

Environmental Checklist Form (Initial Study)
County of Los Angeles, Department of Regional Planning



Project title: Boat Yard Renovation/ Project No. R2013-02884-(4)/Case No(s) RDCP201300002

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

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

Project sponsor's name and address: Harbor Real Estate, LP c/o Greg Schem
13555 Fiji Way, Marina del Rey, CA 90292

Project location: 13555 Fiji Way, Marina del Rey, 90292 (Lease Parcel 53)
APN: 4224 010 900 USGS Quad: :Venice (T2S, R15W)

Gross Acreage: 7.218 acres (Total), 4.234 acres (Landside) and 2.984 (Water)

General plan designation: Marina del Rey Local Coastal Program

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

Zoning: The Project is within the Marina del Rey Specific Plan "Mindanao Area" and is designated as Marine Commercial and Water with a Waterfront Overlay.

Description of project: The proposed project consists of demolition of one 770 square foot restroom facility located at the north eastern portion of the site to be replaced with a new 921 square foot restroom facility just east of the fire lane closest to the water. The second existing 770 square foot restroom located on the west side of the fire lane would be converted marine commercial space. The project also includes construction of a new storage garage totaling 4,383 to accommodate sixteen cars (3,916 square feet) and six boater storage units (467 square feet) along the western parcel edge.

Surrounding land uses and setting: The project site is an existing boat yard consisting of a large open areas for boat repair, two restroom structures and one main building approximately 17,664 square feet, which houses various uses including; commercial, yacht sales, office and warehouse. To the north is Basin H and Chase Park across the Basin, Parcel 52 is located directly to the east which is currently developed with a parking lot and temporary County office buildings, which entitled to be developed with a dray stack storage facility. To the South is the Ballona Wetlands and to the west is a boat yard operation.

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

Public Agency

California Coastal Commission

Approval Required

Coastal Commission review would only be required in the event the County's Coastal Development Permit decision for the permit or the project is appealed to the Coastal Commission; the Coastal Commission otherwise retains no permitting authority over

the project.

Los Angeles County Board of Supervisors

For parcel lease extension documentation approval.

Los Angeles County Public Works, Division of Building and Safety

For Building Permit and related approvals.

Major projects in the area:

R2012-00340/
PKP201200004/
RPP201200152

Parcels 42 and 43 (APN No. 4224-008-900): Rehabilitation of the Marina del Rey Hotel, an existing 154-room hotel and parking permit for less than required parking. Approved July 19, 2012

R2006-03647/
CDP200600008

Parcel 10R (APN No. 4224-003-900): Coastal Development Permit to authorize the demolition of an existing 136-unit apartment complex and the development of a 400-unit complex (including a total of 62 affordable housing units). Approved May 15, 2012.

R2006-03652/
CDP200600009

Parcel 14 (APN No. 4224-003-900): Pending Coastal Development Permit to authorize the demolition of an existing parking lot and the development of a 126-unit apartment complex. Approved May 15, 2012.

TR067861/
CDP200600007

Parcel 9U, Northern Portion (APN No. 4224-002-900): Pending Coastal Development Permit to authorize the construction of a 6 and 5-story, 288-unit hotel with a restaurant and other auxiliary facilities.

R2006-03643/
CDP200600006

Parcel 9U, Southern Portion (APN No. 4224-002-900): Coastal Development Permit to authorize the development of a public wetland and upland park. Approved December 12, 2012.

R2007-01480/
CDP200700001

Parcels 55, 56 & W (APN No. 4224-011-901): Pending Coastal Development Permit to authorize the demolition of Fisherman's Village and all existing parking, landscaping, and hardscaping, and the development of a new mixed-use commercial plaza and multi-story parking structure.

R2006-01510/R2006-02726
CDP200600002 &
CDP 20060003

Parcels 147 & 21 (APN No. 4224-006-900): Coastal Development Permit to authorize the demolition of all existing landside improvements and the construction of a 114 unit senior accommodations facility (Parcel 147) 5000 square feet of retail space and other site amenities and facilities; & 447-space parking structure, marine commercial & community park (Parcel 21) Approved in 2001 and 2012

R2008-02340/ CDP200800007

Parcel 52 (APN No. 4224-003-900): Coastal Development Permit to authorize a dry stack boat storage facility, with capacity for 345 boats, along with appurtenant office space and customer lounge, 30 mast up storage spaces, parking, and a new Sheriff's Department/Lifeguard Boatwright facility. Approved April 24, 2013.

DRAFT

Reviewing Agencies:

Responsible Agencies

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

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)

Special Reviewing Agencies

- None
- Santa Monica Mountains Conservancy
- National Parks
- National Forest
- Edwards Air Force Base
- Resource Conservation District of Santa Monica Mountains Area
-

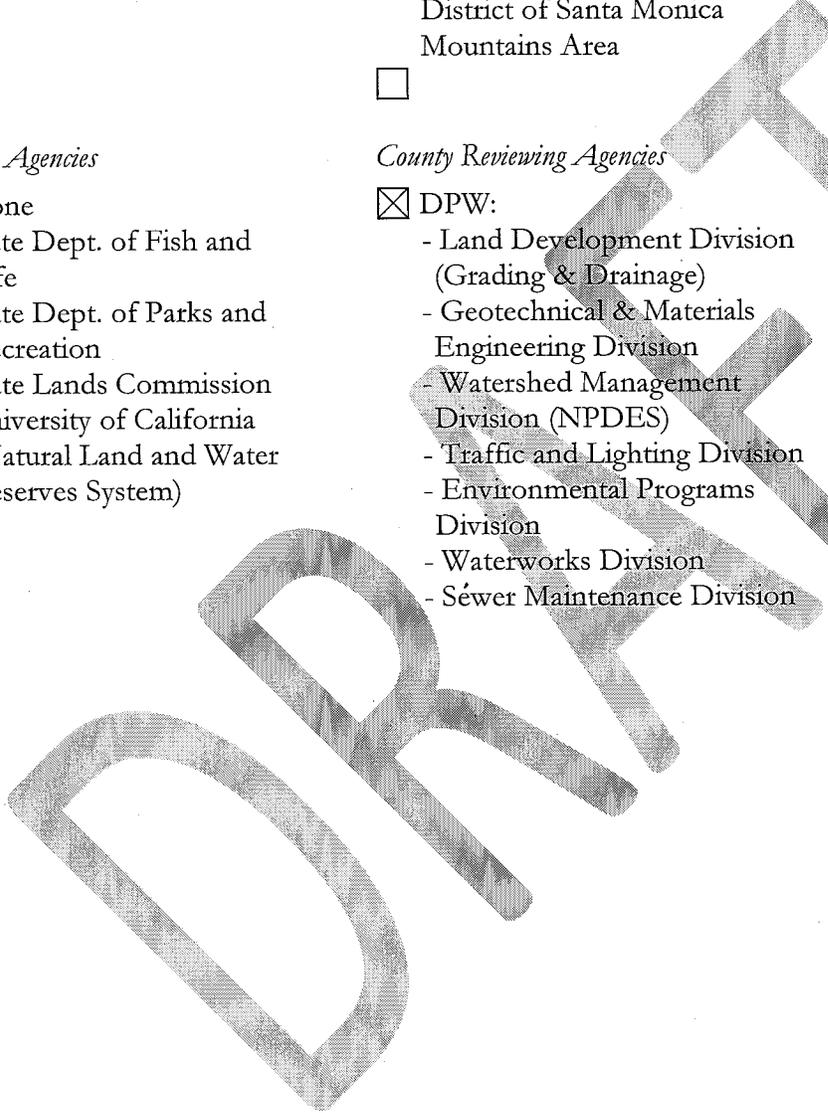
County Reviewing Agencies

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

Regional Significance

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

- 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



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

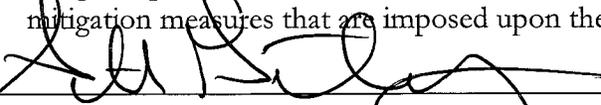
The environmental factors checked below would be potentially affected by this project.

