

the site. This measure would therefore be ineffective in reducing project construction-related emissions.

5.4.3.4.5.10 Summary of Project Impacts With Mitigation – Wetland Park Project

Demolition, Excavation/Grading and Construction Impacts: Significant;

Demolition, Excavation/Grading and Construction Impacts; Localized Significance Thresholds:
Significant and unavoidable;

Operational Impacts; Daily Emissions: Less than significant;

Operational Impacts; Wind: Less than significant;

Operational Impacts; Additional SCAQMD Indicators: Less than significant;

Global Climate Change: Less than significant.

Air Quality Impacts and Mitigation Measures: Restored Wetland and Upland Buffer

5.4.3.4.6 **Public/~~Transient~~-Serving Boat Space Project**

5.4.3.4.6.1 **Threshold: The project will generate air pollutant quantities in excess of established SCAQMD emissions thresholds.**

5.4.3.4.6.2 **Threshold: The project could interfere with the attainment of the federal or state ambient air quality standards by either violating or contributing to an existing or projected air quality violation.**

5.4.3.4.6.3 **Threshold: The project could generate vehicle trips that cause a CO hotspot or project could be occupied by sensitive receptors that are exposed to a CO hotspot.**

Analysis: The public boat spaces project would require construction of approximately 542 linear feet of dock space and between 7 and 11 transient boat spaces and dinghy boat moorage space. The use of heavy construction equipment would be required. However, the use of such equipment would be minimal and any associated emissions would be negligible. The operation of this project component would involve limited recreation uses (boating), would only generate minimal trips, and would not result in appreciable air pollutant emissions. Therefore, the proposed public boat spaces would not generate air pollutant quantities in excess of established SCAQMD emissions thresholds, interfere with the attainment of federal or state ambient air quality standards and/or generate a CO hotspot. Impacts would be less than significant.

5.4.3.4.6.4 **Threshold: The project could result in population increases within an area, which would be in excess of that projected by SCAG in the AQMP, or increase the population in an area where SCAG has not projected that growth for the project's buildout year.**

Analysis: The public boat spaces project would involve limited recreational uses and would not result in an on-site population. Therefore, the project would not result in a population increase in excess of SCAG projections contained in the 2007 AQMP and impacts would be less than significant.

5.4.3.4.6.5 **Threshold: The project will have the potential to create, or be subjected to, an objectionable odor that could impact sensitive receptors.**

Analysis: The limited recreational uses associated with the public boat spaces project are not expected to be a source of odors. The adjacent land uses are such that project visitors would not be subjected to objectionable odors from any surrounding land use. The adjacent water uses are similar to the proposed Public/Transient Boat Space project such that project visitors would not be subjected to objectionable

odors from these surrounding uses. Consequently, no significant impacts from such odors are anticipated.

5.4.3.4.6.6 Threshold: The project will have hazardous materials on site and could result in an accidental release of toxic air emissions or acutely hazardous materials posing a threat to public health and safety;

Threshold: The project could emit a toxic air contaminant regulated by SCAQMD rules or that is on a federal or state air toxic list;

Threshold: The project could be occupied by sensitive receptors within 0.25 mile of an existing facility that emits air toxics identified in SCAQMD Rule 1401; or

Threshold: The project could emit carcinogenic or toxic air contaminants that individually or cumulatively exceed the maximum individual cancer risk of ten in one million.

Analysis: Construction of the public boat spaces would not result in an accidental release of hazardous materials on site because any lead-based paint and asbestos containing materials would be abated and disposed of in accordance with SCAQMD and other local and state regulations. Construction of the public boat spaces would result in minimal emissions of DPM, which has been designated a TAC by CARB. Typically, cancer risk is assessed for long-term exposure durations (typically 70 years). Construction of the public boat spaces would result in much shorter-term DPM emissions, however, and exposure would be for less than two years. According to OEHHA, high short-term exposures (i.e., less than a maximum theoretical project life of 70 years) are not necessarily equivalent to low longer-term exposures, as previously discussed. Construction of the public boat spaces would result in minimal DPM emissions much less than the emissions associated with other components of the project. Because construction of the public boat spaces would result in a maximum exposure duration of DPM for less than one year, it is not expected that the total dose to any single sensitive receptor would result in an exceedance of the SCAQMD maximum individual cancer risk of ten in one million. Also, in accordance with OEHHA policy described above, any numerical evaluation of cancer risk from short-term exposures (i.e., less than nine years) would introduce uncertainties into the assessment. Furthermore, the SCAQMD does not require a health risk assessment for short-term construction impacts. Therefore, because of the limited exposure duration and temporary nature of the DPM emissions, no significant impacts with respect to the criteria listed above would occur.

The proposed land use of the public boat spaces will not use hazardous materials or emit toxic air contaminants. Adjacent land uses would not subject project visitors to toxic air emissions. Accordingly, no significant impacts with respect to the criteria listed above are expected to occur.

5.4.3.4.6.7 Threshold: The project would generate emissions of greenhouse gases that could contribute to changes in global climate.

Analysis: As previously discussed, the primary source of GHGs in California is fossil fuel combustion. The primary GHG associated with fuel combustion is carbon dioxide, with lesser amounts of methane and nitrous oxide. As noted above, the public boat spaces would not result in appreciable emissions.

While the public boat spaces would result in emissions of GHGs, albeit in negligible amounts, no guidance exists to indicate what level of GHG emissions would be considered substantial enough to result in a significant adverse impact on global climate. However, it is generally the case that an individual project of this size is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. Thus, GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective.¹¹⁷ Accordingly, further discussion of the public boat spaces' greenhouse gas emissions and their impact on global climate are addressed in **Section 5.4.4.2, Cumulative Impacts, Global Climate Change**.

5.4.3.4.6.8 Summary of Project Impacts Without Mitigation – Public Boat Spaces

Demolition, Excavation/Grading and Construction Impacts: Less than significant;

Demolition, Excavation/Grading and Construction Impacts; Localized Significance Thresholds: Less than significant;

Operational Impacts; Daily Emissions: Less than significant;

Operational Impacts; Wind: Less than significant;

Operational Impacts; Additional SCAQMD Indicators: Less than significant;

-Global Climate Change: Less than significant.

¹¹⁷ California Air Pollution Control Officers Association, *CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*, (2008) 35.

5.4.3.4.6.9 Summary of Project Mitigation; Existing Regulations and Standards Applicable to the Public Boat Space Project

Construction of the public boat slip project would not involve earthmoving activities, the use of heavy construction equipment would be minimal. Any associated emissions would be negligible, and the public boat slip project would not result in any significant air quality impacts. Therefore, no mitigation measures are required or recommended.

Air Quality Impacts and Mitigation Measures: Public-Serving Boat Space Project

5.4.4 CUMULATIVE IMPACTS

5.4.4.1 Regional Analysis

The *CEQA Air Quality Handbook* identifies possible methods to determine the cumulative significance of land use projects.¹¹⁸ All of the SCAQMD's methods are based on performance standards and emission reduction targets necessary to attain the federal and state air quality standards identified in the 2007 AQMP. The *CEQA Air Quality Handbook* identifies possible methods to determine the cumulative significance of land use projects.¹¹⁹ However, one method is no longer recommended and supported by the SCAQMD, and another method is not applicable as the SCAQMD repealed the underlying regulation after the *CEQA Air Quality Handbook* was published. This EIR evaluates the following methods: (1) the SCAQMD method of whether the rate of growth in average daily trips exceeds the rate of growth in population and (2) whether or not the project is consistent with 2007 AQMP and, thus, would not jeopardize attainment of state and federal ambient air quality standards in the basin.

One SCAQMD approach is to assess whether the rate of growth in VMT and trips is held to the rate of population growth. As specified in the *CEQA Air Quality Handbook*, the ratio of project VMT or average daily trips (AMT) to anticipated VMT or ADT in the city or county is compared to the ratio of the project population to the anticipated population in the city or county.¹²⁰ If the growth of VMT or ADT is less than the population growth, then the project is not considered to have a significant cumulative air quality impact. The relevant values are shown in **Table 5.4-431, Comparison of Growth of ADT to Population Growth**. Because this approach compares a project's population to VMT, only the population and VMT associated with permanent residents of the Neptune Marina Apartments and Anchorage in Parcels 10R and FF are used in this comparison. As shown in **Table 5.4-431**, this criterion has been met, and the project would not be considered to have significant cumulative impacts.

¹¹⁸ South Coast Air Quality Management District, *CEQA Air Quality Handbook* (Diamond Bar, California: South Coast Air Quality Management District, April 1993), p. 9-12; Written communication with Steve Smith, South Coast Air Quality Management District, 20 November 2003.

¹¹⁹ South Coast Air Quality Management District, *CEQA Air Quality Handbook*, pp. 9-12; Written communication with Steve Smith, Program Supervisor, South Coast Air Quality Management District, November 20, 2003.

¹²⁰ South Coast Air Quality Management District, *CEQA Air Quality Handbook* (Diamond Bar, California: South Coast Air Quality Management District, April 1993), p. A9-126.

Table 5.4-431
Comparison of Growth of ADT to Population Growth

	Average Daily Trips	Population
Neptune Marina Apartments and Anchorage	2,083 ¹	789 ²
Los Angeles County	44,342,400 ³	10,955,466 ⁴
Ratio of Project to Los Angeles County	0.000047	0.000072

Source: Impact Sciences, Inc.

¹ Average daily trips at a rate of 3.96 trips per apartment unit.

² Number of residents associated with 526-unit apartment complex at Neptune Marina Parcel 10R and Neptune Marina Parcel FF.

³ Estimated ADT in Los Angeles County in 2013 (project buildout year) as determined by EMFAC2007.

⁴ Aggregated population in Los Angeles County in 2013. Source: Southern California Association of Governments. "City Projections." <http://www.scag.ca.gov/forecast/downloads/2004GF.xls>.

Although the following method is not included in the *CEQA Air Quality Handbook* as a way to assess cumulative air quality impacts, it is determined the project is within growth forecasts contained in the Growth Management Chapter of SCAG's RCPG, which forms the basis for the land use and transportation control portions of the 2007 AQMP. Therefore, it would be consistent with the 2007 AQMP, indicating that it would not jeopardize attainment of state and federal ambient air quality standards in the basin.

Based on the results of the latter two approaches discussed above, the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project would not cause significant cumulative impacts on air quality during operation.

In addition to the cumulative significance methodologies contained in *CEQA Air Quality Handbook*, the SCAQMD staff has suggested that the emissions-based thresholds be used to determine if a project's contribution to regional cumulative emissions is cumulatively considerable.¹²¹ Individual projects that exceed the SCAQMD-recommended daily thresholds for project-specific impacts would be considered to cause a cumulatively considerable increase in emissions for those pollutants for which the basin is in nonattainment. As presented previously (see **Tables 5.4-131, and 1820, and 30**), construction of the project would result in daily construction emissions of NO_x that exceed the thresholds of significance recommended by the SCAQMD during peak construction activities. Because the basin is in nonattainment for ozone (NO_x is a precursor to ozone), construction of the project would generate a cumulatively considerable contribution. This is considered a significant and unavoidable impact.

¹²¹ Personal communication with Steve Smith, Program Supervisor, South Coast Air Quality Management District, Diamond Bar, California, with David Deckman, Impact Sciences, April 19, 2006.

Mitigation Measures: Cumulative impacts during construction are considered significant. Project-specific mitigation measures 5.4-1 through 5.4-10 discussed earlier would also reduce cumulative construction impacts. However, the cumulative impacts would remain significant and unavoidable.

~~The project serving sewer line will not use hazardous materials or emit toxic air contaminants in appreciable quantities. Accordingly, no significant impacts with respect to the criteria listed above are expected to occur.~~

5.4.4.2 Global Climate Change

In addition to the project-level impact on global climate, a project's contribution to state, national, and global GHG emission inventories and the resultant effect on global climate must also be evaluated on a cumulative basis. The project would generate GHG emissions, as discussed and reported previously, which would contribute to potential cumulative impacts of GHG emissions on global climate.

Under Section 15130 of the *State CEQA Guidelines*, an EIR must discuss cumulative impacts if a project would have a cumulatively considerable effect on a resource, where "cumulatively considerable" is defined as "...the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."¹²² However, as Section 15064(h)(4) states, "The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable."¹²³ Therefore, the fact that the proposed project would result in emissions of GHGs, and that global GHGs emissions contribute to the greenhouse effect and the resultant impacts on global climate, does not mean that the proposed project would have a cumulatively considerable impact on global climate. Accordingly, the potential contribution of the project to this cumulative impact is evaluated under other criteria.

To date, no quantitative emission thresholds or similar criteria have been established to evaluate the cumulative impact of a single project on global climate. In the absence of quantitative emissions thresholds, consistency with adopted programs and policies is used by many jurisdictions to evaluate the significance of cumulative impacts. A project's consistency with the implementing programs and regulations to achieve the statewide GHG emission reduction goals established under Executive Order S-3-05 and AB 32 cannot yet be evaluated because they are still under development. Nonetheless, the

¹²² *California Environmental Quality Act Guidelines*, California Code of Regulations (CCR), Title 14, Division 6, Chapter 3, Section 15065(a)(3).

¹²³ *California Environmental Quality Act Guidelines*, California Code of Regulations (CCR), Title 14, Division 6, Chapter 3, Section 15064(h)(4).

Climate Action Team, established by Executive Order S-3-05, has recommended strategies for implementation at the statewide level to meet the goals of the Executive Order. In the absence of an adopted plan or program, the Climate Action Team's strategies serve as current statewide approaches to reducing the state's GHG emissions. As no other plan or program for GHG emissions that would apply to the projects has been adopted, consistency with these strategies is assessed to determine if the projects' contribution to cumulative GHG emissions is considerable.

In its report to the Governor and the Legislature, the Climate Action Team recommended strategies that could be implemented by various state boards, departments, commissions, and other agencies to reduce GHG emissions.¹²⁴ In addition, CARB has approved a list of early action measures that can be implemented by January 1, 2010. This EIR contains several project design features that would result in lower fuel combustion emissions, reduced energy usage, water conservation, and other collateral benefits with respect to GHG emissions.¹²⁵ The Climate Action Team strategies and early action measures that are relevant to the proposed project, the implementing agencies, and the project's design features or mitigation measures that would be consistent with these strategies are listed in **Table 5.4-424, Project Features and Mitigation Measures to Achieve Climate Action Team Strategies** and **Table 5.4-435, Project Features and Mitigation Measures Consistent with Early Action Measures**, respectively. Based on the analysis in **Table 5.4-424** and **Table 5.4-435**, the proposed project would reduce their contribution to GHG emissions and global climate through consistency with these strategies and measures, as well as many of the future strategies to meet the goals of AB 32. In addition, the development of Parcel 10R would replace old apartments that were constructed well before the implementation of California's stringent energy standards under Title 24 with new buildings that would be constructed in accordance with Title 24. Accordingly, this component of the proposed projects would likely result in a reduction in energy use and the associated generation of GHG emissions.

¹²⁴ California Environmental Protection Agency, Climate Action Team, Climate Action Team Report to Governor Schwarzenegger and the Legislature. March 2006.

¹²⁵ Project design features that are intended to reduce criteria pollutant emissions associated with fuel combustion (e.g., motor vehicle emissions) or energy conservation would also serve to reduce GHG emissions.

Table 5.4-442
Project Features and Mitigation Measures to Achieve Climate Action Team Strategies

CAT Strategy	Implementing Agency	Project Feature/Mitigation
Vehicle Climate Change Standards	Air Resources Board	The project would be consistent with this strategy to the extent that new passenger vehicle and light trucks are purchased by the project's users starting in the 2009 model year. ¹
HFC Reduction Strategies	Air Resources Board	Project air conditioning systems would comply with the latest standards for new systems. Use of consumer products using HFCs would comply with CARB regulations, when adopted.
Building Energy Efficiency Standards in Place	Energy Commission	The project will meet or exceed California energy standards or energy efficient lighting requirements.
Appliance Energy Efficiency Standards in Place	Energy Commission	
Water Use Efficiency	Department of Water Resources	The project will meet or exceed California water use and conservation standards.

