sewer system. Treatment would occur at Hyperion, which is operated pursuant to RWQCB requirements. Therefore, impacts related to wastewater treatment requirements of the Los Angeles RWQCB would be less than significant, and will not be evaluated further in the EIR.

b) Create water or wastewater system capacity problems, or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact.

Water. Water services and infrastructure within Marina del Rey is provided by the Los Angeles County Waterworks District via the Marina del Rey water system, which currently serves approximately 7,800 people through 300 metered connections. The Marina del Rey system can also obtain water through two emergency interconnections with the City of Los Angeles Department of Water and Power (LADWP).

The water system enters the Project vicinity through a 14-inch water service line within Washington Boulevard near Palawan Way. Water mains along Via Marina connect to lines for each street, as well as a pipeline crossing under the main channel between the terminus of Fiji Way (Parcel 62) and the Project site (Parcel 113).

The proposed Project would replace or renovate the on-site existing water and sewer lines due to age, and renovate the existing residences including the provision of all new plumbing fixtures. The new plumbing fixtures would be low-flow, which would reduce the existing amount of water consumed by the aged fixtures within the residences, and provide an efficient use of water in the residential buildings. In addition, the existing irrigation on-site would be replaced with new water efficient systems, and the water features on Parcel 113 that include a pond and running brooks (shown in Figure 3) would be removed which would in turn reduce the demand for water.

However, retail uses are estimated to require 80 gallons of water per day per 1,000 gross s.f (City of Los Angeles, 2006), and the proposed 7,000 square foot expansion of commercial retail space would require 560 gallons of water per day. The proposed Project would also develop a 92 berth anchorage with restrooms and showers that facilities would result in additional water consumption.

As described, the Project components would result in both an increase and decrease in water demand. The water reduction by removal of the water features and installation of low-flow plumbing and irrigation would offset the increase in water demand from the commercial and anchorage components of the Project. As a result, operation of the Project would not result in a significant increase in water use that could generate system capacity problems. The Project would not necessitate new or expanded water infrastructure beyond the renovation activities of the proposed Project. Therefore, Project impacts associated with an increase in water demand or an extension of supply infrastructure are less than significant.

Wastewater. The existing sanitary sewer system within Marina del Rey consists of 12 miles of 8, 10, 12, and 15-inch sewer lines extending around Via Marina, Admiralty Way, and Fiji Way. From this perimeter, 8-inch lines reach into streets to collect sewage from the parcels located there. A pump station with a capacity of 970 gallons per minute is located near the intersection of Bali Way and Admiralty Way to serve the eastern portion of Marina del Rey. This system discharges to the City of Los Angeles system through metering stations at Washington Boulevard near Palawan Way and at 30th Street near Pacific Avenue, site of the Venice Pump Station (LADRP, 2012). Within the City's network, the sewage becomes part of the Coastal Interceptor Sewer System, which to the Hyperion Treatment Plant (Hyperion). The Marina del Rey Sewer Maintenance District, which serves the Project site, holds contractual flow rights, purchased from the City of Los Angeles, for the use of the pipe and pumping system, as well as treatment at Hyperion. The Marina del Rey Sewer Maintenance District has an average flow of 1.25 million gallons daily (LADWP, 2013) into Hyperion.

As described above, the proposed Project would implement renovations and improvements to the existing residential facilities and add a 92 berth anchorage that has a vessel sewerage pumpout facility and restrooms with showers. Retail uses are estimated to require 80 gallons of wastewater per day per 1,000 gross square feet (water and wastewater generation rates are the same per City of Los Angeles CEQA Thresholds Guide, 2006), which for the proposed 7,000 square foot expansion would equal 560 gallons of wastewater per day. This increase in wastewater generation would be reduced with installation of low-flow plumbing fixtures in the 981 residential units, and a substantial increase in the need for wastewater disposal would not occur.

The Project would construct new on-site sewer laterals that would connect the proposed vessel sewage pumpout facility and restrooms to the existing sewer line serving the Project area. The new on-site sewer laterals will have the capacity to accommodate the anticipated maximum wastewater demand.