- | | | |
|---|--|---|
| <input type="checkbox"/> Aesthetics | <input 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 type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Recreation |
| <input 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 type="checkbox"/> Noise | <input type="checkbox"/> Mandatory Findings of Significance |
| <input checked="" type="checkbox"/> Geology/Soils | | |

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

On the basis of this initial evaluation:

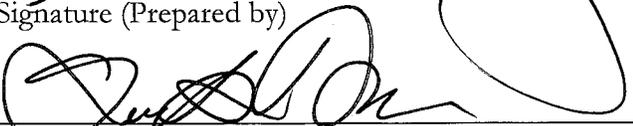
- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions 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)

2/19/15

 Date



 Signature (Approved by)

2/19/15

 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>
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be visible from or obstruct views from a regional riding or hiking trail?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:

Official State Scenic Highways are designated by the California Department of Transportation (CalTrans). According to CalTrans, “[t]he stated intent (Streets and Highway Code Section 260) of the California Scenic Highway Program is to protect and enhance California’s natural beauty and to protect the social and economic values provided by the State’s scenic resources” (State of California Department of Transportation, California Scenic Highway Program, website: <http://www.dot.ca.gov/dist3/departments/mtce/scenic.htm>, accessed October 6, 2011). While there are numerous designated Scenic Highways across the state, the following have been designated in Los Angeles County: Angeles Crest Highway (Route 2) from just north of Interstate 210 to the Los Angeles/San Bernardino County Line, two segments of Mulholland Highway from Pacific Coast Highway to Kanan Dume Road and from west of Cornell road to east of Las Virgenes Road, and Malibu Canyon-Las Virgenes Highway from Pacific Coast Highway to Lost Hills Road.

The project site is not located adjacent to or in close proximity to any designated or eligible scenic highway. The closest eligible scenic highway is the section of Pacific Coast Highway (Highway 1) extending from the Ventura County/L.A. County line to Venice Boulevard, approximately two miles north of the site. The Pacific Coast Highway at Venice Boulevard intersection is not directly visible from the project. There are no other scenic highway corridors visible to or from the site.

The Marina del Rey Land Use Plan identifies Fiji Way as a particular significant vantage points within Marina of the harbor. The project proposes to renovate an existing restroom facility into a marine

commercial building and construct a new restroom facility and storage garage. The storage garage would be 14 feet high and 21'5" wide but would still leave the project site with 177 linear feet clear views to the water which equates to a view corridor representing 27% of the linear width of the site, which is more than the 20% required under the Local Coastal Program. Thus, no mitigation measures are required.

The proposed landscape and other building improvements will not have any significant impacts to the scenic features associated with the project from the Marina area. The existing main commercial building on site is approximately 38 feet in height, buildings on adjacent properties to the west and east) have one story buildings (approximately 14-15 feet). The proposed storage garage and bathroom building would be approximately 14 feet in height. The exterior improvements proposed by the project will not include any building materials that will substantially increase glare or light. The height of the storage garage is approximately 14 feet high and would not create significant shade or shadow impacts.

The project is located in an urban community. The Ballona Creek Wetlands is located east of the site, which is a 600-acre area designated as a significant ecological area. The Ballona Creek Wetlands is an undisturbed significant ecological area with unique aesthetic and biological features. The site is separated from Ballona Creek Wetlands by a surface road (Fiji Way) along eastern project boundary. The project is located in Basin H of the Marina del Rey Harbor and has a view to the water. The proposed renovation and construction will not significantly change or alter any of the aesthetic features directly associated with the Ballona Creek Wetlands or the Basin H. The project will not have any significant aesthetic impacts to either the Ballona Creek Wetlands or the Marina Del Rey Harbor. Thus, no mitigation measures are required.

The proposed project is not out of character with the adjacent uses which is primarily boat storage, boat repair and marine commercial uses. The project proposes to renovate an existing restroom facility into a marine commercial building and construct a new restroom facility and storage garage. The proposed improvements and addition will be compatible with other development in the area and not out of character with development in the marina. The marina area is dominated with urban development and the improvements and amenities proposed will not impact the aesthetics of this area of Marina del Rey.

2. AGRICULTURE / FOREST

	<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) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, with a designated Agricultural Opportunity Area, or with a Williamson Act contract?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:

The Farmland Mapping and Monitoring Program (FMMP) produces maps and statistical data that are used for analyzing impacts on California's agricultural resources. Agricultural land is rated according to soil quality and irrigation status; the best quality land is called *Prime Farmland*. The maps are updated every two years with the use of a computer mapping system, aerial imagery, public review, and field reconnaissance. FMMP produces *Important Farmland Maps*, which are a hybrid of resource quality (soils) and land use information.

The California Land Conservation Act of 1965--commonly referred to as the Williamson Act--enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to

full market value. Local governments receive an annual subvention of forgone property tax revenues from the state via the Open Space Subvention Act of 1971. The only Williamson Act contract lands in the County are located on Catalina Island and held by the Catalina Island Conservancy as set asides for open space and recreational purposes. Therefore, there are no agricultural Williamson Act contracts in the remainder of the unincorporated County.

Agricultural Opportunity Areas (AOAs) are a County identification tool that indicates land where commercial agriculture is taking place and/or is believed to have a future potential based on the presence of prime agricultural soils, compatible adjacent land uses, and existing County land use policy. In addition to AOAs, the County has two agricultural zones: A-1 (Light Agriculture) and A-2 (Heavy Agriculture).

California Public Resources Code section 12220(g) defines forest land as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." California Public Resources Code section 4526 defines timberland as land, other than land owned by the federal government and land designated by the State Board of forestry and Fire Protection as experimental forest land that is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the State Board of Forestry and fire Protection for each district after consultation with the respective forest district communities. California Public Resources Code section 51104(g) defines Timberland production zones" or "TPZ" as an area which has been zoned and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses.

The County contains important and prime farmland, and the Angeles National Forest and a portion of the Los Padres National forest are also located in the County. The County does not have any zone that is strictly used for forest uses or timberland production. However, the Angeles National Forest, and a portion of the Los Padres National forest are located in the County, and the Watershed Zone allows for any use owned and maintained by the Forest Service of the United States Department of Agriculture, and any authorized leased use designated to be part of the Forest Service overall recreational plan of development, including logging. In addition, Los Angeles County has been mapped by the California Department of Forestry and Fire Protection to identify the different categories of land cover capable of being sustained therein, including forests, woodlands, wetlands, and shrubs, for example

The project site is located in the County unincorporated community of Marina del Rey, which is designated as Specific Plan Zone as zoned under the County of Los Angeles. Parcel 53's land use designations per the certified Local Coastal Program (LCP) are Marine Commercial and Water with a Waterfront Overlay Zone. The project site does not support and is not zoned for, nor is it located near an area that is zoned for or developed with, forestland or timberland. Therefore, no impacts would occur to agricultural land uses or conflict with any agricultural zones. The project site is not located in an area that is designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance pursuant to the Farmland Mapping and Monitoring Program of the California Department of Conservation. Further analysis regarding this topic is not required (Source: Farmland Mapping and Monitoring Program, California Department of Conservation).

3. AIR QUALITY

	<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) Conflict with or obstruct implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD (AVAQMD)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>d) Expose sensitive receptors to substantial pollutant concentrations?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e) Create objectionable odors affecting a substantial number of people?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:

The Federal government and the State of California have established air quality standards designed to protect public health from these criteria pollutants. Among the federally identified criteria pollutants, the levels of ozone, particulate matter, and carbon monoxide in Los Angeles County continually exceed federal and state health standards and the County is considered a non-attainment area for these pollutants.

In response to the region's poor air quality, the South Coast Air Quality Management District (SCAQMD) & the Antelope Valley Air Quality Management District (AVAQMD) were created. The SCAQMD and the AVAQMD are responsible for monitoring air quality as well as planning, implementing, and enforcing programs designed to attain and maintain state and federal ambient air quality standards in the region. The SCAQMD implements a wide range of programs and regulations, most notably, the Air Quality Management Plan (AQMP). The SCAQMD jurisdiction covers approximately 10,743 square-miles and includes all of Los Angeles County except for the Antelope Valley, which is covered by the Antelope AVAQMD.

Sensitive receptors are uses such as playgrounds, schools, senior citizen centers, hospitals or other uses that would be more highly impacted by poor air quality. AQMD Rule 402, which states "A person shall not

discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.”