¹ The U.S. EPA has denied the waiver that would allow these standards to be implemented; however, the state has filed a lawsuit to overturn this decision. The implementation of these standards and the time schedule for the introduction of compliance passenger vehicles and light trucks are in question at this time.

Table 5.4-453
Project Features and Mitigation Measures Consistent with Early Action Measures

Early Action Measure	Project Feature/[Mitigation Measure]
Low-Carbon Fuel Standard	The project would be consistent with this measure because motor vehicles driven by project residents and hotel users would use compliant fuels in the future.
"Do-it-yourself" Automotive Refrigerants	The project would be consistent with this measure because the project's vehicles would be serviced by repair shops that capture and recycle automotive refrigerants.
Consumer Product Propellants	The project would be consistent with this measure because the project residents would use compliant consumer products.
Proper Tire Inflation	The project would be consistent with this measure because motor vehicles driven by project residents and hotel users would maintain proper tire pressure to improve fuel economy and reduce GHG emissions.

On October 24, 2008, CARB staff released a draft and preliminary proposal for determining whether the emissions related to proposed new projects represent cumulative significant impacts under CEQA. While the proposal is focused on helping lead agencies determine under which conditions a project may be found exempt from the preparation of an EIR, the proposal also provides a guide for establishing significance thresholds for projects for which EIRs would be prepared regardless of the project's climate change impact. According to this proposal, the threshold for determining whether a project's emissions are significant is not zero emissions, but must be a stringent performance-based threshold to meet the requirements of AB 32. If the project meets certain specific yet to be developed performance standards for several categories of emissions, including construction emissions, building energy use, water use, solid waste, and transportation *and* the project emits no more than a certain to be determined amount of metric tons of carbon equivalents per year, the project's impact would not be significant. According to CARB, California Energy Commission Tier II building energy use standards are proposed to be used, which generally require a reduction in energy usage of 30 percent beyond current Title 24 building code requirements. CARB has also proposed a 7,000 metric ton carbon dioxide equivalent (MTCO_{2e}) threshold for industrial projects, but has not yet proposed thresholds for residential and commercial projects. The annual threshold does not explicitly include emissions associated with construction- and transportation-related activities.

In April 2008, the SCAQMD, in order to provide guidance to local lead agencies on determining the cumulative significance of GHG emissions identified in CEQA documents, convened a "GHG CEQA

Significance Threshold Working Group.”¹²⁶ The goal of the working group is to develop and reach consensus on an acceptable CEQA significance threshold for GHG emissions that would be utilized on an interim basis until CARB (or some other state agency) develops statewide guidance on assessing the significance of GHG emissions under CEQA. As such, the SCAQMD will periodically review and revise the threshold in consideration of any adopted statewide guidance or other information. The Working Group has released a draft of the proposed significance threshold, which uses a tiered approach to determine a project’s significance. It is similar, but not identical, to CARB’s proposed GHG significance threshold guidance document, such that projects meeting as yet to be determined performance standards and screening levels result in a less than significant impact. For industrial projects, the SCAQMD is suggesting a screening level of 10,000 MTCO_{2e} per year for industrial projects and 3,000 MTCO_{2e} per year for residential and commercial projects. The SCAQMD explicitly includes construction and transportation emissions in their numerical thresholds while CARB does not but requires compliance with as yet to be determined construction and transportation performance standards. The SCAQMD guidance is currently under development and will be presented to the SCAQMD Governing Board for adoption at a later date. If a project exceeds the SCAQMD screening level, the SCAQMD proposes three compliance options: (1) calculate the project’s GHG emissions using a “business as usual” (BAU) methodology and incorporate design measures and/or GHG mitigation measures to achieve a 30 percent reduction from BAU emission levels; (2) early compliance with AB 32 through early implementation of CARB’s Scoping Plan Measures; and (3) compliance with yet-to-be-established sector-based performance standards. If the project cannot achieve the performance standards of any of the three compliance options, the project’s GHG emissions would be significant. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for industrial and permitting projects where the SCAQMD is lead agency.

In light of the GHG significance thresholds proposed by CARB and the SCAQMD, the cumulative GHG impacts of the project are compared to the proposed SCAQMD screening thresholds. In applying this threshold, the project’s total *net* GHG emissions are based on the sum of the construction emissions annualized over the project lifetime (defined by the SCAQMD as the total construction emissions annualized over a 30 year period) and the annual operational direct and indirect emissions. These emissions are summarized below in **Table 5.4-465, Estimated Project Net Total Greenhouse Gas Emissions.**

The following project design features that will reduce emissions of GHGs shall be implemented during construction and operation of the project. These measures will reduce the project’s GHG emissions ~~and its impacts to global climate change~~; however, these reductions are not accounted for in **Table 5.4-465.**

¹²⁶ For more information see: <http://www.aqmd.gov/ceqa/handbook/GHG/GHG.html>.

- ~~These project design features will be incorporated into the final building plans:~~ Alternative transportation considerations such as encouraging bicycle transit and fuel efficient vehicles;
- ~~Restore wetland habitat within dedicated open space area;~~
- ~~Reduce stormwater runoff through incorporation of best management practices;~~
- ~~Use of roofing materials with high solar reflectance index;~~
- ~~Water efficient landscaping through use of drought-tolerant species and smart irrigation controllers;~~
- ~~Use of high efficient toilets;~~
- ~~Use of energy efficient equipment and appliances;~~
- ~~Use of non-ozone depleting refrigerants;~~
- ~~Incorporation of recycled and rapidly renewable building materials;~~
- ~~Monitoring of ventilation systems;~~
- ~~Development of indoor air quality management plans;~~
- ~~Use of low-emitting volatile organic compound materials (e.g., in sealants and paints); and~~
- ~~Provision of individual control for lighting and comfort control systems.~~
-

Table 5.4-46
Estimated Project Net Total Greenhouse Gas Emissions

<u>Emissions Source</u>	<u>Emissions in Metric Tons CO₂E Per Year</u>
<u>Construction Emissions</u>	
Year 2011	1,886
Year 2012	3,722
Year 2013	2120
<u>Annualized Construction Emissions:</u>	<u>258</u>
<u>Direct GHG Emissions</u>	
Operational (Mobile) Sources	6,940
Area Sources	1,555
<u>Total Direct GHG Emissions:</u>	<u>8,495</u>
<u>Indirect GHG Emissions</u>	
Electrical Generation	2,282
Water Supply	55
Wastewater Treatment	149
Solid Waste	83
<u>Total Indirect GHG Emissions:</u>	<u>2,569</u>
<u>Emissions Due To Existing Land Uses:</u>	<u>2,391</u>
<u>Net Total Annual GHG Emissions:</u>	<u>8,931</u>

*Source: Impact Sciences, Inc. Emissions calculations are provided in **Appendix 5.4**.*

The GHG emissions associated with the project buildout likely represents a conservative assessment of the actual GHG emissions that would result from construction and operation. The construction emissions were based on the assumption that equipment would operate continuously throughout an 8-hour work-day. In reality, construction equipment tends to operate cyclically for only a portion of the work day. In addition, as noted in CARB's AB 32 *Climate Change Scoping Plan*, reductions in GHG emissions from construction equipment are expected to occur upon implementation of the low carbon fuel standard (Scoping Plan Measure 5) and vehicle hybridization and energy efficiency standards adopted for medium- and heavy-duty vehicles (Scoping Plan Measure 10). These additional reductions were not quantified in this analysis resulting in conservatively estimated construction GHG emissions.

As shown in **Table 5.4-46**, GHG emissions from motor vehicles represent over half of the total GHG emissions associated with the project. Neither the state nor the federal government regulates tailpipe GHG emissions. However, several proposed regulatory actions have taken place at the federal and state level that would reduce GHG emissions from motor vehicles, and these reductions were not accounted for in the model.

This assessment is conservative because it does not account for improvements in fuel economy standards for cars, light trucks, and sport utility vehicles. In 2007, the President signed the Energy Independence and Security Act, which set a goal of achieving a CAFE standard of 35 miles per gallon by 2020 for new cars, light trucks, and sport utility vehicles. As previously discussed, the President proposed more stringent vehicle emission standards of 35.5 miles per gallon by 2016, which is approximately a 30 percent improvement in fuel economy. As previously discussed, AB 1493 would set GHG emission standards for motor vehicles in California; however, the State has not received a waiver from the US EPA to implement the standards. Additionally, as mentioned above, California has adopted the Low Carbon Fuel Standard, which would reduce the carbon content of transportation fuels by at least 10 percent. Under CARB's *Climate Change Scoping Plan*, fuel-efficient tire standards are being pursued (Scoping Plan Measure 7). Additionally, to the extent technology continues to improve and CAFE standards become more stringent, this analysis provides a conservative estimate of motor vehicle emissions based on current technology and CAFE standards. None of these future reductions in vehicle emissions are accounted for in the current air quality models.

Similarly, the GHG emissions associated with electricity, natural gas, and water consumption represent conservative estimates since the effect of many of the project design features listed above are not included in the emission calculations. Furthermore, as building code standards require even more energy efficiency measures in the future and as mandates to decrease the carbon footprint of electricity in California are adopted, the assessment will be even more conservative. For these reasons, the GHG emissions associated with electricity, natural gas, and water consumption represent conservative estimates.

~~It should also be noted that the total *net* GHG emissions from the proposed projects are estimated to be approximately 8,673 metric tons per year (0.009 million metric tons). Compared to the estimated GHG for all sources in California (423 million metric tons, excluding out of state electrical generation), the project's contribution to the effects on global climate would be imperceptible. Based on these findings, the contribution of the projects to cumulative GHG emissions is not considered cumulatively considerable.~~

As listed in **Table 5.4-465**, the net total annual GHG emissions would exceed the SCAQMD preliminary draft 3,000 MTCO_{2e} screening threshold. While CARB has not yet proposed a numerical threshold for residential and commercial projects, CARB has proposed that projects meet the California Energy Commission Tier II building energy use standards, which generally requires a 30 percent reduction in energy consumption compared to current Title 24 building code standards. Therefore, based on the analysis presented in this section, this EIR conservatively concludes that the project would be considered to have cumulatively significant GHG impacts and would require the implementation of mitigation measures.

Mitigation for Global Climate Change Impacts: The following list of measures shall be implemented to reduce the impacts of project-related GHG emissions. Mitigation measures 5.4-1 through 5.4-10 would reduce construction-related GHG emissions. Additional measures that could be feasibly implemented during the development and operation of the project to mitigate GHG emissions are as follows:

- 5.4-11. The project shall achieve energy efficiency equivalent to the California Energy Commission Tier II building energy use standards.
- 5.4-12. The project applicant shall recycle and/or salvage for reuse a minimum of 65 percent of non-hazardous construction and demolition debris by weight.
- 5.4-13. The project applicant shall use drought-tolerant landscaping from an approved plant list provided by the lead agency, County of Los Angeles, or other agency.
- 5.4-14. The project applicant shall install a smart irrigation controller for any area of the lot that is either landscaped or designated for future landscaping. The project applicant shall ensure landscaped areas comply with all requirements within Title 22 Part 21 of Chapter 22.523.
- 5.4-15. The project applicant shall install high-efficiency toilets (maximum 1.28 gallons/flush) when tank-type toilets are installed.
- 5.4-16. The project applicant shall provide sufficient interior and exterior bicycle parking facilities at residential components of the project. The project applicant will also provide residents and hotel guests with information regarding local and regional public transportation services.

5.4.5 UNAVOIDABLE SIGNIFICANT IMPACTS

The recommended mitigation measures would reduce the magnitude of construction-related emissions to some extent; however, no feasible mitigation exists which would reduce these emissions or the associated impacts on ambient air quality (i.e., localized significance thresholds) to below the SCAQMD's recommended thresholds of significance. The construction-related emissions for the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project, the Neptune Marina Parcel 10R, the Neptune Marina Parcel FF, and the Woodfin Suite Hotel and Timeshare Resort (Parcel 9U) would be considered significant and unavoidable.

The recommended mitigation measures for GHG emissions would reduce the project's contribution to cumulative impacts to global climate change. While the SCAQMD has proposed a screening threshold for residential and commercial projects, it has not been adopted by their Governing Board and is still undergoing further development. Also, as previously noted, the project's annual net total GHG emissions

presented in Table 5.4-465 likely overstate the actual GHG emissions when project design features, future anticipated regulatory actions, and mitigation measures are taken into account. Assuming that either the federal government or the State of California implement regulations that reduce tailpipe GHG emissions in accordance with the President's 2009 proposed standards or the Pavley standards, vehicle GHG emissions from new cars purchased in 2016 or later by project occupants would be reduced by approximately 30 percent on top of the reductions from CARB's Low Carbon Fuel Standard. In addition, the project includes a multitude of project design features and mitigation measures that would achieve 30 percent reduction in energy-related GHG emissions as well as reductions from other GHG emission sources relative to the emission level indicated in Table 5.4-456. The project would also provide, as mitigation, sufficient bicycle parking facilities at residential components of the project and would provide residents and hotel guests with information regarding local and regional public transportation services. Therefore, the project, after mitigation, would not result in cumulatively considerable impacts with respect to global climate change.

5.6 VISUAL QUALITY

SUMMARY

Fourteen viewing locations, or vantage points, of the proposed Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project site were identified based on the presence of a large permanent or mobile viewing audience. Views of existing conditions from each viewing location are defined. Computer simulations were prepared from each representative viewing location to illustrate future conditions and to define potential impact significance.

This analysis determined that the Neptune Marina project (Parcels 10R and FF) proposes development of apartment structures that would be fully compatible, in terms of height, scale, and visual qualities, with apartment structures either under construction (on Parcel 12) or soon to be constructed (on Parcel 15, 100, and 101) on adjacent parcels. The visual character of the proposed Neptune Marina project is expected to be representative of other future new development in the marina as future (Phase II) projects recycle and redevelop existing land uses. The ongoing and proposed replacement of Phase I marina development, consistent with the Marina's "Phase II" development pursuant to the provisions of the certified Local Coastal Program (LCP), is intentionally designed to result in a marked intensification of existing land uses, with denser, larger and taller residential, hotel and visitor-serving commercial developments.

Although consistent with height standards defined for Parcel 9U in the certified LCP, the 225-foot Woodfin Suite Hotel/Timeshare Resort buildings would be taller than existing buildings in the immediate project vicinity and could be considered out of character in comparison to adjacent uses, because of its height and mass, when viewed from two publicly accessible viewing locations in close proximity adjacent to the project site (Via Marina adjacent to the resort project site and Via Marina south of Tahiti Way). The Woodfin Suite Hotel/Timeshare Resort buildings would not be considered out of character when viewed from more distant vantage points, as the buildings will occupy or cover only a small amount of the viewshed from this panoramic perspective. Consequently, there would not be any significant visual impact from distant viewing locations. In addition, the project would cast shadows on existing residential uses to the north and the west of the project site at certain times of the year. This is a potentially significant impact.