Overall, Project would not result in wastewater system capacity problems and would not require the construction of new sewer delivery facilities other than those to be constructed on-site as part of the Project. In addition, the proposed Project would not require the construction or expansion of the Marina del Rey Sewer Maintenance District or Hyperion facilities. Likewise, the proposed Project is not anticipated to result in a determination by the Marina del Rey Sewer Maintenance District that inadequate capacity exists to serve the Project in addition to existing commitments. As a result, Project impacts related to wastewater infrastructure and wastewater treatment requirements would be less than significant.

c) Create drainage system capacity problems, or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact. Construction activities for landside and waterside improvements would include pavement breaking, grading, trenching and repaving. These activities would alter the ground surface,

and potentially the drainage system, of the area. Operation of the proposed Project would be subject to the Los Angeles County construction permit requirements for renovation projects, which would ensure that an increase in stormwater from on-site to offsite areas would not occur through implementation of BMPs that would avoid impacts to existing drainage system capacities. After construction is complete, a WQMP is required per the LUP that would incorporate structural and non-structural BMPs designed to reduce volume, velocity and pollutant loading of storm water runoff and limit dry weather flows discharging from the developed site, both on land and into the water, thereby reducing discharge to the existing drainage system. The LUP also requires implementation of LID practices that prevent non-storm water discharges and encourage proper filtration of runoff to reduce runoff to the existing drainage system. Compliance with these requirements would ensure the proposed Project would not create drainage system capacity problems or result in the construction of new storm water drainage facilities which could cause a significant environmental effect. As a result, impacts would be less than significant.

d) Have sufficient reliable water supplies available to serve the project demands from existing entitlements and resources, considering existing and projected water demands from other land uses?

Less than Significant Impact. Refer to 18.b above, the Project components would result in both an increase and decrease in water demand. The water reduction obtained by removal of the water features and installation of low-flow plumbing and irrigation would offset the increase in water demand from the commercial and anchorage components of the Project. As a result, operation of the Project would not result in a significant increase in water use that would require additional water supplies or entitlements, and impacts are less than significant.

Construction of the Project related improvements would need limited water supplies for fugitive dust control and other construction needs. However, approximately 245 residential units would be vacated during renovation of each block, which would lower water demand from the residences and provide for the construction water demand. Overall, the Project's construction activities are not expected to result in any adverse impacts on water supplies. Therefore, water impacts associated with construction activities would be less than significant.

e) Create energy utility (electricity, natural gas, propane) system capacity problems, or result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact. The Project would renovate the existing uses on the site, expand commercial uses, and add an anchorage and recreational facilities. The proposed Project would not cause any inefficient or substantial use of energy resources. The Project includes upgrading the existing residences with installation of energy efficient appliances, water fixtures, HVAC units, tankless hot water heaters, irrigation systems, and drought tolerant landscaping to conserve water, electricity and natural gas consumption. As a result, the Project would not create energy utility system capacity problems or result in construction of new energy facilities.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less than Significant Impact. The Project would result in generation of additional solid waste from operation of the addition of the 92 berth anchorage and the additional 7,000 square feet of retail space. The additional retail space is estimated to generate five pounds per 1,000 square feet (Los Angeles Department of Public Works, Bureau of Sanitation, Solid Waste Generation), which equals 35 pounds per day of additional solid waste. In addition, the proposed anchorage is anticipated to generate five pounds of solid waste per week, per slip. Thus, the anchorage would generate approximately 460 pounds per week (or 65.7 pounds per day) of solid waste. Overall, the additional retail and new anchorage on the Project site would generate approximately 100.7 pounds per day in solid waste. However, all jurisdictions, including Los Angeles County are required to divert, or recycle up to 50 percent of solid waste generated, so the amount being disposed in landfills would be less.

The Waste Management Act (AB 939) requires each California city and county to prepare, adopt, and submit to the California Integrated Waste Management Board ("CIWMB") a source reduction and recycling element ("SRRE") that demonstrates how the jurisdiction will meet AB 939's mandated diversion goals of 50 percent. Disposal of solid waste from the proposed Project would be consistent with the policies and programs contained within the County of Los Angeles SRRE. Methods for achieving solid waste reduction include measures such as locating recycling bins in proximity to other dumpsters. In addition, the LUP states that CUPs for development, which is required for the commercial expansion, shall include a condition that requires adequate storage areas for the collection and removal of recyclable materials. This would ensure that recycling of waste materials would occur with operation of the Project.