The proposed project consists of demolition of one 770 square foot restroom facility located at the north eastern portion of the site to be replaced with a new 921 square foot restroom facility just east of the fire lane closest to the water. The second existing 770 square foot restroom located on the west side of the fire lane would be converted marine commercial space. The project also includes construction of a new storage garage totaling 4,383 to accommodate sixteen cars (3,916 square feet) and six boater storage units (467 square feet) along the western parcel edge.

The proposed project is located in the South Coast Air Basin (Basin), which is under the jurisdiction of the SCAQMD. Potential impacts on local and regional air quality are anticipated to be less than significant, falling below SCAQMD thresholds as a result of the nature and small scale of the proposed project. Implementation of the proposed project would fall below the SCAQMD significance thresholds for both short-term construction and long-term operation emissions. Because construction and operation of the project would not exceed the SCAQMD significance thresholds, the proposed project would not increase the frequency or severity of existing air quality violations, neither cause or contribute to new air quality violations, not delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP. The proposed project would not conflict with applicable regional plans or policies adopted by agencies with jurisdiction over the project. Therefore, the proposed project would be consistent with the AQMP and would have a less than significant impact with respect to this criterion. The proposed project would redevelop less than 7,000 square feet of space, to include restrooms, marine commercial and a storage garage. The project does not propose the addition of new dwelling units or substantial extension of its existing facilities. Therefore, the proposed project would not exceed the state’s criteria for regional significance and would have no impact. Emissions associated with construction and operation of the proposed project would not exceed any of the SCAQMD-recommended significance thresholds and would not cause an individually significant impact. There is no other pertinent information that would suggest that the project could have a cumulatively considerable net increase in emissions. Since both construction and operation emissions are below the thresholds of significance, the proposed project would result in a less than significant cumulative impact. The SCAQMD considers a sensitive receptor to be a receptor where it is possible that an individual could remain for 24 hours. The proposed project is not considered to be a sensitive use and would have no impact with respect to this criterion. The proposed project consists of the minor renovation to the existing land uses and would not intensify the land use. The land uses associated with the proposed project are not expected to cause odor nuisances, dust, and hazardous emissions. Construction of the project is temporary and is not expected to cause an odor nuisance. Refuse associated with operation of the proposed project will continue to be disposed of in accordance with applicable regulations. Therefore, the proposed project would not have a significant impact on air quality with respect to this criterion.

4. BIOLOGICAL RESOURCES

	<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) 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with any local policies or ordinances protecting biological resources, including Wildflower	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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)?

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

EVALUATION OF ENVIRONMENTAL IMPACTS:

Biological resources are identified and protected through various federal, state, regional, and local laws and ordinances. The federal Endangered Species Act and the California Endangered Species Act (CESA) state that animals and plants that are threatened with extinction or are in a significant decline will be protected and preserved. The State Department of Fish and Wildlife created the California Natural Diversity Database (CNDDB), which is a program that inventories the status and locations of rare plants and animals in California.

Section 404 of the Clean Water Act defines wetlands as “those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.”

The County’s primary mechanism to conserve biological diversity is an identification tool and planning overlay called Significant Ecological Areas (SEA). SEAs are ecologically important land and water systems that are valuable as plant and/or animal communities, often integral to the preservation of threatened or endangered species, and conservation of biological diversity in the County. These areas also include nearly all of the wildlife corridors in the County, as well as oak woodlands and other unique and/or native trees.

The project site is currently developed with marine commercial uses and surface parking lots without any common or sensitive natural habitat areas. There are no habitat areas that may support any federally or state-listed endangered or threatened species, such as the least tern that may occur at Venice Beach or foraging over the marina waters. Since the project site does not have any natural habitat areas that can be affected by project construction or infrastructure improvements, the proposed project would not have a substantial adverse effect to a species regulated by the California Department of Fish and Game or the U.S. Fish and Wildlife Service. No nesting trees have been found on the project site (Source: May 2014 Interim Report on Nesting Waterbirds and Raptors, Marina del Rey). However, in the event that any special-status birds nest in the landscape trees within or adjacent to the project site the applicant is required to comply with all applicable policies contained in LCP Policy Nos. 23 (“Marina del Rey Tree Pruning and Tree Removal Policy”), 34 (“Marina del Rey Leasehold Tree Pruning and Tree Removal Policy”), and 37 (“Biological Report & Construction Monitoring Requirements”). The Coastal Development Permit conditions of approval will require an updated bird survey be completed prior to commencement of any construction as required by LCP Policy Nos. 23 and 34.

The project site is not located within a designated SEA, coastal Sensitive Environmental Resource Area (SERA) or ESHA. The closest SEA to the project site is the Ballona Creek SEA, located to the south of the project site. The proposed project consists of demolition of one 770 square foot restroom facility located at

the north eastern portion of the site to be replaced with a new 921 square foot restroom facility just east of the fire lane closest to the water. The second existing 770 square foot restroom located on the west side of the fire lane would be converted marine commercial space. The project also includes construction of a new storage garage totaling 4,383 to accommodate sixteen cars (3,916 square feet) and six boater storage units (467 square feet) along the western parcel edge. No impacts would occur from implementation of the proposed project. Moreover, there are no known "important biological resources" located on the subject property, as defined in the certified Local Coastal Program for Marina del Rey.

There are no sensitive natural habitat areas, including wetlands or waters of the United States on the project site. Since the project site does not have any natural jurisdictional habitat areas that can be affected, removed, or filled by construction, fire clearance, or flood related improvements, there would be no impacts. The project site is not adjacent to or located in a wildlife corridor, nor is it adjacent to an open space linkage, there would be no impact on wildlife movement corridors. There are no habitat areas that support oak woodlands and no native trees occur on the project site. Therefore, no oak resources would be impacted. There are no habitat areas that support oak resources on the project site, so the Oak Tree Ordinance would not apply to the proposed project. The project site is not located in or near a Wildflower Reserve Area. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources.

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5. CULTURAL RESOURCES

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Disturb any human remains, including those interred outside of formal cemeteries?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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EVALUATION OF ENVIRONMENTAL IMPACTS:

The project site is not considered a historical site nor does it contain historical structures. The proposed project site does not contain known historic structures and is not considered a historic site according to of the Office of Historic Preservation website (Source: Office of Historic Preservation, California State Parks, California Historical Resources, http://ohp.parks.ca.gov/listed_resources) Furthermore, the Marina del Rey Land Use Plan does not identify any known historical structures or sites within the community of Marina Del Rey (Source: Marina del Rey Certified Local Coastal Program, 2012.) Implementation of the proposed project would not include renovation of a historic structure or historic site. Therefore, the proposed project would have no impact on historical resources. The proposed project site is located in an area of Marina del Rey that is currently developed and has been developed for the past 50 years. The project site does not contain known archaeological resources, drainage courses, springs, knolls, rock outcroppings, or oak trees that indicate potential archaeological sensitivity. Demolition and minor surface grading would take place during the renovation process. The closest area containing known archaeological resources is the Ballona Creek Watershed area, to the south of the project site, where remnants of past human activity have been located. Any resources on Marina del Rey land already altered or designated for development have been or have already been impacted. The proposed project would have no impact on archaeological resources. The proposed project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, therefore there would be no impacts to paleontological resources. The project site is not known to contain any human remains. Furthermore, the proposed project entails only minor surface grading, therefore the proposed project would have no impact on human remains.

6. ENERGY

	<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 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)?

b) Involve the inefficient use of energy resources (see Appendix F of the CEQA Guidelines)?

EVALUATION OF ENVIRONMENTAL IMPACTS:

Per Appendix F of CEQA guidelines, the goal of conserving energy implies decreasing overall per capita energy consumption, decreasing reliance on fossil fuels such as coal, natural gas and oil, and increasing reliance on renewable energy sources. In 2008, the County adopted a Green Building Program to address these goals. Section 22.52.2100 of Title 22 (Los Angeles County Code) states that the purpose of the County's Green Building Program was to establish green building development standards for new projects with the intent to, conserve water; conserve energy, conserve natural resources, divert waste from landfills, minimize impacts to existing infrastructure, and promote a healthier environment. The Green Building Program includes Green-Building Standards, Low-Impact Development standards, and Drought Tolerant Landscaping requirements. In January 2011, the State of California adopted the CALGreen Building Code with mandatory measures that establish a minimum for green construction practices.