5.6.1 METHODOLOGY

5.6.1.1 Background

The County of Los Angeles and the California Coastal Commission (CCC) both held public hearings on the 1996 updated LCP, which included discussion of the environmental effects that the amended land use changes contained within the updated LCP would cause. The CCC considered the changes that would

result from development standards that would allow building heights up to 225 feet. ~~The~~ This maximum building height is only permitted for specified parcels (including the subject Parcels 10R and 9U) located along the periphery of the Marina's loop roads; and to achieve the maximum 225-foot building height, provision must be made for a greatly expanded view corridors, with which that guaranteed views to the harbor. Specifically, The certified LCP stipulates that all development on waterfront parcels is required to incorporate an unobstructed marina view corridors that is, at a minimum, equal in equaling a width to of no less than 20 percent of the parcel's lineal water frontage. A larger Expanded view corridors (reaching a maximum of up to 40 percent of the parcel's lineal water frontage) are is required for buildings taller than 45 feet. In certifying the updated LCP, the Commission found this This requirement to be is consistent with Coastal Act Policy 30251 that requires that coastal development must be sited to protect views of the coastal waters. In fact, the Commission's findings noted that because Marina del Rey had pre-Coastal Act development blocking water views it was appropriate to allow greater building heights as a tradeoff to increasing water views through view corridors. In discharging its responsibilities under CEQA, the Commission found that there are no feasible alternatives or feasible mitigation measures which would substantially lessen any significant adverse impacts that the updated LCP would have on the environment.

Pursuant to Section 15162 of the State CEQA Guidelines, no new impact finding is required for this project as the height is the same as was contemplated in the LCP when amended. In essence, the Coastal Commission and the County, in discharging their CEQA obligations during the amendment process, elected to allow greater height at certain sites in exchange for larger view corridors. Only four sites in Marina del Rey were allowed to have the tallest height allowance, and Parcel 9 was one of those sites. Therefore, 225-foot tall building at this location, co-located with the required view corridor, is fully consistent with the LCP and does not warrant serious re-examination of impacts solely related to height, whether in a community character or a distant viewing context. Nonetheless, this EIR conservatively considers issues of compatibility of the proposed project with adjoining land uses.

The Marina del Rey LCP provided ~~for~~ the urban design concept for the Marina del Rey Specific Plan by incorporating a modified "bowl concept" (the bowl concept being the design feature of the originally certified Marina LCP) that locates the tallest buildings on the outer and northern boundary of the Marina and the shortest buildings on the moles. This design was selected to enhance the Marina's image and to guarantee that adequate sunlight and wind circulation continues over the Marina water basin. In addition to the modified bowl concept, the urban design concept mandates that view corridors of the Marina water be maintained for public views of the harbor. The view corridors are intended to prevent blockage by structures of views to the marina along Via Marina.

Specifically, hotels within the ~~certified amended Marina~~ LCP are, by definition, permitted with a height limit of 225 feet (Marina del Rey Land Use Plan, page 8-11). Additionally, height design flexibility is provided for seaward parcels along Via Marina, such as Parcel 9U, for a maximum height of 225 feet when a 40 percent view corridor is provided (Policy 8b of the Marina del Rey LUP, page 9-6). Parcel 9U is included in the Tahiti Development Zone and has been designated as "Hotel" in the Marina ~~del Rey Land Use Plan~~ Land Use Plan (Marina del Rey LUP, Map 10 and page 8-15). Specified development potential in this development zone ~~is calls for overnight accommodations 288 hotel rooms~~ within the permitted hotel use on Parcel 9U, with a maximum of 288 rooms.

5.6.1.2 Analysis Methods

This section of the EIR evaluates potential project-related changes in the visual character of the project site and surrounding environment. Methods of analysis include the following: (1) identify the location of corridors in which the project can be observed, (2) identify the location of "viewsheds" within these corridors, (3) identify "prominent visual features" within those viewsheds, and (4) simulate post-development changes in the viewsheds through preparation of renderings of post-development conditions.

Viewsheds selected for this analysis are those that are visible to

- a relatively large mobile viewing audience (either automobiles or boat traffic),
- a permanent-resident population (i.e., from existing residential uses), and/or
- a location designated as scenic by either the Los Angeles General Plan or LUP.

"Prominent visual features" are defined as visual elements that are unusual or that stand out in relation to their surroundings.

If portions of the proposed development area cannot be observed from specific vantage points, or if views of the development area are so far away as to make them visually obscure, those views are not considered visually prominent and are not emphasized as part of this analysis. It is not the intent of this analysis to suggest that the project site is visible from only the viewing locations discussed in this section. Rather, an attempt was made to identify a reasonable range of viewsheds that are representative of the most prominent views available in the project area.

For each of the viewsheds used in this analysis, view orientations were generally selected ~~that which~~ would display the maximum amount of the proposed development area possible within that range of view. Using project information, the size and mass of post-project elements visible within each viewshed

were then rendered to scale. The project architect was consulted during the preparation of these renderings to ensure their accuracy.

To provide a standard frame of reference for the reader, the visual character of each viewing location is described in terms of foreground, middle ground, and background views. Each view represents a portion of the total viewshed based on distance from the viewer. Foreground views represent the closest views available, and are more likely to be affected by a project; the closer one is to the project, the greater amount of the viewshed the project necessarily covers. ~~By~~ Middle ground views represent the next distinguishable range of view. ~~By~~ while background views represent distant landscape elements and typically form backdrops for the mid and foreground scenes. Viewsheds from distant locations are less likely to be impacted, because a project necessarily covers a smaller percentage of the viewshed in this "panoramic" view. Delineation of the viewing ranges is largely subjective and is based on landscape transitions.

Upon completion of the simulations, developed post-project conditions for each viewshed were evaluated using adopted Los Angeles County threshold criteria for significant visual impacts. Exceedance of these criteria would result in a significant visual impact.

5.6.2 EXISTING CONDITIONS

5.6.2.1 Visual Character

Marina del Rey is part of the Los Angeles coastal plain and is generally characterized by relatively flat and low-lying topographic features. Elevations on the site and surrounding area range from 10 to 15 feet above mean sea level.

The visual character of the project site and region is dominated by urban development within Marina del Rey, County of Los Angeles, and the Cities of Los Angeles, Santa Monica and Culver City. Views of open space, although uncommon, include the distant Santa Monica Mountains and the more proximal Westchester Bluffs. Views of the Pacific Ocean and marine uses within the small-craft harbor from surrounding roadways are largely obscured by intervening structures and landscape vegetation. The LUP indicates that marine related elements (boat masts, sails, spaces, water) of the harbor represent the primary visual resource of Marina del Rey.¹

¹ County of Los Angeles Department of Regional Planning, LUP, 1996, 9-1.

5.6.2.2 Scenic Resources

In the vicinity of the project site, Via Marina is defined as a "scenic highway meriting first priority status for further study" in the Marina del Rey LUP. However, the Marina del Rey LUP does not identify resources considered scenic. Areas considered scenic are present along segments of Via Marina where views of the marina can be ~~had seen~~. ~~On~~ Currently, on and in the vicinity of the project site, this condition is present only where Via Marina passes adjacent to Parcel 9U. Therefore, for the purposes of this EIR, the portion of Via Marina adjacent to Parcel 9U is considered a Scenic Highway.

The County of Los Angeles Marina del Rey LUP defines Burton Chace Park and the ends of each mole road as "Significant Vantage Points." These areas are not involved in any of the project sites. Therefore, other than the marina, which has not been formally defined as a scenic feature in the LUP, no other scenic resources are present on the project site or in the vicinity.

It should be acknowledged that, although not visible from Via Marina, oblique glimpses of the marina are visible from Marquesas Way looking north across Parcel FF. The use of a portion of Parcel FF as a construction site ~~presently had obscures~~ obscured the view from Via Marina, but views ~~would have been~~ restored ~~when with completion of the construction is complete~~.

5.6.2.3 Project Site

Neptune Marina Parcel 10R is presently developed with two-story wood and stucco structures with areas of surface parking and mature landscaping. These structures were constructed in the early 1960s as part of Phase I Marina del Rey development. The apartment buildings are low-lying and rectangular in nature and are typical of other existing development on the west side of the small-craft harbor. Generally, the buildings extend in a linear fashion along the frontage of the waterfront, and in most cases completely obscure water views for viewers on peripheral roadways. Along the waterfront between the existing structures and the marina is a narrow concrete sidewalk. This existing sidewalk is accessible to the public and provides extensive views of the marina.

Neptune Marina Parcel FF site is presently developed as an approximately 2.05-acre surface parking lot. Surrounding the western and northern portion of the parking lot (west of the existing driveway) is a screened chain-link fence (the intention of the fence is to obscure views of the parking lot from adjacent roadways). A fence that permits filtered views is present east of the parking lot, and glimpses of the parking lot and marina are available from Marquesas Way. Panoramic views of the marina are available from a publicly accessible sidewalk adjacent to the parking lot.

Parcel 9U is presently an undeveloped lot. Vegetation on Parcel 9U consists generally of low annual grasses and summer flowering forbs. However, in the south-central portion of the site a small man-made depression, the remnant of an abandoned construction project, is present where water ponds seasonally. In this location, the vegetation now consists of a taller willow thicket of approximately 0.5 acre. This area is described in greater detail in the Biota section (**Section 5.5**). Parcel 9U is surrounded by an open chain-link fence. Due to the lack of development at this location, boat masts in the western portion of Marina del Rey Basin B are visible from Via Marina; and in the distance, small vistas of water within the marina are also visible from Via Marina. Existing residential uses are present to the north, south, and west. Panoramic views of the marina are available from a publicly accessible sidewalk adjacent to the parking lot.

5.6.2.4 Viewshed Descriptions

Six viewing locations, or vantage points, in close proximity to the project site plus eight vantage points that are more distant were selected to evaluate potential project impacts on views. The selected vantage points represent publicly accessible locations, including beaches, parks, trails, and roadways, from which the project site is visible or which are identified as “significant vantage points” in the Marina del Rey LUP. Views from each viewing location are described below, beginning with the six locations in close proximity to the project site. **Figure 5.6-1, Viewing Locations**, provides an index map depicting those six viewing locations.

5.6.2.4.1 Viewing Location One, Northerly View of Parcel 10R and 9U as Observed from Via Marina South of Tahiti Way

As illustrated on **Figure 5.6-2, Pre- and Post-Development View of Site (Parcel 10R and 9U) from Via Marina South of Tahiti Way**, substantial views of the site and surrounding area are available from this location. Foreground views are dominated by the vacant Parcel 9U, the chain-link fence that surrounds Parcel 9U, and the rear facades of the existing parking structures and buildings associated with Parcel 10R. Middle ground views include primarily the boat masts and features within Marina del Rey Basin B. The visibility of the boats most proximal to Parcel 9U is limited due to the height of the bulkhead in relation to the water and distance of the boats to the viewing location. As such, only the upper portions of the masts are visible and vistas of water within Basin B are largely obstructed from this viewing location. More distant in the middle ground, mature landscaping and structures recently completed or under construction on Parcel 15 can be seen to the northeast. Background views are primarily of the taller palm trees, other mature landscaping and structures further north and east in the southern and southeastern portions of Marina del Rey.

Prominent Visual Features: Boat masts visible in Basin B; rear facades of the parking structures and buildings associated with Parcel 10R; predominately non-native weedy vegetation with a small assemblage of native wetland plants on Parcel 9U and mature landscaping on the project site Parcel 10R; and more distant views of the southern and southeastern portions of Marina del Rey.

5.6.2.4.2 Viewing Location Two, Northerly View of Parcel 10R and 9U as Observed from Via Marina

As illustrated on **Figure 5.6-3, Pre- and Post-Development View of Site (Parcel 10R and 9U) from Via Marina**, substantial views of the site and surrounding area are available from this location. Foreground views are of the northern half of the vacant Parcel 9U, the chain-link fence that surrounds Parcel 9U and the rear facades of the existing parking structures and buildings associated with Parcel 10R. Middle ground views include primarily the mature landscaping on Parcel 10R and small portions of the existing two-story structure are visible. Also visible in the middle ground, adjacent to Parcels 10R and 9U, are masts associated with the boats berthed in Marina del Rey Basin B. Visibility of the boats is limited due to the height of the bulkhead and distance from the boats to the viewing location. Background views are primarily of the taller palm trees off-site to the north.

Prominent Visual Features: Rear facades of the parking structures and buildings associated with Parcel 10R; predominately non-native weedy vegetation with a small assemblage of native wetland plants on Parcel 9U and mature landscaping on the project site Parcel 10R; boat masts visible in Marina del Rey Basin B; and the more distant palm trees.

5.6.2.4.3 Viewing Location Three, Easterly View of the Site (Parcel 10R) as Observed from the Intersection of Marquesas Way and Via Marina

As illustrated on **Figure 5.6-4, Pre- and Post-Development View of the Site (Parcel 10R) as Observed from the Intersection of Marquesas Way and Via Marina**, substantial views of the northwestern portion of Parcel 10R and surrounding area are available. Foreground views of the project site are dominated by the mature trees and perimeter landscaping associated with the existing Neptune Marina Apartment project. Also visible in the foreground are cars that use an existing surface parking lot in this portion of the site. From this viewing location, visibility of the existing apartment structure is very limited due to the view blocking effects of the mature vegetation. Also visible in the foreground are light poles and traffic signals associated with the Via Marina/Marquesas Way intersection and mature trees in the center median of Marquesas Way. Middle ground and distant vistas are largely obscured by foreground vegetation. However, taller palm trees off-site to the east are visible.

Prominent Visual Features: Mature landscaping on the project site, an existing surface parking lot, and signal lights.

5.6.2.4.4 Viewing Location Four, Westerly View of the Site (Parcel 10R) as Observed Westerly from Marquesas Way

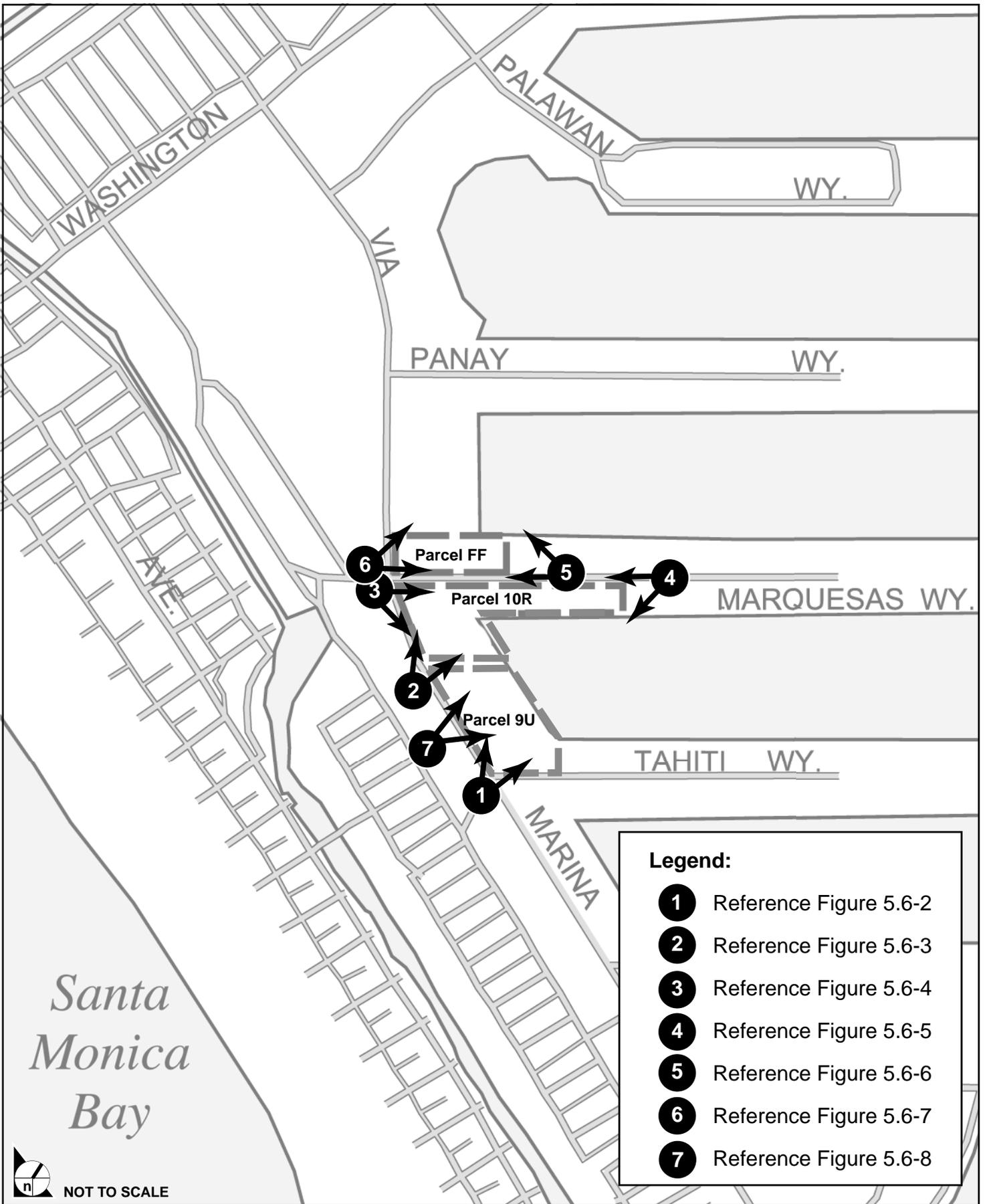
As illustrated on **Figure 5.6-5, Pre- and Post-Development View of the Site (Parcel 10R) as Observed Westerly from Marquesas Way**, limited views of the northwestern portion of Parcel 10R and surrounding area are available from this viewing location. Foreground views of the project site are dominated by new construction adjacent to and east of the project site on Parcel 12, mature trees and perimeter landscaping associated with the northern margin of the Parcel 10R. Also visible in the foreground are the mature trees in the median in Marquesas Way. From this viewing location, visibility of existing structures on Parcel 10R is generally precluded due to the view blocking effects of new structures under construction and the mature vegetation that is present along the northern perimeter of the project site. Midrange vistas are largely obscured by the foreground vegetation. Background views are also limited due to the presence of the foreground vegetation. However, taller eucalyptus and palm trees off site to the west are visible.