Solid waste from the Project area is currently, and would continue to be disposed of in regional landfill facilities. The closest active landfills to the Project site include, the Puente Hills Landfill, which is located 32 miles from the Project site at 13130 Crossroads Parkway South in the City of Industry. The Puente Hills Landfill is a Class III landfill with an estimated remaining capacity of 49,348,500 cy and accepts 13,200 tons per day of solid waste (Calrecycle, 2013). In addition, the Savage Canyon Landfill is located at 13919 East Penn Street in Whittier, which is approximately 28 miles from the Project site. The landfill accepts 350 tons per day of waste and is anticipated to operate through the year 2048 (Calrecycle, 2013). The capacity of these landfills would be able to accommodate the solid waste generated from operation of the proposed Project.

Construction of the Project would result in solid waste that would need to be disposed of in off-site facilities. The types of construction solid waste that would be generated include: building materials, old appliances, asphalt, concrete, metal, and old landscaping material. All of the construction waste would be removed by a California State licensed contractor and disposed of in accordance with applicable laws and regulations. The amount of the Project's construction-related solid waste would be spread out over the anticipated ten years of construction and is not anticipated to result in a significant impact to the capacity of solid waste facilities.

As previously described, AB 939 and the County of Los Angeles SRRE requires implementation of programs to recycle and reduce refuse at the source, to achieve a 50 percent reduction in solid waste being taken to landfills. In order to assist in meeting this goal, the proposed Project would incorporate the collection of recyclable materials into Project design and to require contractors to reuse construction supplies where practicable or applicable to the extent feasible. Therefore, solid waste generated during construction of the proposed Project would not result in significant impacts related to landfill capacity.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. The Project would renovate the existing residential and commercial uses on the Project site, expand commercial uses, and add waterside and recreational uses. Solid waste generated by the Project would consist primarily of the standard organic and inorganic waste normally associated with these uses. Substantial hazardous wastes are not anticipated. The Project would provide facilities for solid waste recycling. As noted above, the site is adequately served by County landfills. The Project would comply with all applicable federal, state, and local statutes and regulations related to solid waste handling, transport, and disposal during both construction and long-term operation.

Additionally, per the California Integrated Waste Management Act of 1989 (AB 939), the County has implemented a recycling program to divert at least 50 percent of all solid waste. As such, the proposed Project would be required to comply with the County's SRRE program. Compliance with the SRRE program would ensure that the proposed Project would remain in compliance with AB 939 and impacts would be less than significant.

19. MANDATORY FINDINGS OF SIGNIFICANCE

- | | <i>Potentially Significant Impact</i> | <i>Less Than Significant Impact with Mitigation Incorporated</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|--|---------------------------------------|--|-------------------------------------|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Potentially Significant Impact. As described above, the Project would have the potential to impact the habitat of fish and avian species within the Project area. The EIR will evaluate specific impacts to wildlife during construction and operation of the proposed Project. The EIR will also evaluate the Project's contribution to cumulative resource impacts and propose mitigation to reduce potential biological resource impacts to less-than-significant levels, where necessary.

As described in Section 5 of this Initial Study, there are no historic resources within the Project area, and the Project would not result in impacts to important examples of major periods of California history or prehistory. Therefore, the EIR will not provide further discussion related to historic resources.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Less than Significant Impact. As described above, the Project would renovate the existing uses on the Project site and provide additional commercial and waterside uses, which include an anchorage, public pedestrian promenade, and recreation facilities. The Project is designed to achieve long-term environmental goals by installing energy efficient appliances and fixtures, drought tolerant landscaping and water saving irrigation systems. The Project would comply with state, county, specific plan, and LUP regulations that are provided to protect both short and long-term environmental goals. Therefore, the Project would not result in a disadvantage to long-term environmental goals.

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|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| 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)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Potentially Significant Impact. The Project would have the potential to cumulatively contribute to air quality, biological resources, greenhouse gas emissions, water quality, noise, and traffic impacts. The EIR will evaluate the Project's contribution to cumulative impacts in these and the other resource areas evaluated in the EIR.

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

Potentially Significant Impact. As described above, the Project could result in impacts related to air quality and noise from construction, and impacts to traffic from operation of the proposed Project that may cause a substantial adverse effect on human beings. Therefore, potential impacts related to these topics will be evaluated in the EIR.

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