The proposed project would comply with the County Green Building Ordinance and would be designed in compliance with the County of Los Angeles Green Building Standards. Further, the project would be developed in compliance with all state and local regulations related to energy conservation.

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:

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.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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iii) Seismic-related ground failure, including liquefaction and lateral spreading?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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iv) Landslides?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Result in substantial soil erosion or the loss of topsoil?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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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?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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e) Have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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EVALUATION OF ENVIRONMENTAL IMPACTS:

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 prohibits the location of most structures for human occupancy across the traces of active faults, and lessens the impacts of fault rupture. The Seismic Hazards Mapping Act requires the California Geological Survey to prepare Seismic Hazard Zone Maps that show areas where earthquake induced liquefaction or landslides have historically occurred, or where there is a high potential for such occurrences. Liquefaction is a process by which water saturated granular soils transform from a solid to a liquid state during strong ground shaking. A landslide is a general term for a falling, sliding or flowing mass of soil, rocks, water and debris. The County General Plan prohibits new developments, as defined by the Alquist-Priolo Act, within fault traces until a comprehensive geological study has been completed.

More than 50 percent of the unincorporated areas are comprised of hilly or mountainous terrain. The vast majority of hillside hazards include mud and debris flows, active deep seated landslides, hillside erosion, and man induced slope instability. These geologic hazards include artificially-saturated or rainfall saturated slopes, the erosion and undercutting of slopes, earthquake induced rock falls and shallow failures, and natural or artificial compaction of unstable ground. The General Plan Hillside Management Area (HMA) Ordinance regulates development in hillsides of 25 percent slope or greater to address these potential hazards.

The project site is located in Southern California, which is considered an active seismic area. The proposed project is not located in an active or potentially active fault zone, Seismic Hazards Zone, or Alquist-Priolo Earthquake Fault Zone. However, the Charnock Fault and Overland Fault, which lie respectively 2.75 miles and 5.5 miles to the east of Marina del Rey, are part of the major Newport-Inglewood Fault Zone. Furthermore, the Malibu Coast Fault lies approximately 7 miles to the northwest of Marina del Rey and is considered a potentially active fault. Both of these faults are capable of producing earthquakes up to a magnitude of 7.0 (Source: Marina del Rey Lang Use Plan, page 10-2). Since the proposed project is not located in an active or potentially active fault zone, Seismic Hazards Zone, or Alquist-Priolo Earthquake Fault Zone, impacts, including seismic ground shaking would be less than significant. The structural engineering of all proposed project structures will be required to comply with all applicable seismic engineering standards enforced by LA County Division of Building & Safety. The proposed project site is located within potentially liquefiable areas per the State of California Seismic Hazard Zones Map – Venice Quadrangle and has been designated as a liquefiable area (Source: GIS-NET3 –Liquefaction Zone layer) Furthermore, the proposed project is located within an area having a high groundwater level (Source:GIS-NET3-County General Plan Safety Element, Plate 3, Shallow and Perched Groundwater). To provide acceptable bearing support without triggering significant long-term settlement within the underlying clayey and silty soil deposits for the reinforced concrete mat foundation supporting the restroom building, it is recommended that on-site soils be overexcavated and removed uniformly to a minimum depth of four (4) feet below foundation bottom, and replaced with lightweight geofoam material (Insulfoam EPS 15 or equivalent; see Exhibit 1 in Appendix C for product information) such that the building foundation is supported by a competent geofoam layer. By implementing this scheme, the overall surcharge loading imposed on deeper, soft clay and silt layers does not increase with the placement of the geofoam material, thus not triggering new consolidation of these soft soil layers. As noted, the proposed project involves minor renovation of existing marine commercial uses and small addition of appurtenant facilities (storage garage). The project will be developed in accordance with the recommendations presented in the reviewed geotechnical reports (dated 6/28/13 and 12/16/14), submitted to the Department of Public Works, consistent with the LA County Building Code and would not have adverse impact on the geologic stability of adjacent properties or cause future landsliding, settlement, or slippage.

The project site is located on land that is topographically flat. There are no hills, mounds, or mountains located on the proposed project site. Furthermore, the surrounding area of the project site is topographically flat as well. The proposed project is not located in an area containing a major landslide; therefore, there would be no impacts. The proposed project is currently developed with a Boat Yard (including commercial a commercial building and paved parking and boat repair area) an adequate drainage system currently exists on the project site; since the proposed project site is currently developed with non-permeable surfaces and would remain so developed after the proposed renovation project, the project site would not be subject to high erosion. Because the proposed project is not located in an area containing easily erodible soil, there would be no impacts. Moreover, the applicant will be required to comply with all applicable NPDES and low-impact development building requirements affecting site drainage to the satisfaction of LA County Division of Building & Safety. The possibility does exist that the proposed project is located on an area of expansive soils due to the proposed project site being located in a liquefaction area per the Los Angeles County General Plan. However, the proposed project would cause only minor disturbance to the existing soils that are beneath the project site including the above-noted surface demolition and construction of the restroom structure and storage garage. There would be no additional excavation or grading associated with renovation activities. The applicant would submit expansive soil data as part of any Geotechnical Report that may be required by DPW. The proposed project does not include the use of a septic system as sanitary sewers are used in the project area. The proposed project site is located on land that is topographically flat and therefore the project site is not located within a Hillside Management Area and therefore there would be no impact to hillsides.

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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>
<p>Would the project:</p> <p>a) Generate greenhouse gas (GHGs) emissions, either directly or indirectly, that may have a significant impact on the environment?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed project consists of demolition of one 770 square foot restroom facility located at the north eastern portion of the site to be replaced with a new 921 square foot restroom facility just east of the fire lane closest to the water. The second existing 770 square foot restroom located on the west side of the fire lane would be converted marine commercial space. The project also includes construction of a new storage garage totaling 4,383 to accommodate sixteen cars (3,916 square feet) and six boater storage units (467 square feet) along the western parcel edge.

Construction of the proposed project would result in one-time emissions of greenhouse gases (GHGs). These emissions, primarily carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O), are the result of fuel combustion by construction equipment and motor vehicles. The other primary GHGs (hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) are typically associated with specific industrial sources and are not expected to be emitted by the proposed project. The SCAQMD's threshold of significance for all land use projects, which is 3,000 metric tons of CO₂ equivalent (MTCO₂e) per year. The project would result in minor amounts of construction-related GHG emissions and would not increase operational GHG emissions, the project would not exceed the draft SCAQMD threshold of significance. The proposed project would result in a less than significant impact with respect to GHG emissions.

The County of Los Angeles has an adopted green building program; it applies to new buildings or first-time initial tenant improvements greater than or equal to 10,000 square feet. The LID ordinance applies to residential (5 units or greater) and non-residential projects that alter existing impervious surfaces. Projects that alter less than 50 percent of the existing impervious surface must comply with LID best management practices that promote infiltration and beneficial use of stormwater runoff for the altered portion. If greater than 50 percent of the existing impervious surface is altered, the entire site must comply with LID best management practices. The LID ordinance requires the use of LID principles in development projects and encourages site sustainability and smart growth in a manner that respects and preserves the characteristics of the County's watersheds, drainage paths, water supplies, and natural resources. The project would comply

with the LID ordinance, in the event the County determines the project is eligible for compliance with the ordinance.

In addition to complying with County of Los Angeles requirements, lead agencies, under the California Environmental Quality Act (CEQA), may look to and assess general compliance with comparable regulatory schemes¹. The goal of Assembly Bill 32, The Global Warming Solutions Act of 2006, is to reduce statewide GHG emissions to 1990 levels by 2020. In order to achieve the state mandate of AB 32, CARB has been tasked with implementing statewide regulatory measures to reduce GHG emissions from all sectors.