Prominent Visual Features: New building construction under way on Parcel 12 adjacent to and east of Parcel 10R and mature landscaping along the northern perimeter of the project site.

5.6.2.4.5 Viewing Location Five, Westerly View of the Site (Parcel FF) as Observed Westerly from Marquesas Way

As illustrated on **Figure 5.6-6, Pre- and Post-Development View of the Site (Parcel FF) as Observed Westerly from Marquesas Way**, limited views of the existing surface parking lot and surrounding area are available from this viewing location. Foreground views of the project site (Parcel FF) are dominated by mature trees and perimeter landscaping associated with the southern margin of the parking lot as well as the perimeter fencing. Also visible in the foreground are the mature trees and median island that Marquesas Way and signage associated with the parking lot entrance. Midrange vistas are largely obscured by the foreground vegetation and fencing; however, vistas of existing structures to the northwest are present as well as taller palm trees on the project site. Background views are limited due to the presence of the foreground vegetation. However, taller palm trees off site to the west can be observed as well as the 15-story Archstone apartment building off-site to the northwest.

Prominent Visual Features: Mature landscaping along the perimeter of the project site, the existing surface parking, and the 15-story Archstone apartment building.



NOT TO SCALE

SOURCE: Impact Sciences, Inc. – February 2008

FIGURE 5.6-1

Viewing Locations



Pre-Development



Post-Development

SOURCE: Impact Sciences, Inc. – March 2007

FIGURE 5.6-2

Pre- and Post-Development View of Site (Parcel 10R and 9U) – from Via Marina South of Tahiti Way



Pre-Development



Post-Development

SOURCE: Thomas P. Cox: Architects, Inc. – October 2005, Impact Sciences, Inc. – March 2007

FIGURE **5.6-3**

Pre- and Post-Development View of the Site (Parcel 10R and 9U) – from Via Marina



Pre-Development



Post-Development

SOURCE: Thomas P. Cox: Architects, Inc. – October 2005, Impact Sciences, Inc. – June 2005

FIGURE **5.6-4**

Pre- and Post-Development View of the Site (Parcel 10R) – as Observed from the Intersection of Marquesas Way and Via Marina



Pre-Development



Post-Development

SOURCE: Thomas P. Cox: Architects, Inc. – October 2005, Impact Sciences, Inc. – May 2009

FIGURE **5.6-5**

Pre- and Post-Development View of the Site (Parcel 10R) – as Observed Westerly from Marquesas Way



Pre-Development



Post-Development

SOURCE: Thomas P. Cox: Architects, Inc. – October 2005, Impact Sciences, Inc. – May 2009

FIGURE **5.6-6**

Pre- and Post-Development View of the Site (Parcel FF) – as Observed Westerly from Marquesas Way

5.6.2.4.6 Viewing Location Six, Easterly View of the Site (Parcel FF) as Observed from the Intersection of Marquesas Way and Via Marina

As illustrated on **Figure 5.6-7, Pre- and Post-Development View of the Site (Parcel FF) as Observed from the Intersection of Marquesas Way and Via Marina**, substantial views of the northwestern portion site and surrounding area are available. Foreground views of the project site (Parcel FF) are dominated by the mature trees and perimeter landscaping along the northern and western margin of the existing surface parking lot. Also visible in the foreground is the heavily screened chain-link perimeter fencing along the northern and western margins of the project site.

Light poles, traffic signals and signage associated with the Via Marina/Marquesas Way intersection are also visible as well as the median island and mature trees along the centerline of Marquesas Way. Midrange vistas are largely obscured by dense perimeter fencing along the northwestern margin of the project site and the foreground vegetation. However, north of Parcel FF, existing two-story apartment structures are visible. Background views are limited due to the presence of the foreground vegetation. However, taller eucalyptus and palm trees off site to the east can be observed.

Prominent Visual Features: Mature landscaping on the project site and screened chain-link perimeter fencing.

5.6.2.4.7 Viewing Location Seven, Easterly View of Parcel 9U as Observed from Via Marina

As illustrated on **Figure 5.6-8, Pre- and Post-Development View of Site (Parcel 9U) as Observed from Mid-Block on Via Marina**, open views of Parcel 9U and surrounding area are available from this location. Foreground views are of the vacant Parcel 9U, the chain-link fence that surrounds Parcel 9U with distant view of the structures on Parcel 12R. Visible in the middle ground, adjacent to Parcels 10R and 9U, are masts associated with the boats berthed in Marina del Rey Basin B. Visibility of the boats is limited due to the height of the bulkhead and distance from the boats to the viewing location. Background views are primarily of the taller palm trees off-site to the north and the Parcel 12R buildings.

Prominent Visual Features: Open views to the Marina; non-native vegetation on the project site; boat masts visible in Marina del Rey Basin B; and the more distant palm trees.

More Distant Viewing Locations:

As previously stated, views of the project site, particularly the site of the proposed hotel and timeshare resort, were also evaluated from eight, more distant off-site public viewing locations that are considered visually important in the Marina del Rey LUP. Those viewing locations are mapped in **Figure 5.6-9, Woodfin Suite Hotel and Timeshare Resort (Parcel 9U) – Viewing Locations**, and the pre- and post-project views are discussed below.

5.6.2.4.8 Viewing Location One, Southerly View of the Site as Observed from Mother's Beach

As illustrated on **Figure 5.6-10, Pre- and Post-Development View of the Site as Observed from Mother's Beach**, views south from this viewpoint are partially screened by the mature trees (eucalyptus, palms) and landscaping south of Mother's Beach along Panay Way and at the head of Basin C. Several one-story buildings along Panay Way are partially visible beyond the trees.

Prominent Visual Features: Mature trees and landscaping, one-story buildings along Panay Way south of Mother's Beach.

5.6.2.4.9 Viewing Location Two, Southeasterly View of the Site as Observed from Panay Way

As illustrated on **Figure 5.6-11, Pre- and Post-Development View of the Site as Observed from Panay Way**, there are no available views of the project site from this viewpoint. Views south and southeast are blocked by nearly contiguous apartment buildings on the southern side of Panay Way.

Prominent Visual Features: Existing apartment buildings along Panay Way.

5.6.2.4.10 Viewing Location Three, Westerly View of the Site as Observed from Tahiti Way

As illustrated on **Figure 5.6-12, Pre- and Post-Development View of the Site as Observed from Tahiti Way**, the project site is just visible at the eastern terminus of Tahiti Way at Via Marina. Apartment buildings lining the north side of Tahiti Way dominate the field of view and limit distant views from this viewpoint. Palms and other street trees lining the roadway also serve to screen views.

Prominent Visual Features: Existing apartment buildings, street trees along Tahiti Way.

5.6.2.4.11 Viewing Location Four, Northwesterly View of the Site as Observed from North Jetty Trail

As illustrated on **Figure 5.6-13, Pre- and Post-Development View of the Site as Observed from North Jetty Trail**, views of the project site, across the open water of the channel, are almost entirely obscured by two-story waterfront buildings near the terminus of Northwest Passage and five-story buildings just to the north on Old Harbor Lane. Mature trees also characterize this view.

Prominent Visual Features: Open water in channel, existing two-story apartment buildings on Northwest Passage, five-story apartment buildings on Old Harbor Lane, and mature trees.



Pre-Development



Post-Development

SOURCE: Thomas P. Cox: Architects, Inc. – October 2005, Impact Sciences, Inc. – May 2009

FIGURE **5.6-7**

Pre- and Post-Development View of the Site (Parcel FF) – as Observed from the Intersection of Marquesas Way and Via Marina



Pre-Development

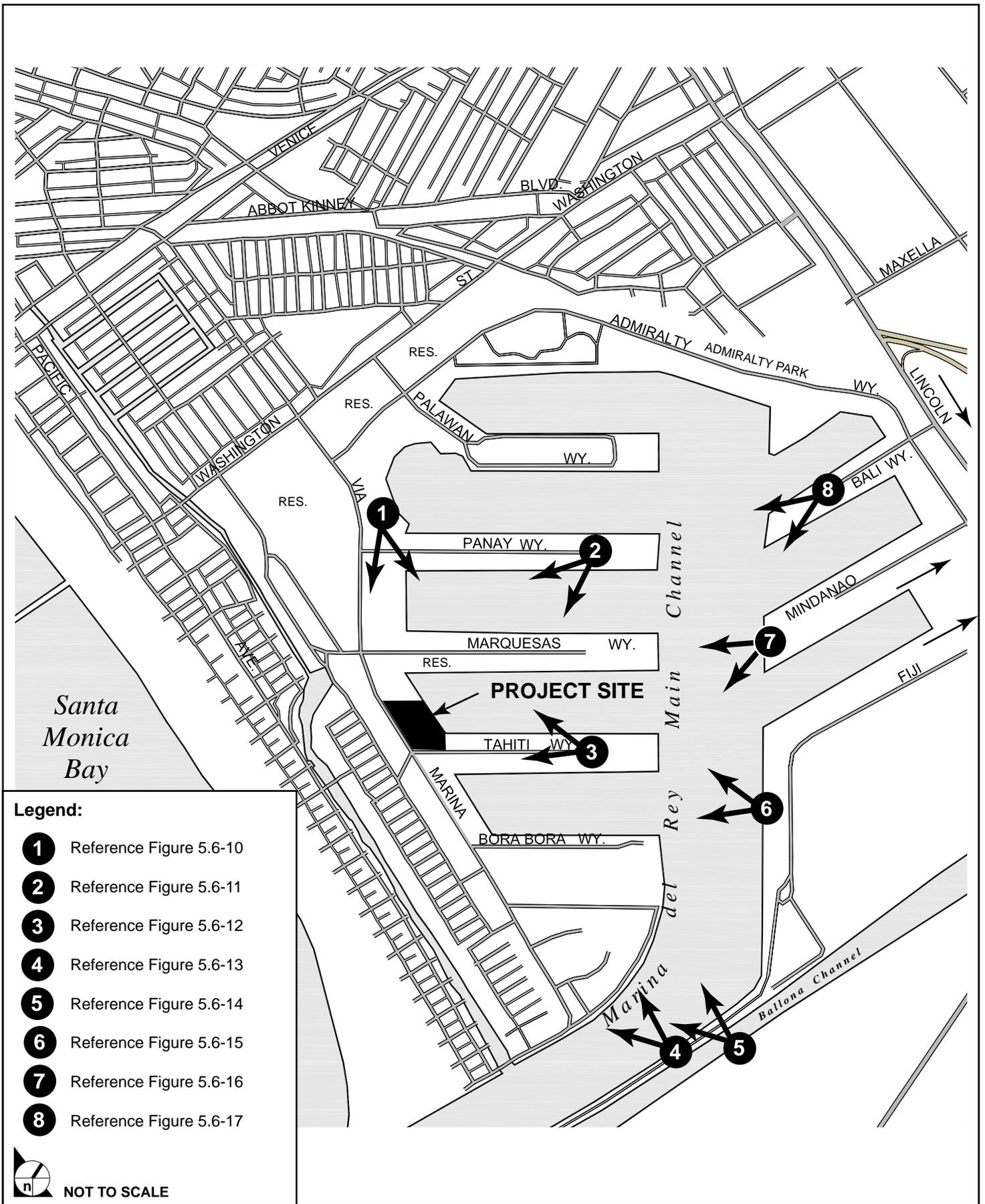


Post-Development

SOURCE: Thomas P. Cox: Architects, Inc. – October 2005, Impact Sciences, Inc. – March 2008

FIGURE **5.6-8**

Pre- and Post-Development View of the Site (Parcel 9U) – as Observed from Mid-Block on Via Marina



SOURCE: Impact Sciences, Inc. – May 2007

FIGURE 5.6-9

Woodfin Suite Hotel and Timeshare Resort (Parcel 9U) – Viewing Locations



Pre-Development



Post-Development

SOURCE: Impact Sciences, Inc. – May 2007

FIGURE **5.6-10**

Pre- and Post-Development View of the Site (Parcel 9U) – as Observed from Mother's Beach



Pre-Development



Post-Development

SOURCE: Impact Sciences, Inc. – May 2007

FIGURE 5.6-11

Pre- and Post-Development View of the Site (Parcel 9U) – as Observed from Panay Way