In December 2008, CARB adopted the Climate Change Scoping Plan, which details strategies to meet that goal. The Scoping Plan instructs local governments to establish sustainable community strategies to reduce GHG emissions associated with transportation, energy, and water, as required under Senate Bill 375. The Climate Change Scoping Plan recommends energy-efficiency measures in buildings such as maximizing the use of energy-efficient appliances and lighting as well as complying with green building standards that result in decreased energy consumption compared to Title 24 building codes.

The purpose of the proposed project is to construct a new storage garage and replace an existing bathroom facility. The project would not increase the number of vehicle trips to or from the site. The project incorporates design standards and measures that are both feasible and consistent with many of the GHG reduction measures recommended for new projects. The proposed project would install energy-efficient lighting and low flow fixtures. Additionally, any renovation and demolition debris that would be generated by the proposed project would be subject to the diversion rate of Unincorporated Los Angeles County.

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9. HAZARDS AND HAZARDOUS MATERIALS

	<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) 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"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving fires, because the project is located:				
i) within a Very High Fire Hazard Severity Zones (Zone 4)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) within a high fire hazard area with inadequate access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

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

EVALUATION OF ENVIRONMENTAL IMPACTS:

Hazardous materials are generally defined as any material that because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or future hazard to human health and safety or to the environment, if released into the workplace or the environment (Health and Safety Code (H&SC), §25501(o)). The California Department of Toxic Substances (DTSC) is responsible for classifying hazardous materials in the state of California. Hazardous materials are commonly stored and used by a variety of businesses and are commonly encountered during construction activities.

DTSC oversees the cleanup of disposal and industrial sites that have resulted in contamination of soil and groundwater. In close cooperation with the United States Environmental Protection Agency, DTSC administers both state and federal hazardous waste programs including The Resource Conservation and Recovery Act (RCRA) the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA, 42 U.S.C. § 9601-9675), the Toxic Substances Control Act (TSCA) and a number of other State and Federal bodies of law dealing with hazardous materials and the environment. The Envirostar database lists properties regulated by DTSC where extensive investigation and/or cleanup actions are planned or have been completed at permitted facilities and clean-up sites. No hazardous materials sites or properties listed in compliance with California Government Code, Section 65962.5 (e.g., Comprehensive Environmental Response, Compensation and Liability Information System [CERCLIS], Resource Conservation and Recovery Act [RCRA]) are located on the project site. Any sites within the general vicinity are not likely to have contaminated the project site.

Projects in close proximity to airports are within the jurisdiction of the Airport Land Use Commission (ALUC). The Regional Planning Commission meets in the capacity of the ALUC to consider projects requiring ALUC review and it makes a determination of the compatibility of the proposed project with the nearby airport.

The Office of Emergency Management is responsible for organizing and directing the preparedness efforts of the Emergency Management Organization of Los Angeles County. The OEM is the day-to-day Los Angeles County Operational Area coordinator for the County. The emergency response plan for the unincorporated areas is the Operational Area Emergency Response Plan (OAERP), which is prepared by OEM. The OAERP strengthens short and long-term emergency response and recovery capability, and identifies emergency procedures and emergency management routes in the County. The disaster response plan is the County Local All Hazards Mitigation Plan.

The proposed project includes renovations to an existing boat yard, the boat yard operations includes use and storage of some potentially hazardous materials. The Boat yard uses an existing underground storage tank for the diesel fuel and paints, solvents and cleaners are used on site to clean and repair boats. Types of repair for vessels includes, wood work, running gear, fiber glass work, painting, and sanding. Waste products include, sanding dust, paint chips, metal or fiberglass from grinding operations, which are all captured in a clarifier and periodically collected by a certified hazardous waste disposal company. Compressed air is also used on site for boat repair. Any amount of hazardous materials that would be stored would be subject to federal and state laws pertaining to the storage, generation and disposal of hazardous waste materials. Furthermore, the County of Los Angeles is authorized to inspect on-site uses and to enforce state and federal laws pertaining to the storage, use, transportation and disposal of hazardous wastes and materials. The County of Los Angeles also requires that commercial uses submit an annual inventory of hazardous materials in use on site, as well as business emergency plans, submitted annually for review. Since the project stores hazardous materials on site pertaining to boat repair as well as janitorial services and other

cleaning services, the project site would be governed by federal, state, and local laws to ensure the proper use, storage and transport of such materials. The restroom renovations and addition of a storage garage would not increase the storage of hazardous materials. Impacts would be less than significant.

All uses and storage of these materials would be subject to federal, state, and local laws pertaining to the use, storage and transportation of these hazardous materials. Most of the hazardous materials indicated above are allowed to be disposed of at the local Class II and Class III landfills that serve the proposed project site and community of Marina del Rey. Since the proposed project would be required to abide by federal, state, and local laws pertaining to the use, storage, and transportation of these materials, the likelihood of an accidental release occurring and creating a significant hazard to the public would be minimal. Therefore, impacts would be less than significant. The project site is not located within a quarter mile of sensitive land uses, therefore there are no impacts.

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. The closest site that is included on a list of hazardous materials sites is located at 4144 Glencoe Avenue (Cornell-Dubilier Electronics), approximately 1.3 miles east of the project site (Envirostor Database, Hazardous Waste and Substances Site List, Accessed May 5, 2014). Since the proposed project site is not located on a site that is listed as a hazardous materials site, there would be no impacts.

The project site is located approximately 4 miles to the northwest of Los Angeles International Airport (LAX) and approximately 4 miles southeast of the Santa Monica Airport. The project site is not located within 2 miles of LAX, is not located within the Santa Monica Airport Influence Area, is not located in the LAX Airport Influence Area and would not result in a safety hazard for people in the project area. No impacts would occur. There are no private airstrips in the project site vicinity and no safety hazard impact would occur.

The project site is located in Marina del Rey, which is an unincorporated portion of the County of Los Angeles. The project site would be subject to the Operational Area Emergency Response Plan (the OAERP), which is prepared by the Office of Emergency Management. Implementation of the proposed project would not change current evacuation routes from off the project site. Furthermore, renovation of the proposed project would not physically interfere with the OAERP. No impacts would occur.

The project site is not located within a Very High Fire Hazard Severity Zone or a high fire hazard zone and there is adequate emergency access. The proposed project will be required to meet all fire safety requirements including the need to provide adequate fire flow in the event of a fire hazard. The project consists of marine commercial uses the majority of which would not constitute a potentially dangerous fire hazard. The project plans will be reviewed by Fire Department staff during the application review process and project design features, if necessary, will be incorporated into the plans, prior to their approval by the County, to mitigate potential fire hazards. The project site is located in proximity to land uses with the potential for dangerous fire hazard. The project site is located in area reserved for marine commercial and boat storage uses. Surrounding uses are subject to County Fire standards. Therefore, the proposed project will result in less than significant impacts related to a potentially dangerous fire hazard.

10. HYDROLOGY AND WATER QUALITY

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) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Add water features or create conditions in which standing water can accumulate that could increase habitat for mosquitoes and other vectors that transmit diseases such as the West Nile virus and result in increased pesticide use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Generate construction or post-construction runoff that would violate applicable stormwater NPDES permits or otherwise significantly affect surface water or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Conflict with the Los Angeles County Low Impact	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Development Ordinance (L.A. County Code, Title 12, Ch. 12.84 and Title 22, Ch. 22.52)?

- i) Result in point or nonpoint source pollutant discharges into State Water Resources Control Board-designated Areas of Special Biological Significance?
- j) 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)?
- k) Otherwise substantially degrade water quality?
- l) 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?
- m) Place structures, which would impede or redirect flood flows, within a 100-year flood hazard area, floodway, or floodplain?
- n) 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?
- o) Place structures in areas subject to inundation by seiche, tsunami, or mudflow?

EVALUATION OF ENVIRONMENTAL IMPACTS:

Los Angeles County is split between two water quality regions: the Los Angeles Region and the Lahontan Region. Each regional board prepares and maintains a Basin Plan which identifies narrative and numerical water quality objectives to protect all beneficial uses of the waters of that region. The Basin Plans achieve the identified water quality objectives through implementation of Waste Discharge Requirements (WDRs) and by employing three strategies for addressing water quality issues: control of point source pollutants, control of nonpoint source pollutants, and remediation of existing contamination.

Point sources of pollutants are well-defined locations at which pollutants flow into water bodies (discharges from wastewater treatment plants and industrial sources, for example). These sources are controlled through regulatory systems including permitting under California's Waste Discharge Requirements and the National Pollutant Discharge Elimination System (NPDES) program; permits are issued by the appropriate Regional Water Quality Control Board and may set discharge limitation or other discharge provisions.

Nonpoint sources of pollutants are typically derived from project site runoff caused by rain or irrigation and have been classified by the United States Environmental Protection Agency (USEPA) into one of the following categories: agriculture, urban runoff, construction, hydromodification, resource extraction,

silviculture, and land disposal, according to the Basin Plan for the Los Angeles Regional Water Quality Control Board. This type of pollution is not ideally suited to be addressed by the same regulatory mechanisms used to control point sources. Instead, California's Nonpoint Source Management Plan describes a three-tiered approach including the voluntary use of Best Management Practices, the regulatory enforcement of the use of Best Management Practices, and effluent limitations. Generally speaking, each Regional Water Quality Control Board implements the least restrictive tier until more stringent enforcement is necessary.

The Los Angeles Regional Water Quality Control Board addresses on-site drainage through its construction, industrial, and municipal permit programs. These permits require measures to minimize or prevent erosion and reduce the volume of sediments and pollutants in a project's runoff and discharges based upon the size of the project site

During the construction phase of a proposed project, the pollutants of greatest concern are sediment, which may run off the project site due to site grading or other site preparation activities, and hydrocarbon or fossil fuel remnants from the construction equipment. Construction runoff is regulated by the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. This permit applies to all construction which disturbs an area of at least one acre.

The Los Angeles County Low Impact Development Ordinance is designed to promote sustainability and improve the County's watersheds by preserving drainage paths and natural water supplies in order to '...retain, detain, store, change the timing of, or filter stormwater or runoff.'

Areas of Special Biological Significance are "...those areas designated by the State Water Board as ocean areas requiring protection of species or biological communities to the extent that alteration of natural water quality is undesirable. All Areas of Special Biological Significance are also classified as a subset of STATE WATER QUALITY PROTECTION AREAS." Note that all of these areas are located off the coast of California and not within any inland water courses or bodies.

FEMA, the Federal Emergency Management Agency, prepares hydrological studies throughout the country, called Flood Insurance Studies, in order to identify areas that are prone to flooding. From the results of these studies, FEMA prepares Flood Insurance Rate Maps (FIRMs) that are designed to geographically depict the location of areas prone to flooding for purposes of determining risk assessment for flood insurance. An area that has been designated a 100-year flood plain is considered likely to flood under the 100-year storm event.

Dam inundation areas are areas that have been identified as being potentially susceptible to flooding from a catastrophic failure of one or more of the dams in Los Angeles County. These areas were mapped in accordance with California Government Code Section 8589.5 and do not suggest with certainty that a particular plot of land would be inundated given a catastrophic dam failure.

A seiche is the sudden oscillation of water that occurs in an enclosed, landlocked body of water due to wind, earthquake, or other factors. A tsunami is an unusually large wave or set of waves that is triggered in most cases by a seaquake or an underwater volcanic eruption. A mudflow is flow consisting predominantly of earthen materials/soil and water.

The project site is currently an urbanized development with marine commercial buildings and surface parking areas. Best management practices (BMPs) would be applied during demolition, construction, and renovation activities to ensure that pollutants associated with the construction activities are not introduced into the storm drain system. With BMPs in place during renovation and redevelopment activities, water

quality standards would remain similar to the existing conditions, and the proposed project would not violate any water quality standards. Impacts to any water quality standards or waste discharge requirements would be less than significant. There is currently no groundwater recharge on the project site and this condition will not change with the implementation of the proposed project. The project does not propose any extraction of groundwater and therefore the proposed project would not cause any impacts to groundwater resources or to groundwater recharge.

The project will comply with the County's Low Impact Development (LID) Program. An approved Hydrology, Drainage and Grading plans from DPW will be required prior to the issuance of any project grading or building permits. The proposed project would have the same or less runoff entering the stormwater drainage system as the current site condition. The project would not cause runoff that would exceed the capacity of the stormwater system. Consequently, there would be no impact to the stormwater drainage system.

The proposed demolition, renovation and construction of the restrooms, marine commercial building and storage garage could introduce pollutants from construction activities into the storm water flow that empties into Marina del Rey small craft harbor. The Applicant would use BMPs during the renovation and redevelopment process to ensure that a minimal amount of pollutants enter into the stormwater flow from the proposed project site. The project proponent would be required to comply with the California Regional Water Quality Control Board (CRWQCB) and the County National Pollutant Discharge Elimination System (NPDES) permit discharge requirements. Impacts from construction and operational runoff would be less than significant.

The project site is not located within an area designated as an Area of Special Biological Significance (ASBS). Therefore, the proposed project would not impact an ASBS. The project does not propose to use septic systems or private sewage disposal systems. The proposed project would have no impact on septic limitations.

The proposed demolition, renovation and construction of the restrooms, marine commercial building and storage garage would not substantially degrade water quality through compliance with NPDES and implementation of an Stormwater Pollution Prevent Plan (SWPPP). Impacts from the proposed project would be less than significant on water quality. The project site is not located within a floodway, floodplain, or other flood hazard area and no structures would be placed within a floodway, floodplain, or other flood hazard area. Therefore, the proposed project would not impact or impeded a flood hazard area.

The proposed project is located within the Marina del Rey Harbor, along the Southern California coastline. The potential exists for communities along low-lying areas of the Southern California coastline to experience flooding due to tsunamis caused by earthquakes or underwater landslides. The maximum expected run-up of a tsunami in the local area of the project site is 9.6 feet in a 100-year interval and 15.3 feet in a 500-year interval (Marina del Rey Land Use Plan, pg. 10-4) Tsunamis generated from local earthquakes may be larger than distant earthquakes but are less likely to occur. Furthermore, the proposed project has been developed with a finished pad and street elevation between 10 and 20 feet above mean sea level. Therefore, potential for the proposed project to be inundated by a tsunami is less than significant. The proposed project is not located near a closed body of water where a seiche could occur due to geological hazards.

11. LAND USE AND PLANNING

	<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) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be inconsistent with the County zoning ordinance as applicable to the subject property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Conflict with Hillside Management criteria, Significant Ecological Areas conformance criteria, or other applicable land use criteria?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:

The project site is located in an area of Marina del Rey that is highly urbanized. Existing marine commercial structures, boat storage, parking lots, and boating uses are located around the proposed project site. The proposed project would not divide an established community; therefore, there would be no impacts. The subject site is zoned Specific Plan and designated Marine Commercial, which permits boat repair and accessory buildings. The renovation of restrooms and addition of the storage garage related to the marine commercial use are therefore consistent with the plan and zoning designations on the project site.

The project site 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 project site is not located adjacent or within an SEA. Therefore, the proposed project would not have to conform to SEA Criteria. There would be no impacts.

12. MINERAL RESOURCES

	<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) 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"/>
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"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:

The County depends on the State of California's Geological Survey (State Department of Conservation, Division of Mines and Geology) to identify deposits of regionally-significant aggregate resources. These clusters or belts of mineral deposits are designated as Mineral Resources Zones (MRZ-2s), and there are four major MRZ-2s are designated in the County: the Little Rock Creek Fan, Soledad Production Area, Sun Valley Production Area, and Irwindale Production Area. The California Department of Conservation protects mineral resources to ensure adequate supplies for future production.

The California Surface Mining and Reclamation Act of 1975 (SMARA) was adopted to encourage the production and conservation of mineral resources, prevent or minimize adverse effects to the environment, and protect public health and safety. In addition, Title 22 of the Los Angeles County Code (Part 9 of Chapter 22.56) requires that applicants of surface mining projects submit a Reclamation Plan prior to receiving a permit to mine, which must describe how the excavated site will ultimately be remediated and transformed into another use.

Small-scale oil production still occurs in many parts of the County, including the Baldwin Hills and the Santa Clarita Valley. The California Division of Oil, Gas, and Geothermal Resources (DOGGR) permits and tracks each operating production well and natural gas storage well and ultimately monitors the decommissioning process.