Pre-Development

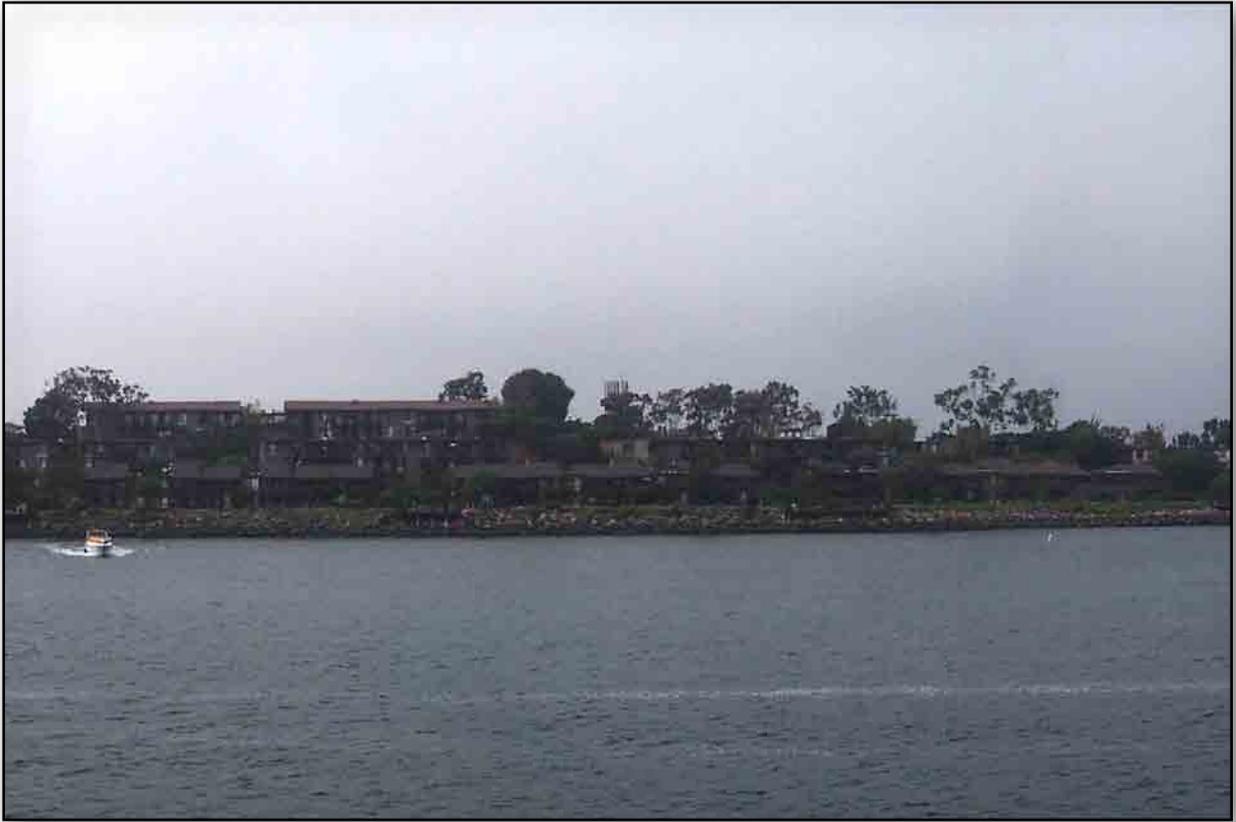


Post-Development

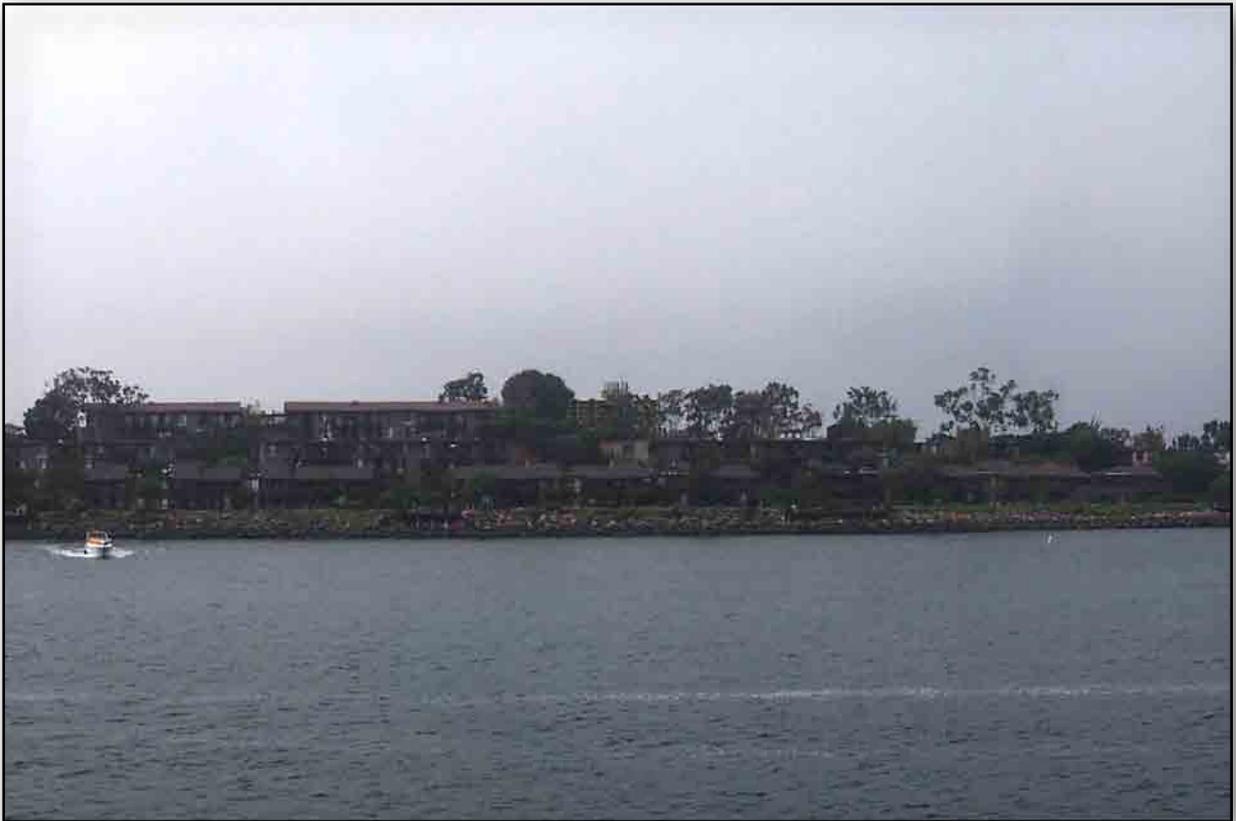
SOURCE: Impact Sciences, Inc. – May 2007

FIGURE **5.6-12**

Pre- and Post-Development View of the Site (Parcel 9U) – as Observed from Tahiti Way



Pre-Development



Post-Development

SOURCE: Impact Sciences, Inc. – May 2007

FIGURE **5.6-13**

Pre- and Post-Development View of the Site (Parcel 9U) – as Observed from North Jetty Trail

5.6.2.4.12 Viewing Location Five, Northwesterly View of the Site as Observed from South Jetty Trail

As illustrated on **Figure 5.6-14, Pre- and Post-Development View of the Site as Observed from South Jetty Trail**, views from this trail are more panoramic in nature than those from the North Trail, with the project site more visible but occupying a smaller portion of the available field of view. Ballona Creek Channel and the North Jetty Trail are the most prominent visual features from this vantage, followed by the waterfront across the ship channel. As with views from North Jetty Trail, views toward the project site encompass two-story buildings near the terminus of Northwest Passage and five-story buildings just to the north on Old Harbor Lane, as well as taller apartment buildings to the west. Mature trees and other ornamental landscaping are visible along the waterfront. The 15-story Archstone apartment building apartment tower on Via Dolce, northwest of the project site, is visible in the distance.

Prominent Visual Features: Ballona Creek Channel, existing two-story apartment buildings on Northwest Passage, five-story apartment buildings on Old Harbor Lane, and mature trees.

5.6.2.4.13 Viewing Location Six, Northwesterly View of the Site as Observed from Fisherman's Village

As illustrated on **Figure 5.6-15, Pre- and Post-Development View of the Site as Observed from Fisherman's Village**, panoramic views of the marina's inner harbor and Basins A and B, as well as more distant apartment buildings lining Via Marina to the west, are available from this viewpoint. The project site is partially blocked from this viewpoint by the intervening four-story apartment building at the eastern terminus of Tahiti Way. A few mature eucalyptus trees are present along Tahiti Way, but little other vegetation is visible.

Prominent Visual Features: Inner harbor, Basins A and B, existing four-story apartment building on Tahiti Way.

5.6.2.4.14 Viewing Location Seven, Westerly View of the Site as Observed from Burton Chace Park

As illustrated on **Figure 5.6-16, Pre- and Post-Development View of the Site as Observed from Burton Chace Park**, panoramic views of the marina's inner harbor and Basins B and C, The park is almost due east of Parcels 10R and FF and the mole occupied by Parcel 10R, with Basins B and C to the south and north, respectively. Accordingly, there is a clear line of sight from Burton Chace Park west toward the project site, but views of the site are almost entirely obscured by the existing five-story apartment building at the end of Marquesas Way, near the tip of the mole. Palms and other trees lining Tahiti Way to the south and Via Marina to the west, and boats at anchor in the two basins, are the other prominent visual elements of views from this vantage.

Prominent Visual Features: Inner harbor, Basins B and C, five-story apartment building at the end of Marquesas Way on the mole between Basins B and C.

5.6.2.4.15 Viewing Location Eight, Southwesterly View of the Site as Observed from Bali Way

As illustrated on **Figure 5.6-17, Pre- and Post-Development View of the Site as Observed from Bali Way**, views toward the project site from Bali Way are largely blocked by the presence of the three-story Marina del Rey Hotel buildings and dense ornamental plantings lining Bali Way. However, there are locations at the Marina del Rey Hotel site where Parcel 9U is visible. Hotel rooms have panoramic views that include the project site to the south.

Prominent Visual Features: Marina del Rey Hotel (from Bali Way); Inner harbor, Basin D (from hotel).

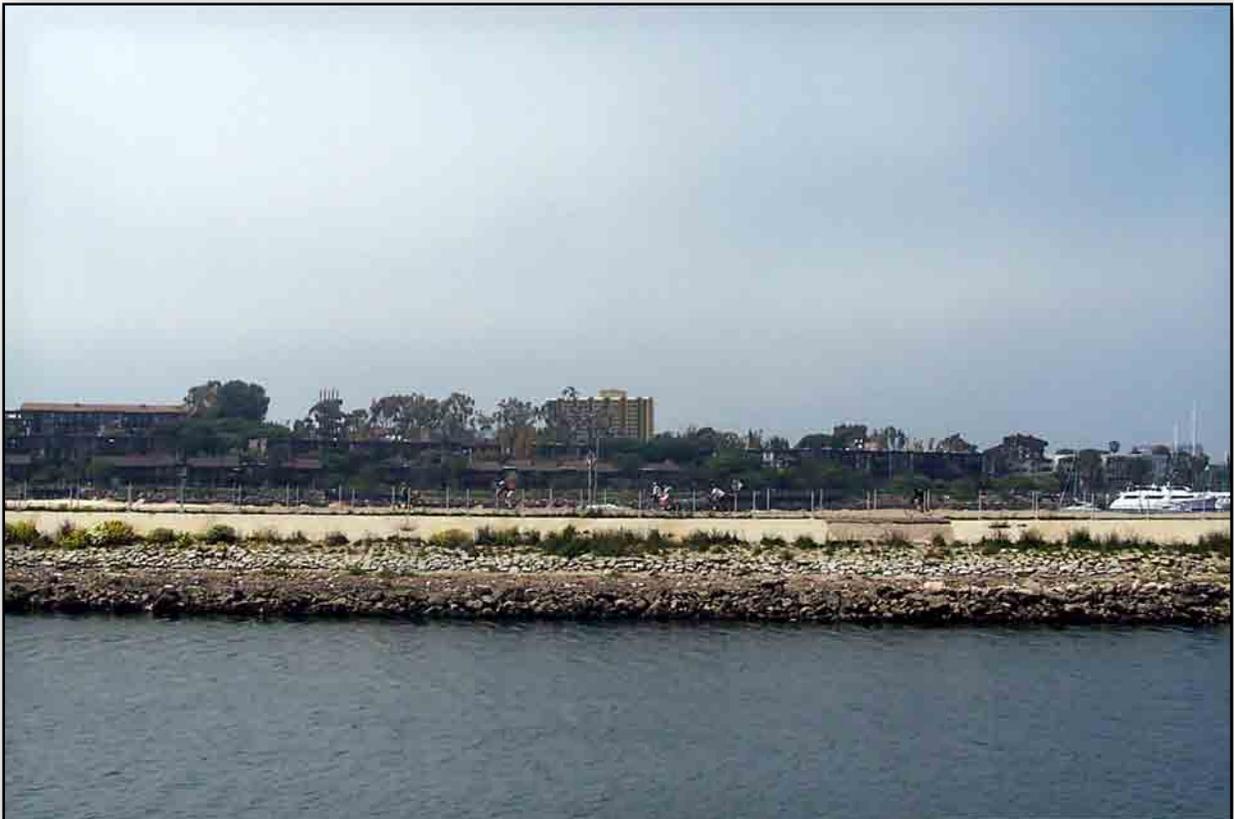
5.6.2.5 Shadows, Light and Glare

The project site is presently developed as an existing apartment community (Parcel 10R), and an existing surface parking lot (Parcel FF). Parcel 9U is a vacant lot. Each of these existing developed land uses contains a variety of surface night lighting. Principal light sources include street lighting, lighting associated with the nearby residential and commercial uses, parking lot lighting, and vehicle headlights. None of these light sources is considered exceptionally bright or unique. All are considered typical in most urban settings.

The analysis of project-related shadow effects evaluates the potential for project development to cast shadows on adjacent land uses. Consequences of shadows on land uses may be positive, including cooling effects during warm weather, or negative, such as the loss of natural light necessary for solar energy purposes. Shading effects are dependent upon several factors, including the local topography, the height, and bulk of a project's structural elements, the shade-sensitivity of adjacent land uses, the season and consequent length of shadows, and the duration of shadows at a given location. Land uses considered sensitive to the effects of shadows include residential recreational, and institutional (e.g., schools, nursing homes); commercial, pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas; plant nurseries; and existing solar collectors, or other land uses for which sunlight is important to function, physical comfort, or commerce.



Pre-Development



Post-Development

SOURCE: Impact Sciences, Inc. – May 2007

FIGURE **5.6-14**

Pre- and Post-Development View of the Site (Parcel 9U) – as Observed from South Jetty Trail



Pre-Development



Post-Development

SOURCE: Impact Sciences, Inc. – May 2007

FIGURE **5.6-15**

Pre- and Post-Development View of the Site (Parcel 9U) – as Observed from Fisherman's Village



Pre-Development



Post-Development

SOURCE: Impact Sciences, Inc. – May 2007

FIGURE **5.6-16**

Pre- and Post-Development View of the Site (Parcel 9U) – as Observed from Burton Chace Park

A project's potential for shading adjacent land uses is determined by identifying the height and bulk of proposed project components, such as buildings and trees, and calculating the shadows that would be cast by those components during various times throughout the year, including the most extreme conditions: wWinter sSolstice (December 21) when the sun is at its lowest point in the sky and shadows are the longest, and sSummer sSolstice (June 21) when the sun is at its highest point and shadows are the shortest. Shadow length and bearing (the direction in which they are cast) are dependent on the location (latitude and longitude) of the project site, which dictates the angle of the sun relative to the project site. In Los Angeles, the maximum shadow a building can cast is equivalent to three times its height, during the Winter Solstice.

5.6.3 ENVIRONMENTAL IMPACTS

5.6.3.1 Project Improvements

Implementation of the proposed Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort project would result in the development of 526 residential dwelling units; a 19-story, 225-foot structure with 288 hotel/timeshare suites with an assortment of patron- and visitor-serving accessory uses; 174 private and between 7 and 11 public-serving boat spaces, and dinghy moorage area; a waterfront public pedestrian promenade; and a 1.46-acre public park inclusive of a 0.47-acre restored wetland and 0.99-acre upland buffer. A total of 1,511 parking spaces would be provided throughout the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort project in structured parking either below the apartment buildings or in a six-level parking garage situated adjacent to the hotel.

There are 136 existing apartments and 198 boat spaces presently on site. Therefore, completion of the proposed Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project would result in a net increase of 390 apartment units, 288 hotel and timeshare suites (with patron- and visitor-serving uses appurtenant thereto), a net decrease of up to 17 boat spaces, a 1.46-acre public park inclusive of a 0.47-acre restored wetland and 0.99-acre upland buffer.

5.6.3.2 Thresholds of Significance

The County of Los Angeles Department of Regional Planning has not adopted County specific significance thresholds. Thresholds used by the County are defined in their Initial Study Checklist. For the topic visual resources applicable significance thresholds are defined below.

- (1) Is the project substantially visible from a scenic highway or will it obstruct views along a scenic highway (as shown of the Scenic Highway Element), or is it located within a scenic corridor or will it otherwise impact the viewshed?
- (2) Is the project substantially visible from or will it obstruct views from a regional riding or hiking trail?

- (3) Is the project located in an undeveloped or undisturbed area, which contains unique aesthetic features?
- (4) Is the proposed use out-of-character in comparison to adjacent uses because of height, bulk, or other features?
- (5) Is the project likely to create substantial sun shadow, light or glare problems?

Significance thresholds 2 and 3 address projects in rural undeveloped areas. The proposed project is situated in a high-density urban area and does not contain any unique aesthetic features. As such, significance thresholds 2 and 3 are not applicable to the proposed project and are not considered further in this impact analysis.