The project site is not located within a Mineral Resource Zone as mapped by the County of Los Angeles. The proposed project would not impact a known mineral resource area. The project site is located within an Oil and Gas Resource Zone. The project site is developed with marine commercial uses and does not currently contain existing drilling sites for the recovery of oil and natural gas, nor are any drilling sites located on the project site for the recovery of oil or natural gas proposed in the future. There would be no impacts to oil and natural gas resources with implementation of the proposed project. The proposed project would not result in the loss of availability of a locally important mineral resource recovery site delineated within the County of Los Angeles General Plan or the Marina del Rey Specific Plan.

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>
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from parking areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed project will conform to Los Angeles County Code Title 12, Chapter 12.08 (Noise Control Ordinance). Section 12.08.390 of the County Code provides a maximum exterior noise level of 45 decibels (dB) between 10:00 p.m. and 7:00 a.m. (nighttime) and 50 dB from 7:00 a.m. to 10:00 p.m. (daytime) in Noise Zone II (residential areas).

Construction of the proposed project would temporarily increase noise levels due to the use of heavy-duty construction equipment during demolition, grading and building construction. Construction activities will be conducted according to best management practices, including maintaining construction vehicles and equipment in good working order by using mufflers where applicable, limiting the hours of construction, and limiting the idle time of diesel engines. Noise from construction equipment will be limited by

compliance with the Noise Control Ordinance and County Code Section 12.12. Therefore, construction impacts would result in a less than significant impact.

In operation, the proposed project would not substantially alter the current noise generated at the project site. The project would renovate an existing restroom building into a marine commercial use and construct a new restroom facility and storage garage. The proposed Project would not change the marine commercial nature of the site. Operation of the project would not result in a substantial change in on-site stationary noise sources or traffic levels. As a result, the project would result in a less than significant noise impact.

The proposed project is not considered a sensitive use, such as a school, hospital, or senior citizen facility. The closest school to the proposed project site is the Westside Global Awareness Magnet School located approximately 2.4 mile west of the project site. The closest hospital is the Marina del Rey Hospital located approximately 0.8 miles to the north of the project site. The closest sensitive residential uses (Breakwater Apartments) are located approximately 0.5 miles to the south of the project site. Burton W. Chace Park is approximately 0.5 miles to the northwest project site (across Basin H). The proposed project does not include a sensitive land use. At these distances, the project would not generate construction noise that would expose sensitive receptors to excessive noise source. However, construction of the proposed project would temporarily increase noise levels due to the use of heavy-duty construction equipment during demolition, grading and building construction.

The project site is not located within the Los Angeles International Airport or Santa Monica Airport land use plan and is not located adjacent or near a private airstrip and would not expose people to excessive noise levels. The project would have no impact with respect to this threshold.

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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)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Displace substantial numbers of existing housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Cumulatively exceed official regional or local population projections?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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EVALUATION OF ENVIRONMENTAL IMPACTS:

Typical local thresholds of significance for housing and population growth include effects that would induce substantial growth or concentration of a population beyond a city's or county's projections; alter the location, distribution, density, or growth rate of the population beyond that projected in the city or county general plan housing element; result in a substantial increase in demand for additional housing, or create a development that significantly reduces the ability of the county to meet housing objectives set forth in the city or county general plan housing element.

The proposed demolition, renovation and construction of the restrooms, marine commercial building and storage garage would not change the primary use of the marine commercial site. No residential land use component is proposed. Therefore, implementation of the proposed project would not exceed official regional or local population projections and there would be no impacts. The existing land uses on the project site include a boat repair yard and surface parking lots. There are no residential units located on the project site; therefore, implementation of the proposed project would not displace existing housing or affordable housing or a substantial number of people within the community of Marina Del Rey. No impacts would occur.

15. PUBLIC SERVICES

	<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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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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sheriff protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Libraries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:

Fire suppression services in unincorporated Los Angeles County are provided by the Los Angeles County Fire Department (LACoFD), which has 22 battalions providing services to 58 cities and the whole unincorporated area of Los Angeles County. The LACoFD uses national guidelines of a 5-minute response time for the 1st-arriving unit for fire and EMS responses and 8 minutes for the advanced life support (paramedic) unit in urban areas, and 8-minute response time for the 1st-arriving unit and 12 minutes for advanced life support (paramedic) unit in suburban areas. The project site is located in the urbanized area of Marina del Rey. BMPs would be standard during renovation and construction of the restroom, marine-commercial building and storage garage to ensure that the threat for fire and the threat of crime (pilferage of the construction equipment) is reduced or does not occur on the project site. Since the proposed project would not pose any special fire problems, there would be no impacts. The nearest County Fire Station (#110), located at 4433 Admiralty Way, to the project site is 1.4 miles away.

Law enforcement services within the unincorporated Los Angeles County are provided by the Los Angeles County Sheriff's Department. The Los Angeles County Sheriff's Department strives to maintain a service ratio of approximately one officer for every 1,000 residents within the communities it serves. The renovation and construction of the restroom, marine-commercial building and storage garage could provide opportunity for crime (pilferage of the construction equipment and materials) but not different from other construction locations within the area. The proposed project would not pose any special law enforcement problems, there would be no impacts. The nearest County Sheriff's Station, located at 13851 Fiji Way, to the project site is 0.4 miles away.

In Los Angeles County, parks are operated and maintained by the Department of Parks and Recreation. As of 2010, there were approximately 153 recreational facilities managed by the Department of Parks and Recreation totaling approximately 65,528 acres of recreation and open space. The Los Angeles County General Plan, Regional Recreation Areas Plan, provides the standard for the allocation of parkland in the unincorporated county. This standard is four acres of local parkland per 1,000 residents and six acres of regional parkland per 1,000 residents. For subdivision projects, the Quimby Act permits the County, by ordinance, to require the dedication of parkland or the payment of an in-lieu fee to achieve the parkland-to-population ratio sought in the General Plan. Further, as a condition of a zone change approval, General Plan amendment, or Specific Plan approval, the County may require the applicant pursuing the subdivision to dedicate and/or improve land according to the following General Plan standards. This requirement is justified as long as an appropriate nexus between the proposed project and the dedication can be shown.

In the unincorporated portions of Los Angeles County, as well as in 50 of the 88 cities within the County, library services are provided by the County of Los Angeles Public Library. There are approximately 84 libraries operated by the County with roughly 7.5 million volumes in its book collection. The County of Los Angeles Public Library is a special district and is primarily funded by property taxes, but other funding mechanisms include a Mello-Roos Community Facilities District, developer impact fees, developer agreements, and a voter-approved special tax.

The project is not a residential land use and would not have an impact of schools. The nearest park is Burton Chace Park located approximately 0.8 miles away from the project site, no residential units are proposed, therefore there would be no impact to park resources. The proposed project would have no change to current library services as the proposed project would have the same demand as the current uses. The nearest County library, located at 4533 Admiralty Way, is approximately 0.9 miles away from the project site.

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>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
c) Would the project interfere with regional open space connectivity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:

The Los Angeles County General Plan standard for the provision of parkland is four acres of local parkland per 1,000 residents of the population in the County's unincorporated areas, and six acres of regional parkland per 1,000 residents of the County's total population.

The existing marine commercial structures do not include recreational features for visitors. No impacts would occur. The proposed project would not generate a permanent population within the community of Marina del Rey, there would not be a need to develop or expand additional recreational facilities around or near the project site. There would be no impact from the proposed project. The proposed project would be consistent with the Department of Parks and Recreation Strategic Asset Management Plan 2020. There is no regional open space in the project area and the proposed project would not interfere with connectivity.

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>
<p>Would the project:</p> <p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e) Result in inadequate emergency access?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:

Traffic conditions are determined by using a system that measures the volume of traffic going through an intersection at a specific point in time relative to the intersection's maximum possible automobile throughput. This volume-to-capacity ratio is referred to as Level of Service (LOS) and ranges from the best-case scenario LOS A (free-flowing conditions) to the worst-case scenario LOS F (gridlock).

The project includes the renovation of restroom facility to marine-commercial and construction of a new restroom facility and new storage garage. The site is already developed as a boat repair yard and the proposed project would not increase traffic trip to the site.