Significance threshold 4 relates to the visual contrast due to height, bulk, or other features between the project and adjacent uses. This contrast, in turn, will depend on the amount of viewshed impacted by a project. For example, if the proposed use is substantially greater in terms of height and bulk occupies or covers a substantial percentage of the viewshed, it will appear out of character compared with existing uses. The closer the viewing location is to the project, the contrast with adjacent development will be more apparent the impact on the viewshed will be greater. Conversely, the farther away a viewing location is, the more likely it is that the proposed use will blend into the existing panorama, will occupy less of the viewshed and will contrast less with adjacent uses. Consequently, adjacent viewing locations are more likely to have potential impacts from a project that appears out of character, whereas more distant viewing locations are less likely to have any such impacts.



Pre-Development



Post-Development

SOURCE: Impact Sciences, Inc. – May 2007

FIGURE 5.6-17

Pre- and Post-Development View of the Site (Parcel 9U) – as Observed from Bali Way

5.6.3.3 Impact Analysis

5.6.3.3.1 Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project

5.6.3.3.1.1 Overview of Project Impacts

Development of the Neptune Marina Apartments and Anchorage project would require the removal of all existing structures, the existing surface parking lot and earth movement to allow construction of the partially subterranean parking lots, landscaped areas, develop drainage patterns and provide for necessary infrastructure. During this time, construction workers and equipment will be visible throughout the project site. Screened chain-link fencing would likely be installed that would surround the perimeter of the project site and would obscure direct vistas of the initial phases of construction and on-site staging areas. During construction, frames of the structures would be raised and finished, and hardscape and landscaping would be completed. As the structures are constructed and finished, the scale of the project and changes in the visual character of the project site would become evident.

Construction for the Neptune Marina Parcel 10R project component is anticipated to initiate in ~~December 2009~~ May 2011, and would require a total of approximately ~~33~~ 30 months to complete, in ~~September 2011~~ November 2012. Construction of the Neptune Marina Parcel FF project component is anticipated to initiate in ~~April 2011~~ October 2011, and would require approximately ~~21~~ 24 months to complete, in ~~September 2011~~ October 2012. Construction of the Woodfin Suite Hotel and Timeshare Resort component on Parcel 9U is anticipated to commence in May 2011 and would require approximately 30 months to complete, in November 2013. The wetland park, also on Parcel 9U, is expected to begin construction in October 2011, and would require about 12 months to complete, in October 2012.

Project improvements would contribute to the changing character of Marina del Rey. New (Phase II) development in the marina is intentionally more intensive than the existing Phase I marina development. As defined by the County, Phase II marina development allows for a greater development intensity that is generally achieved through an increase in available building height limits. The Marina del Rey LUP defines the maximum building height limit on Parcel 9U to be 225 feet, while the maximum building heights on Parcel 10R are ~~140~~ 225 feet (applicable to non-mole portion of the parcel fronting Via Marina) and 75 feet (applicable to the mole road portion of the parcel). Parcel FF has a current building height limit of 25 feet, per the parcel's Height Category 1 classification; however, the County is proposing an amendment to the certified LCP to change the Parcel FF Height Category from 1 to 3 (i.e., maximum of 75 feet with an expanded view corridor, to accommodate the proposed 55-foot-tall apartment building planned for the site.

As proposed, the four apartment structures proposed for Parcels 10R and FF as part of Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project would not exceed 60 feet (exclusive of appurtenant, screened roof-top equipment, parapets and architectural features). Moreover, the applicant has programmed expanded view corridors on Parcel 10R to satisfy the requirements for additional building height above 45 feet. Therefore, proposed building heights on Parcel 10R would be compliant with the ~~140-foot and 75-foot maximum~~ building height and view corridor standards specified for the parcel in the certified LCP. The 55-foot-tall apartment building proposed for development on Parcel FF would be consistent with the Height Category 3 classification being proposed by the County and Legacy Partners for Parcel FF. Consistent with LCP requirements, the applicant has also programmed an expanded view corridor on Parcel FF to compensate for the additional building height over 45 feet.

Development proposed on Parcel 9U (the Woodfin Suite Hotel and Timeshare Resort) would introduce a 19-story, 225-foot building to the site. The hotel tower portion of the proposed project would be taller than other buildings on ~~immediately adjacent neighboring parcels, but the design.~~ However, the project, as designed, is fully ~~is~~ consistent with the building height allocation of 225 feet for Parcel 9U (see discussion in Section 5.17, Land Use and Planning) and is also consistent with the flexible building height ~~standard character of Phase II development concepts embraced by provisions of the certified LCP.~~ As described above, the certified LCP's flexible building height provisions allow for greater building heights (up to 225 feet in this instance) with provision of expanded view corridors (in this case, a view corridor in excess of 40 percent of the parcel's water frontage is being provided across the southerly portion of Parcel 9U). In approving the above-described flexible building height provisions as part of the County's 1996 major amendment to the MDR LCP, the Coastal Commission expressly found "that greater [building] heights do not detract from the quality of the Marina as a recreation area as long as larger view corridors are provided." (see page 59 of California Coastal Commission's February 8, 1996, Revised Findings relating to the Major Amendment of the Marina del Rey segment of the Los Angeles County LCP, attached hereto as **Appendix 5.6**). Additionally, the hotel tower portion of the proposed project would fit into the panorama of existing tall buildings when viewed from some of the distant viewing locations, and therefore would not create impacts from these locations.

~~replacement of Phase I Marina development with taller Phase II development is intentionally designed to provide open view corridors to the harbor but resulting in intensifying land uses in narrower and taller residential, hotel and visitor serving commercial developments, a decision reflected in the Coastal Commission's 1996 findings approving the LCP. The hotel and timeshare resort building height would be consistent with the 225-foot height standard defined in the certified LCP for Parcel 9U (see discussion in Section 5.17, Land Use and Planning).~~

5.6.3.3.1.2 Threshold: Is the project substantially visible from a scenic highway or will it obstruct views along a scenic highway (as shown of the Scenic Highway Element), or is it located within a scenic corridor or will it otherwise impact the viewshed?

Analysis: As defined above, Via Marina adjacent to Parcel 9U is defined in this EIR as a Scenic Highway. Via Marina adjacent to Parcels 10R or FF does not have vistas of the marina and as such cannot be defined as a Scenic Highway. Construction and operation of the proposed Woodfin Suite Hotel and Timeshare Resort project on the northern portion of Parcel 9U, depending on the location of the viewer, would ~~partially obstruct~~ ~~eliminate~~ available views of the marina when observed from Via Marina, ~~and would impact a designated scenic~~ Scenic Highway. However, as discussed below, this impact would be mitigated by the inclusion of LCP-compliant view corridors into the project.

The Marina del Rey LUP considers Via Marina, Burton Chace Park, and the ends of each mole “significant vantage points” in Marina del Rey. ~~None of Parcels 10R, FF and 9U of these front the “significant vantage points” of Via Marina, and each project design incorporates a view corridor to the Marina present on or near the project site. The~~ However, the proposed project site is not located within ~~or near a~~ defined scenic corridor.

To protect and enhance visibility of the marina and consistent with provisions of the LUP, the Neptune Marina Parcels 10R, FF, and 9U incorporate six view corridors. Of the six view corridors, three corridors permit vistas of Marina del Rey Basin B from Marquesas Way (southerly), one corridor allows filtered vistas of Marina del Rey Basin C from Marquesas Way (northerly). The fifth and sixth view corridors allow vistas of Marina del Rey Basin B from Via Marina (easterly).

With respect to the Neptune Marina Project component (Parcels 10R and FF), provisions of the LUP tabulate the area of required view corridor based on the length of the parcel’s water frontage and the proposed building height. Based on the length of the parcel’s water frontage and a proposed building height of 55 feet for Buildings 1, 2 (Parcel 10R), and 4 (Parcel FF) and 60 feet for Building 3 (Parcel 10R), the LUP requires 420 linear feet of view corridor. As proposed, Neptune Marina Parcels 10R and FF would provide 443 linear feet. As such, the project, as planned, is consistent with view corridor provisions of the LUP that call for public and private views of the marina from perimeter roadways.

With respect to the Woodfin Suite Hotel and Timeshare Resort Project (Parcel 9U), the project incorporates one substantial view corridor on Parcel 9U, south of the hotel. The primary view corridor allows vistas of Marina del Rey Basin B from Via Marina through the Parcel 9U public park/wetland. Per the LCP, based on the proposed 225-foot height of the hotel and timeshare resort structure (excluding appurtenant rooftop structures), a view corridor totaling 40 percent of the length of the site is required.

For the 386-foot-long site, a minimum 154-foot-wide view corridor is required. The project plans for 154 linear feet of view corridor through the Parcel 9U public park/wetland situated south of the hotel and timeshare resort structure. Because the project provides the required 154 feet of public view corridor, the hotel and timeshare resort is consistent with provisions of the LCP that call for public and private views of the Marina from perimeter roadways.

A summary of the lineal footage of each project component and the required width of the view corridor on each parcel is summarized in **Table 5.6-1**, below.

Table 5.6-1
Summary of Project Components and LCP View Corridor Requirements

Project Component	Waterfront Lineal Footage	LCP Required View Corridor	Proposed View Corridor
1 – Neptune Marina Parcel 10R	10R = 1,455 feet	420 feet	443 feet
2 – Neptune Marina Parcel FF	FF = 200 feet		
3 – Woodfin Suite Hotel/Timeshare Resort (Parcel 9U)	386 feet	154 feet	154 feet
4 – Restored Wetland/Upland Park Project (Parcel 9U) ^a	NA	NA	NA
5 – Public-Serving Anchorage	NA	NA	NA

^a Project Component 4, Restored Public Wetland and Upland Park Project, occupies the southern portion of Parcel 9U and is proposed to fulfill the LCP view corridor requirement for development of the northern portion of Parcel 9U with the Woodfin Suite Hotel/Timeshare Resort.

To further ensure visual resource protection, the Marina del Rey LUP requires that the project site plan and architectural design be reviewed and approved by the Design Control Board (DCB) and to incorporate view corridors that do not presently exist on the project site. The DCB also has the authority to regulate signage, building architectural design, site planning, and facade design for all new development proposals. The DCB reviewed and conceptually approved Neptune Marina/Woodfin Suite Hotel and Vacation Suite Project on June 29, 2006, and, as part of that action, ensured compliance with the development standards and policies (inclusive of view corridors) outlined in the Land Use Plan with the development standards under its purview. Therefore, project impacts to visual corridors and views from scenic highways as defined in the Marina del Rey LUP are not considered significant.

Conclusion: Development on Parcel 10R replaces existing structures where no visibility of the marina is currently available. ~~No~~ Limited views of the marina are available directly from Via Marina in the vicinity of Parcel FF. Construction and operation of the Woodfin Suite Hotel and Timeshare Resort on Parcel 9U would result in an incremental loss of visibility of Marina del Rey Basin B when viewed from Via Marina

that is defined as a Scenic Highway. Consistent with requirements of the Marina del Rey LUP, and in conformance with the DCB, the project incorporates six view corridors that would mitigate the loss of available view (for Parcel 9U) or enhance visibility of the marina (for Parcel 10R and FF). Because this project is consistent with all development requirements defined in the Marina del Rey LUP, impacts associated with this visual resource criterion are not considered significant.

Mitigation: No mitigation measures are proposed or are required.

Conclusion: Not significant.

5.6.3.3.1.3 Threshold: Is the proposed use out-of-character in comparison to adjacent uses because of height, bulk, or other features?

Analysis: Viewing Location One, Northerly View of Parcel 10R and 9U as Observed from Via Marina South of Tahiti Way – As illustrated on Figure 5.6-2, Pre- and Post-Development View of Site (Parcels 10R and 9U) from Via Marina South of Tahiti Way, foreground views would be dominated by the Woodfin Suite Hotel and Timeshare Resort structure on the northern portion of Parcel 9U. The size and mass of this building would eliminate vistas of the northwestern portions of Marina del Rey Basin B and of structures and landscaping situated further to the northeast in the middle ground and far distance. Also, the southwestern corner of the westernmost structure proposed for Parcel 10R would be visible. Because of the proximity of this viewing location to the site, building shape, color, and architectural style would be readily distinguishable. When viewed from this location, it is expected that the Woodfin Suite Hotel and Timeshare Resort, due to its height and mass, would stand out in contrast to existing or proposed structures in the marina. In the project vicinity, ~~only~~ the 15-story Archstone apartment building on Via Dolce to the northwest, the 20-story Regatta condominiums, the 19-story Azzurra condominiums, and the 18-story Cove condominiums, all on Marina Pointe Drive to the northeast are ~~is~~ of similar scale. The view corridor south of this structure would provide direct ~~views~~ vistas of boat masts that are present in Marina del Rey Basin B and the more distant residential development. Although consistent with height provisions that were approved by the California Coastal Commission (CCC) and the County of Los Angeles as defined in the Marina del Rey LUP, the height and mass of the proposed hotel structure would be a dominant visual element that would define this portion of the marina.

Prominent Visual Features: Currently, the most noticeable features visible from this viewpoint include the rear facades of the parking structures and buildings associated with Parcel 10R. As part of site construction, existing structures and the existing landscape vegetation would be removed and replaced. As defined above, the height of the proposed structures would obscure distant vistas of trees and structures in the background. Once complete, the most dominant visual feature would be the

architectural forms of the new Woodfin Suite Hotel and Timeshare Resort and apartment structure in the northern portion of Parcel 9U. Over time, proposed perimeter landscaping would ~~partially improve~~ complement the visual ~~character~~ impact of the new development.

Character of Impacts: The proposed Woodfin Suite Hotel and Timeshare Resort structure would appear greater in mass and building intensity than other existing or proposed structures located to the immediate west, north, and south. As noted, the Woodfin Suite Hotel and Timeshare Resort project would be consistent with the stated height guidelines as approved by the CCC and as defined in the LUP. However, the 225-foot hotel structure would be substantially taller than the height and of greater mass than other new (Phase II) construction east of the project site on Marina del Rey Parcel 12 as well as other projects approved for development to the north on nearby Marina del Rey Parcels 15, 100, and 101. The tallest structure approved would be the 75-~~to 100~~-foot structures recently approved on Parcel 100 and 101 to the northwest. The hotel and timeshare resort structure would also be substantially taller than the older, lower-height residential structures located in the ~~local~~-immediate vicinity of the project site that do not exceed three stories. Therefore, the Woodfin Suite Hotel and Timeshare Resort structure could be considered out of character with the established and forthcoming (via Phase II construction) development pattern on the western side of Marina del Rey.

Level of Impact: Site development would not alter any defined significant visual feature. However, the proposed project would eliminate vistas of the marina (Parcel 9U only) and would change the visual character of the property to a more intensive developed use. The Neptune Marina and Woodfin Suite Hotel and Timeshare Resort structures would result in a significant intensification of development on the project site. The land use changes accommodated in the 1996 updated Marina del Rey LCP, including the provision of an expanded view corridor on Parcel 9U to accommodate a maximum 225 foot building height, complied with CEQA and Coastal Act section 302521, which requires that coastal development be sited to protect the scenic and visual qualities of the coastal zone and community character. Therefore, this issue already has been considered. All elements of the project are compliant with past CCC approvals, the LCP-prescribed building height standards and are consistent with the County's desire to recycle Phase I marina development and intensify land uses within the marina.² As defined above, the height of the Woodfin Suite Hotel and Timeshare Resort structure, although consistent with the provisions of the LCP in regard to building height (see discussion in **Section 5.17, Land Use and Planning**), could be considered out of character with structures that are existing or under construction within the marina, as well as with existing older low-rise residential structures in the ~~local~~-immediate

² See pp. 8-3 and 8-4 of the LUP.

vicinity of the project site. Therefore, aesthetic/visual impacts with respect to the Woodfin Suite Hotel and Timeshare Resort structure from this viewing location are considered significant.

Analysis: Viewing Location Two, Northerly View of Parcel 10R and 9U as Observed from Via Marina – As illustrated on Figure 5.6-3, **Pre- and Post-Development View of Site (Parcels 10R and 9U) from Via Marina**, similar to Viewing Location One, foreground views would be dominated by structures proposed on Parcel 10R and portions of the Woodfin Suite Hotel and Timeshare Resort structure in the northern portion of Parcel 9U. The Woodfin Suite Hotel and Timeshare Resort building would eliminate ~~views~~vistas of the northwestern portions of Marina del Rey Basin B. Due to the proximity of this viewing location to the site, building shape, color, and architectural style would be readily distinguishable. When viewed from this location, it is expected that the height of the Woodfin Suite Hotel and Timeshare Resort structure would cause the structure to stand out in contrast to existing and proposed structures on the westerly side of the marina. As stated above, ~~several the only~~ other structures of similar size ~~is~~include the 15-story Archstone apartment building on Via Dolce to the northwest, the 20-story Regatta condominiums, the 19-story Azzurra condominiums, and the 18-story Cove condominiums, all on Marina Pointe Drive to the northeast, which were found to be consistent with the City of Los Angeles local coastal program. The view corridor south of the Woodfin Suite Hotel and Timeshare Resort would provide direct ~~views~~vistas of boat masts that are present in Marina del Rey Basin B and the more distant residential development. Although consistent with height provisions that were approved by the CCC and the County of Los Angeles as defined in the Marina del Rey LUP, the height of the building would be a dominant visual element that would help define this portion of the marina.

Prominent Visual Features: Currently, the most noticeable features visible from this viewpoint include the portions of the rear facades of the parking structures and buildings associated with Parcel 10R. As part of site construction, these existing structures and existing landscape vegetation would be removed and replaced. As defined above, the height of the proposed structures would obscure vistas of trees and structures in the background. Once complete, the most dominant visual feature would be the architectural forms of the new Woodfin Suite Hotel and Timeshare Resort structure in the northern portion of Parcel 9U and portions of the Neptune Marina project situated in the western portion of Parcel 10R, fronting on Via Marina. Over time, perimeter landscaping proposed as part of each project would ~~partially improve~~complement the visual ~~character~~impact of new development in this area.

Character of Impacts: The proposed Woodfin Suite Hotel and Timeshare Resort structure would appear taller than other existing or proposed structures located to the west and north. As noted, the Woodfin Suite Hotel and Timeshare Resort structure is consistent with the stated height guidelines as approved by the CCC and as defined in the LUP. However, the 225-foot hotel structure would be substantially taller than other new (Phase II) construction that is present east of the project site on Marina del Rey Parcel 12

as well as other projects approved for development to the north on nearby Marina del Rey Parcels 15, 100, and 101. The tallest structures approved for the immediate vicinity would be the 75-~~to 100~~-foot structures recently approved on Parcels 100 and 101. The hotel and timeshare resort structure would also be substantially taller than the older, lower-height residential structures in the ~~local immediate~~immediate vicinity of the project site that do not exceed three stories. Therefore, due to the height disparity between the proposed hotel and timeshare structure and other planned and existing development in the vicinity of the project site, the Woodfin Suite Hotel and Timeshare Resort structure could be considered out of character with its immediate surroundings.

Level of Impact: Site development would not alter any defined significant visual feature. However, the proposed project would eliminate vistas of the marina (Parcel 9U only) when viewed from Via Marina and would alter the visual character of the property to a more intensive developed use. The Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort structures would result in a significant intensification of development on the project sites. The land use changes accommodated in the 1996 updated Marina del Rey LCP, including the provision of an expanded view corridor on Parcel 9U to accommodate a maximum 225-foot building height, complied with CEQA and Coastal Act section 302521, which requires that coastal development be sited to protect the scenic and visual qualities of the coastal zone and community character. Therefore, this issue already has been considered. Although the proposed apartment buildings and hotel and timeshare resort are compliant with past CCC approvals, the LCP-prescribed building height standards and are consistent with the County's desire to recycle Phase I marina development and intensify land uses within the marina,³ the Woodfin Suite Hotel and Timeshare Resort structure could be considered out of character with the contemporary structures present or under construction within ~~the Marina del Rey~~ the Marina del Rey as well as out of character with the older, lower-height residential structures in the local vicinity of the project site. Therefore, the Woodfin Suite Hotel and Timeshare Resort building, although consistent with the provisions of the LCP in regard to building height (see discussion in **Section 5.17, Land Use and Planning**), could appear out of character in comparison to adjacent uses in terms of height and mass when viewed from this viewing location. This is considered a potentially significant impact.

Analysis: Viewing Location Three, Easterly View of the Site (Parcel 10R) as Observed from the Intersection of Marquesas Way and Via Marina – As illustrated on Figure 5.6-4, Pre- and Post-Development View of Site (Parcel 10R) as Observed from the Intersection of Marquesas Way and Via Marina, from the intersection of Marquesas Way and Via Marina, two 55-foot-tall apartment buildings and one 60-foot-tall apartment building on Parcel 10R would be clearly visible in the foreground and

³ See pp. 8-3 and 8-4 of the LUP.

middle ground of the field of view, as well as portions of the parking structure and the upper portions of the Woodfin Suite Hotel and Timeshare Resort project proposed on the northern portion of Parcel 9U. The new apartment structures would replace the existing two-story structures that are currently present on Parcel 10R but are not visually prominent. With removal of the existing perimeter landscaping as well as the proximity of this viewing location to the site, building shape, color, and architectural style would be readily distinguishable. The increased height and mass of the apartment structures would make on-site uses more visible and visually prominent than the existing structures and the height of the proposed structures would obscure vistas of trees in the background. The proposed project would increase on-site building intensity (particularly the Woodfin Suite Hotel and Timeshare Resort Project, which would be visible in the background at this viewing location) than existing apartment structures, or existing apartment structures located to the west and north. The Neptune Marina project would be consistent with the height and mass of new Phase II construction east of the project site on Marina del Rey Parcel 12, approved structures to be constructed to the north on Parcel 15, and recently approved structures on Marina del Rey Parcels 100 and 101. However, although consistent with past approvals of the CCC and height provisions defined in the Marina del Rey LUP, the 19-story, 225-foot Woodfin Suite Hotel and Timeshare Resort would be visually prominent in this part of the marina.

Prominent Visual Features: No significant visual resources as defined in the Marina del Rey LUP are visible from this viewing location. Currently, the most visible features from this viewpoint include mature landscaping on the project site and an existing surface parking lot on Parcel 10R. No prominent visual features are present in this portion of the project site, no portion of the marina is visible, and background vistas are minimal. As part of project construction, existing structures and vegetation would be removed and replaced. As defined above, the height of the proposed structures would obscure views ~~stas~~ of palm trees in the background. Once complete, the most dominant visual feature would be the new apartment structures on Parcel 10R and the architectural forms of the Woodfin Suite Hotel and Timeshare Resort structure situated adjacent and to the south. Over time, perimeter landscaping proposed as part of this project would ~~partially improve~~ complement the visual character ~~impact~~ of new development.

Character of Impacts: Site development on Parcel 10R would alter the visual character of the property to a more intensive developed use. While the Neptune Marina Parcel 10R project would result in an intensification of development on the project site, this new development is consistent with the County's desire to recycle Phase I marina development and intensify land uses within the marina.⁴ Moreover, the height and mass of the most prominent Parcel 10R apartment buildings would be considered consistent with new apartments being constructed to the east on adjoining Parcel 12 as well as apartment buildings

⁴ Ibid.

planned to the north on Marina Parcels 15, 100, and 101. Project architecture has been approved in concept by the DCB and is considered to be in character with the contemporary structures present or under construction within the marina.

The proposed Woodfin Suite Hotel and Timeshare Resort structure (proposed on the northern portion of Parcel 9U) would be visible and would be taller than other existing or proposed structures located to the west and north. The Woodfin Suite Hotel and Timeshare Resort project is consistent with the stated height guidelines defined in the certified LCP. However, the structure would be taller than existing or proposed Phase II structures on Parcels 10R and FF, structures under construction east of the project site on Marina del Rey Parcel 12, and other projects proposed to the north on Marina del Rey Parcels 15, 100, and 101. The hotel and timeshare resort structure would also be significantly taller than the older, lower-height residential structures in the project vicinity. Therefore, the structure could be considered out of character with other Phase II marina development and existing, older development in the vicinity of the project site.

Level of Impact: Site development would alter the visual character of the property to a more intensive developed use and would eliminate distant views (none of which are defined in the Marina del Rey LUP as visually significant). The Woodfin Suite Hotel and Timeshare Resort structure would result in a significant intensification of development on the project site. The land use changes accommodated in the 1996 updated Marina del Rey LCP, including the provision of an expanded view corridor on Parcel 9U to accommodate a maximum 225-foot building height, complied with CEQA and Coastal Act section 302521, which requires that coastal development be sited to protect the scenic and visual qualities of the coastal zone and community character. Therefore, this issue already has been considered. Although the proposed hotel and timeshare resort is compliant with the LCP-prescribed building height standard for Parcel 9U, is consistent with the County's hotel land use designation and accompanying height provisions, and would intensify land uses within the marina,⁵ the Woodfin Suite Hotel and Timeshare Resort structure can be considered out of character with the contemporary structures present or under construction within the marina as well as existing, older residential structures in the vicinity of the project site. Therefore, aesthetic impacts with respect to the Woodfin Suite Hotel and Timeshare Resort structure from this viewing location are considered significant.

Analysis: Viewing Location Four, Westerly View of the Site (Parcel 10R) as Observed from Marquesas Way – As illustrated on Figure 5.6-5, Pre- and Post-Development View of the Site (Parcel 10R) as Observed Westerly from Marquesas Way, the 55- and 60-foot-tall residential structures proposed on Parcel 10R would be visible in the foreground and middle ground. These new structures would replace existing two-story structures that are currently present on the project site. With removal of the existing

⁵ See pp. 8-3 and 8-4 of the LUP.

perimeter landscaping as well as the proximity of this viewing location to the site, building shape, color, and architectural style would be distinguishable. The increased height and mass of the proposed structures would make on-site uses more visible and visually prominent than the existing structures. The proposed project would appear greater in mass and on-site building intensity than existing apartment structures located to the northeast. However, the project would be consistent with the height and mass of new Phase II construction east of the project site on Marina del Rey Parcel 12, and would also be consistent with the height and mass of apartment buildings approved for development to the north on Via Marina on Marina Parcels 15, 100, and 101.

It is expected that in the future, construction on Marina del Rey Parcel 12 (reference **Figure 5.6-45**) would obscure views of portions of development planned on Parcel 10R when viewed from the east on Marquesas Way. Structure height on Parcel 12 (maximum of 65 feet, exclusive of appurtenant rooftop structures) would be marginally taller than development proposed on Parcel 10R (a maximum of 60 feet, exclusive of appurtenant rooftop structures). In the future from this location, visible portions of development proposed for Parcel 10R would be limited to the northern portion ~~margin~~ of the site adjacent to Marquesas Way.

Prominent Visual Features: No significant visual resources or defined scenic highways as defined in the Marina del Rey LUP are present near this viewing location. Currently, the most noticeable features visible from this viewpoint include new building construction adjacent to and east of Parcel 10R on Parcel 12 and mature landscaping along the northern perimeter of the project site. No prominent visual features (inclusive of the marina) are present on this portion of the project site and distant vistas are minimal. As part of site construction, existing structures and landscape vegetation would be removed and replaced. As defined above, the height of the proposed structures would obscure views ~~vistas~~ of palm trees in the background. Once complete, the most dominant visual feature would be the new apartment structures. Over time, perimeter landscaping proposed as part of this project would partially improve the visual character ~~impact~~ of new development.

Character and Surroundings Impacts: From this location, the proposed project would appear similar in mass and building intensity when compared with new development under construction on Parcel 12, adjacent to and east of the project site. The project would be consistent with the height, mass, and visual character of new (Phase II) projects recently constructed, or proposed in the Marina per height and mass standards defined in the LUP. Therefore, the project is not out of character with development surrounding the project site or other Phase II marina development.

Level of Impact: Site development would alter the visual character of the property to a more intensive developed use. While the project would result in an intensification of development on the project site, this

new development is consistent with height standards defined in the County of Los Angeles LUP and the County's desire to recycle Phase I marina development and intensify land uses within the marina.⁶ Moreover, project architecture has been approved in concept by the DCB and is considered to be in character with the contemporary structures present, under construction (Parcel 12 to the east) or planned (Parcels 15, 100, and 101 within the marina). As such, impacts of the project when viewed from this location are not considered significant.

Analysis: Viewing Location Five, Westerly View of the Site (Parcel FF) as Observed from Marquesas Way – As illustrated on Figure 5.6-6, **Pre- and Post-Development View of the Site (Parcel FF) as Observed Westerly from Marquesas Way**, the 55-foot-tall residential structure proposed on Parcel FF would clearly be visible in the foreground and middle ground. This new structure would replace an existing surface parking lot present on Parcel FF. With removal of the existing perimeter landscaping as well as the proximity of this viewing location to the site, building shape, color, and architectural style would be readily distinguishable. The increased height and mass of the structures would make on-site uses appear more visually prominent than the existing surface lot. The proposed project would be perceived as a new land use of greater mass and on-site building intensity than either the existing surface parking lot or existing residential development that is situated to the west (west of Via Marina) and east. However, the project would be consistent with the height, mass and visual character of new (Phase II) apartments under construction on Marina del Rey Parcel 12 as well as apartments planned on the adjoining Parcel 15 to the north and on nearby Parcels 100 and 101 on Via Marina.

Prominent Visual Features: Currently, the most noticeable features visible from this viewpoint include mature landscaping on the perimeter of the existing parking lot, filtered vistas of the existing surface parking and, to some extent, the 15-story Archstone apartment building on Via Dolce to the northwest. Other than the Archstone building, no prominent visual features (inclusive of the marina) are present on this portion of the project site and distant vistas are minimal. As part of site construction, existing paved surfaces and landscape vegetation would be removed and replaced. As defined above, the height of the proposed structures would obscure vistas of palm trees as well as any views~~vista~~ of the 15-story Archstone building in the background. Once complete, the most dominant visual feature would be the new apartment structure. Over time, perimeter landscaping proposed as part of this project would ~~partially~~ improve the visual character ~~impact~~ of new development.

Character of Impacts: From this location, the proposed project would appear similar in mass, intensity and height to apartments under construction on Marina del Rey Parcel 12 as well as apartments approved and planned on the Parcel 15 to the north and on nearby Parcels 100 and 101 to the west on Via Marina. Although inconsistent with the current 25-foot height limitation for Parcel FF, the County and Legacy

⁶ Ibid.

Partners are proposing to amend the certified LCP to change the Parcel FF classification to Height Category 3, which would accommodate the proposed 55-foot-tall apartment building. The proposed apartment building for Parcel FF would be consistent with the height and mass of new (Phase II) projects recently constructed, approved, or proposed in the Marina per height and mass standards defined in the LUP. Therefore, the height, mass and visual characteristics of the proposed apartment building for Parcel FF are consistent with the height, mass and visual characteristics of other Phase II developments either being constructed or planned in the vicinity of the project site.

Level of Impact: Site development would alter the visual character of the property to a more intensive developed use. While the project would result in an intensification of development on the project site, this new development is consistent with the County's desire to recycle Phase I marina development and intensify land uses within the marina.⁷ Moreover, project architecture has been conceptually approved by the DCB and is considered in character with nearby contemporary structures either under construction (i.e., Parcel 12 to the southeast on Marquesas Way) or planned in the vicinity of the project site (i.e., Parcels 15, 100 and 101 located adjacent to and nearby the project site to the north on Via Marina). As such, impacts are not considered significant from this location. ~~with respect to this visual resource assessment criterion.~~

Mitigation: No mitigation measures are proposed or are required.