The project would not change air traffic patterns or change roadway design. Any haul trucks will follow the regular main arterial routes in exporting grading materials. The project does not include a change to any of the existing emergency access routes. The proposed project will not interfere with existing Bikeway Plan, Pedestrian Plan, Transit Oriented District development standards in the County General Plan Mobility Element. The proposed renovation of existing commercial-retail buildings will not decrease the performance or safety of an alternative transportation facility. There would be no impact from the proposed project.

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18. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of either the Los Angeles or Lahontan Regional Water Quality Control Boards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:

All public wastewater disposal (sewer) systems are required to obtain and operate under the terms of an NPDES (National Pollution Discharge Elimination System) permit, which is issued by the local Regional Water Quality Control Board (RWQCB). The NPDES is a permitting program that established a framework for regulating municipal, industrial, and construction stormwater discharges into surface water bodies and stormwater channels.

The Los Angeles and Lahontan Regional Water Quality Control Boards are responsible for implementing the federally-mandated NPDES program in the County through the adoption of an Order, which is effectively the NPDES Permit for that region. The Los Angeles Regional Board's Permit designates 84 cities within the Board's region as permittees, and the County as the principal permittee of the NPDES Permit. The NPDES Permit defines the responsibilities of each permittee to control pollutants, including the adoption and enforcement of local ordinances and monitoring programs. The principal permittee is responsible for coordinating activities to comply with the requirements set forth in the NPDES Permit, but is not responsible for ensuring the compliance of any other permittee. The County's Stormwater Ordinance requires that the discharge, deposit, or disposal of any stormwater and/or runoff to storm drains must be covered by a NPDES permit.

For the unincorporated areas, in accordance with the NPDES Permit, the County implements a Standard Urban Stormwater Mitigation Plan (SUSMP) at the project site level to address pollutants generated by specific activities and types of development. The main purpose of this planning program is to identify new construction and redevelopment projects that could contribute to stormwater pollution, and to mitigate runoff from those projects by requiring that certain Best Management Practices be implemented during and after construction. Moreover, the SUSMP prevents erosion by controlling runoff rates, protecting natural slopes and channels, and conserving natural areas.

The Los Angeles County Integrated Waste Management Plan (IWMP), which is compiled by the interagency Integrated Waste Management Task Force and updated annually, has identified landfills with sufficient disposal capacity for the next 15 years, assuming current growth and development patterns remain the same. In addition to the projections of the IWMP (see above), all projects must comply with other documents required by the California Integrated Waste Management Act of 1989 (AB 939).

The project includes the renovation of restroom facility to marine-commercial and construction of a new restroom facility and new storage garage and would not generate an increase in wastewater. The restroom renovations include a total decrease in restroom facilities from 12 toilets, 6 urinals, and 4 showers in two restroom facilities to 7 toilets, 2 urinals and 4 showers contained in one restroom facility and one toilet in the renovated marine commercial building. No substantial increase in commercial square footage would occur; therefore, the proposed project would not substantially increase the amount of waste water that is generated compared to existing conditions. The proposed project would not increase capacity problems at the Hyperion wastewater treatment plant that currently serves the project site.

The proposed project would require the same or less drainage from the project site as the existing land uses as the project will need to comply with the Low Impact Development standards that improves groundwater infiltration. Review of the drainage concept/LID plan will be required as part of the Department of Public Works' Land Development Division's Site Plan Review, preceding the issuance of any project grading or building permits. Therefore, the project should have no impact on the existing drainage system. The project site is located in a developed area of Marina del Rey that is currently served by an existing water conveyance system. Fire flows to the project site are adequate for the uses that currently exist on the project site (Parcel

53). Furthermore, the proposed project site contains fire hydrants located around the project site to provide hook-ups for the fire department in case of a fire on the project site. The proposed project would not include the addition of floors to the existing commercial structures, therefore, an increase in fire flow is not anticipated to be required to adequately serve the proposed project upon its completion.

The project site currently receives electricity from the Southern California Edison Company and natural gas from the Southern California Gas Company. Infrastructure currently exists on the project site, which conveys an adequate supply of electricity and natural gas to the existing uses on the project site. Project development will result in a small increase of building square footage (storage garage) but would not result in an appreciable intensification of use on the project site; therefore, the proposed project would demand the same amount of electricity and natural gas that is currently being demanded under existing conditions. No impacts would occur.

The proposed project would not result in an appreciable increase the intensity of the existing land uses, and therefore, would generate the same amount of solid waste that is being generated under existing conditions. During project demolition, construction and renovation activities, an increase in the amount of construction debris would occur; however, this increase is normal and would be temporary in nature and would be able to be accommodated by the local solid waste disposal service provided in the community of Marina del Rey. Furthermore, any debris that would be generated by the proposed project would be subject to the diversion rate. Since the proposed project would not generate more solid waste upon its completion than is being generated under existing conditions and since renovation of the proposed project site would produce a minimal amount of renovation debris that can be adequately disposed of at landfill facilities serving the project site, no impacts would occur. The proposed project would comply with all federal, state, and local statutes regulating solid waste. As there is no proposed change in land use there would be a less than significant impact from the proposed project on solid waste statutory compliance.

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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>
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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?

Based on the findings of this initial study, the proposed project would neither degrade the quality of the environment nor is it expected to eliminate important examples of the major periods of California prehistory. The proposed project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, nor threaten a plant or animal community. There are no nesting trees or active birds nest on-site, further compliance with LCP polices 23 and 34 would require surveys for the presence of these birds and other species prior to development and renovation activities. Therefore, impacts would be less than significant and further analysis on this topic is not required.

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 type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project would not disadvantage any long-term environmental goals of Los Angeles County or those identified in the Marina del Rey 2010 Conservation and Management Plan in an effort to achieve short-term environmental goals, as both goals are consistent with each other.

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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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As described in this Initial Study, the proposed project would not increase the current land use intensity on the project site. Related projects as specified above would be involved in individual environmental review to determine the level of significance for impacts pertaining to each of their individual development. Therefore, cumulative impacts would be less than significant and the project's contribution to cumulative impacts would not be cumulatively considerable.

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

As described throughout this Initial Study, the proposed project includes demolition of one 770 square foot restroom facility located at the north eastern portion of the site to be replaced with a new 921 square foot restroom facility just east of the fire lane closest to the water. The second existing 770 square foot restroom located on the west side of the fire lane would be converted marine commercial space. The project also includes construction of a new storage garage totaling 4,383 to accommodate sixteen cars (3,916 square feet) and six boater storage units (467 square feet) along the western parcel edge. The proposed project would not include construction or operational activities that would cause a substantial adverse effect on human beings. No significant impacts would occur and further analysis on this topic is not required.

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**MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
PROJECT NO.R2013-02884-(4) / PERMIT NO.RDCP201300002 / ENV NO. 201300246**

#	Environmental Factor	Mitigation	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
1.1	Aesthetics					
1.2	Aesthetics					
1.3	Aesthetics					
1.4	Aesthetics					
2.1	Agriculture / Forest					
3.1	Air Quality					
4.1	Biological Resources					
5.1	Cultural Resources					
6.1	Energy					
7.1	Geology / Soils	Provide acceptable bearing support without triggering significant long-term settlement within the underlying clayey and silty soil deposits.	Utilize geofoam underneath the mat foundation of restroom structure.	Prior to grading permit	B&S - DPW	DPW
8.1	Greenhouse Gas Emissions					
9.1	Hazards / Hazardous Materials					
10.1	Hydrology / Water Quality					
11.1	Land Use / Planning					
12.1	Mineral Resources					
13.1	Noise					
14.1	Population / Housing					
15.1	Public Services					
16.1	Recreation					
17.1	Transportation / Traffic					
18.1	Utilities / Services					
19	Mitigation Compliance	As a means of ensuring compliance of above mitigation measures, the applicant and subsequent owner(s) are responsible for submitting compliance report to the Department of Regional Planning for review, and for replenishing the mitigation monitoring account if necessary until such as all mitigation measures have been implemented and completed.	Submittal and approval of compliance report and replenishing mitigation monitoring account	Yearly and as required until all measures are completed.	Applicant and subsequent owner(s)	DRP