Conclusion: Not significant.

Analysis: Viewing Location Six, Easterly View of the Site (Parcel FF) as Observed from the Intersection of Marquesas Way and Via Marina – As illustrated on Figure 5.6-7, **Pre- and Post-Development View of the Site (Parcel FF) as Observed from the Intersection of Marquesas Way and Via Marina**, the 55-foot-tall residential structure proposed on Parcel FF would clearly be visible in the foreground and middle ground. This new structure would replace the existing surface parking lot present on Parcel FF. With removal of the existing perimeter landscaping as well as the proximity of this viewing location to the site, building shape, color, and architectural style would be readily distinguishable. The increased height and mass of the building would make on-site uses more visually prominent than the existing surface lot. The proposed project would be perceived as a new land use of greater mass and on-site building intensity than existing surface parking lot and existing high density residential development that is situated to the west (west of Via Marina) and east. However, the project would be consistent with the height, mass and visual character of new (Phase II) apartments currently being constructed to the southeast of the project site on Marina del Rey Parcel 12, as well as apartments planned adjacent and nearby by the site to the north on Parcels 15, 100, and 101.

⁷ Ibid.

Prominent Visual Features: No significant visual resources or defined scenic highways as defined in the Marina del Rey LUP are visible from this viewing location. Currently, the most noticeable features visible from this viewpoint include mature landscaping on the perimeter of the existing parking lot. Vistas of the existing surface parking and marina are obscured by the solid fencing along the western and northwestern portion of Parcel FF. Other than existing eucalyptus and palm trees, no prominent visual features (inclusive of the marina) are present on this portion of the project site and distant vistas are minimal. As part of site construction, existing paved surface and landscape vegetation would be removed and replaced. ~~As defined above,~~ The height of the proposed structures would obscure ~~views~~ vistas of palm trees in the background. Once complete, the most dominant visual feature would be the new apartment structure. Over time, perimeter landscaping proposed as part of this project would ~~partially~~ improve the visual ~~character~~ impact of new development.

Character of Impacts: From this location, the proposed project would appear similar in mass and development intensity to new development under construction on Parcel 12 and new apartment development planned adjacent to and nearby the site to the north on Marina Parcels 15, 100, and 101. Although inconsistent with the current 25-foot height limitation for Parcel FF, the County and Legacy Partners are proposing to amend the certified LCP to change the Parcel FF classification to Height Category 3, which would accommodate the proposed 55-foot-tall apartment building. The proposed apartment building for Parcel FF would be consistent with the height and mass of new (Phase II) projects recently constructed, approved, or proposed in the Marina per height and mass standards defined in the LUP. Therefore, the height, mass, and visual character of the proposed apartment building for Parcel FF are consistent with the height, mass and visual character of other Phase II developments either being constructed or planned in the vicinity of the project site. As such, the project is considered to be consistent with the visual character of other Phase II marina developments in the vicinity of the project site.

Level of Impact: Site development would alter the visual character of the property to a more intensive developed use. While the project would result in an intensification of development on the project site, this new development is consistent with the County's desire to recycle Phase I marina development and intensify land uses within the marina.⁸ Moreover, project architecture has been approved by the DCB and is considered in character with the contemporary structures, under construction (Parcel 12 to the east and southeast on Marquesas Way) or proposed (Parcels 15, 100 and 101 to the north on Via Marina) within the marina. As such, impacts are not considered significant from this location. ~~with respect to this visual resource assessment criterion.~~

Analysis: Viewing Location Seven, Easterly View of Parcel 9U as Observed from Via Marina – As illustrated on Figure 5.6-8, Pre- and Post-Development View of Site (Parcels 9U) as Observed from

⁸ Ibid

Mid-Block Via Marina, similar to Viewing Location One, foreground views would be dominated by structures of the Woodfin Suite Hotel and Timeshare Resort structure in the northern portion of Parcel 9U. The Woodfin Suite Hotel and Timeshare Resort building would eliminate vistas of the western portions of Marina del Rey Basin B. Due to the proximity of this viewing location to the site, building shape, color, and architectural style would be readily distinguishable. When viewed from this location, the height of the Woodfin Suite Hotel and Timeshare Resort structure would cause the structure to stand out in contrast to existing and proposed structures on the westerly side of the marina. As stated above, ~~the only~~ other structures of similar size ~~is~~ are the 15-story Archstone apartment building on Via Dolce to the northwest, the 20-story Regatta condominiums, the 19-story Azzurra condominiums, and the 18-story Cove condominiums, all on Marina Pointe Drive to the northeast, which were found to be consistent with the City of Los Angeles local coastal program. The view corridor south of the Woodfin Suite Hotel and Timeshare Resort would provide direct vistas of boat masts that are present in Marina del Rey Basin B and the more distant residential development. Although consistent with height provisions that were approved by the CCC and the County of Los Angeles as defined in the Marina del Rey LUP, the height and mass of the building would be a dominant visual element that would define this portion of the marina.

Prominent Visual Features: Currently, the most noticeable features visible from this viewpoint include the portions of the vacant nature of Parcel 9U. As defined above, the height of the proposed structures would obscure vistas of trees and structures in the background. Once complete, the most dominant visual feature would be the architectural forms of the new Woodfin Suite Hotel and Timeshare Resort structure in the northern portion of Parcel 9U fronting on Via Marina. Over time, project landscaping proposed as part of each project would ~~partially improve~~ complement the visual ~~character~~ impact of the new development in this area.

Character of Impacts: The proposed Woodfin Suite Hotel and Timeshare Resort structure would appear taller than other existing or proposed structures located to the west and north. As noted, the Woodfin Suite Hotel and Timeshare Resort structure is consistent with the stated height guidelines as approved by the CCC and as defined in the LUP. However, the 225-foot hotel structure would be substantially taller than other new (Phase II) construction that is present east of the project site on Marina del Rey Parcel 12R as well as other projects approved for development to the north on nearby Marina del Rey Parcels 15, 100, and 101. The tallest structures approved would be the 75 ~~to 100~~-foot structures recently approved on Parcels 100 and 101. The hotel and timeshare resort structure would also be substantially taller than the older, lower-height residential structures in the local vicinity of the project site that do not exceed three stories. Therefore, due to the height disparity between the proposed hotel and timeshare structure

and other planned and existing development in the vicinity of the project site, the Woodfin Suite Hotel and Timeshare Resort structure could be considered out of character with its surroundings.

Level of Impact: Site development would not alter any defined significant visual feature. However, the proposed project would eliminate vistas of the marina (Parcel 9U only) when viewed from Via Marina and would alter the visual character of the property to a more intensive developed use. The Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort structures would result in a significant intensification of development on the project sites. The land use changes accommodated in the 1996 updated Marina del Rey LCP, including the provision of an expanded view corridor on Parcel 9U to accommodate a maximum 225-foot building height, complied with CEQA and Coastal Act section 302521, which requires that coastal development be sited to protect the scenic and visual qualities of the coastal zone and community character. Therefore, this issue already has been considered. Although the proposed apartment buildings and hotel and timeshare resort are compliant with past CCC approvals, the LCP-prescribed building height standards and are consistent with the County's desire to recycle Phase I marina development and intensify land uses within the marina,⁹ the Woodfin Suite Hotel and Timeshare Resort structure could be considered out of character with the contemporary structures present or under construction within the marina as well as out of character with the older, lower-height residential structures in the local vicinity of the project site. Therefore, the Woodfin Suite Hotel and Timeshare Resort building, although consistent with the provisions of the LCP in regard to building height (see discussion in **Section 5.17, Land Use and Planning**), could appear out of character in comparison to adjacent uses in terms of height and mass when viewed from this viewing location. This is considered a potentially significant impact.

Analysis

More Distant Viewing Locations:

Parcel 9U Viewing Location One, Southerly View of the Site as Observed from Mother's Beach – As illustrated on Figure 5.6-10, Pre- and Post-Development View of the Site as Observed from Mother's Beach, the 225-foot-tall Woodfin Suite Hotel and Timeshare Resort tower would be seen from Mother's Beach. Although the hotel tower would be visible from Mother's Beach, views from this location to west, north, and northeast include several other high rise buildings as well, including the 15-story Archstone building, the adjacent 10-story Marriott Hotel, the three 13-story Marina City Club buildings, the 14-story Ritz Carlton Hotel, the 18-, 19- and 20-story Cove, Azzurra, and Regatta condominium buildings. The

⁹ See pp. 8-3 and 8-4 of the LUP.

hotel tower therefore is not out of character when compared with the other similarly sized structures in view from this distant location. Additionally, due to the panoramic nature of the view from this location, the hotel tower will occupy only a small percentage of the available viewshed and will not block views of valued resources.

Parcel 9U Viewing Location Two, Southeasterly View of the Site as Observed from Panay Way – As illustrated on Figure 5.6-11, Pre- and Post-Development View of the Site as Observed from Panay Way, there are no available views of the project site from this viewpoint as the scene depicts only the apartment structure at this location. Views south and southeast are blocked by nearly contiguous apartment buildings on the southern side of Panay Way. Therefore, the Woodfin Suite hotel and Timeshare Resort would not be visible from this location.

Parcel 9U Viewing Location Three, Westerly View of the Site as Observed from Tahiti Way – As illustrated on Figure 5.6-12, Pre- and Post-Development View of the Site as Observed from Tahiti Way, views of the project site at Via Marina are mostly obstructed from the eastern terminus of Tahiti Way. Apartment buildings lining the north side of Tahiti Way dominate the field of view and limit distant views from this viewpoint. Palms and other street trees lining the roadway also serve to screen views. Only a portion of the Woodfin Suite Hotel and Timeshare Resort would be visible from this view location.

Parcel 9U Viewing Location Four, Northwesterly View of the Site as Observed from North Jetty Trail – As illustrated on Figure 5.6-13, Pre- and Post-Development View of the Site as Observed from North Jetty Trail, from this vantage point, views of the project site, across the open water of the channel, are essentially obscured by two-story waterfront buildings near the terminus of Northwest Passage and five-story buildings just to the north on Old Harbor Lane. Mature landscape trees in the foreground characterize this view. Only a very small portion of the Woodfin Suite Hotel and Timeshare Resort structure would be visible between the trees from this location and would not be a prominent feature.

Parcel 9U Viewing Location Five, Northwesterly View of the Site as Observed from South Jetty Trail – As illustrated on Figure 5.6-14, Pre- and Post-Development View of the Site as Observed from South Jetty Trail, the panoramic views from this location, allow some visibility of the project site but a small portion of the available field of view. Ballona Creek Channel and the North Jetty Trail are the most prominent visual features from this vantage, as is the waterfront across the ship channel. Mature trees and other ornamental landscaping are visible along the waterfront. The upper stories of the Woodfin Suite Hotel and Timeshare Resort tower structure would be visible through the landscape materials but would not be a prominent feature on the horizon.

Parcel 9U Viewing Location Six, Northwesterly View of the Site as Observed from Fisherman's Village – As illustrated on Figure 5.6-15, Pre- and Post-Development View of the Site as Observed from

Fisherman's Village, panoramic views of the marina's inner harbor and Basins A and B are characteristic of this viewpoint. Distant apartment buildings lining Via Marina to the west are visible across the water, and other high-rise buildings, the Marina City Club and the Ritz Carlton Hotel, are visible across the water to the north. The project site is partially blocked from this viewpoint by the intervening four-story apartment building at the eastern terminus of Tahiti Way. However, the upper portion of the Woodfin Suite Hotel and Timeshare Resort tower would be clearly visible on the horizon.

Parcel 9U Viewing Location Seven, Westerly View of the Site as Observed from Burton Chace Park – As illustrated on **Figure 5.6-16, Pre- and Post-Development View of the Site as Observed from Burton Chace Park**, similar to the Fisherman's Village viewpoint, panoramic views of the marina's inner harbor and Basins B and C are visible from the park. The park is almost due east of Parcels 10R and FF and the mole occupied by Parcel 12, with Basins B and C to the south and north, respectively. Views west from Burton Chace Park are almost entirely obscured by the existing five-story apartment building at the end of Marquesas Way, near the tip of the mole. Palms and other trees lining Tahiti Way to the south can be seen, as can the anchored boats in the two basins. The height of the Parcel 12 five-story buildings obscure a direct line of sight of the Woodfin Suite Hotel and Timeshare Resort structure with only the very top floors of the tower being visible.

Parcel 9U Viewing Location Eight, Southwesterly View of the Site as Observed from Bali Way – As illustrated on **Figure 5.6-17, Pre- and Post-Development View of the Site as Observed from Bali Way**, demonstrates that views toward the project site from Bali Way are largely blocked by the presence of the three-story Marina del Rey Hotel buildings and dense ornamental plantings lining Bali Way. Hotel rooms have panoramic views that include the project site to the south. The blocked view of the Woodfin Suite Hotel and Timeshare Resort greatly limit any visual impact from this vantage point.

Prominent Visual Features

More Distant Viewing Locations:

Parcel 9U Viewing Location One, Southerly View of the Site as Observed from Mother's Beach features mature trees and landscaping, along with single- and multi-story buildings along Panay Way south of Mother's Beach. As discussed above, although the hotel tower would be visible from Mother's Beach, views from this location to west, north, and northeast include several other high rise buildings as well, such as the 15-story Archstone building, the adjacent 10-story Marriott Hotel, the three 13-story Marina City Club buildings, the 14-story Ritz Carlton Hotel, the 18-, 19- and 20-story Cove, Azzurra, and Regatta condominium buildings. The hotel tower therefore is not out of character when compared with the other similarly sized structures in view from this distant location. Additionally, due to the panoramic nature of the view from this location (the tower will be separated from Mother's Beach by a distance of no

less than approximately 1,900 feet), the hotel tower will occupy only a small percentage of the available viewshed and will not block views of valued resources.

Parcel 9U Viewing Location Two, Southeasterly View of the Site as Observed from Panay Way is the existing apartment buildings along Panay Way. This will continue to be the prominent visual feature post-construction of Woodfin Suite Hotel and Timeshare Resort as that structure will not be visible.

Parcel 9U Viewing Location Three, Westerly View of the Site as Observed from Tahiti Way is the existing apartment buildings, street trees along Tahiti Way. This will continue to be the prominent visual feature post-construction of Woodfin Suite Hotel and Timeshare Resort as only a small portion of the structure will be visible.

Parcel 9U Viewing Location Four, Northwesterly View of the Site as Observed from North Jetty Trail has an open water channel in the foreground, with mature landscape trees prominent in the distant foreground. The existing two-story and five-story apartment buildings are only discernible structures. Only a very small portion of the proposed project structures would be visible between the trees from this location.

Parcel 9U Viewing Location Five, Northwesterly View of the Site as Observed from South Jetty Trail has the Ballona Creek Channel as the most conspicuous feature. The mature trees and existing two-story and five-story apartment buildings on Northwest Passage and Old Harbor Lane, respectively are also prominent. The top of the Woodfin Suite Hotel and Timeshare Resort tower would appear on the horizon above the landscape trees.

Parcel 9U Viewing Location Six, Northwesterly View of the Site as Observed from Fisherman's Village shows the inner harbor, Basins A and B, and the existing four-story apartment building on Tahiti Way. Because of the low stature of the existing buildings, the Woodfin Suite Hotel and Timeshare Resort structure, along with other high-rise buildings, such as the Marina City Club and the Ritz Carlton Hotel, will be visible on the horizon above the existing apartments. Due to the relatively distant location of the hotel tower from this viewing point (the tower will be separated from Fisherman's Village by a distance of no less than approximately 3,200 feet—over 0.5 mile—and the Marina's main channel, apartment complexes and anchorages are located in between the tower and Fisherman's Village), the hotel tower will occupy only a small percentage of the available viewshed and will not block views of valued resources.

Parcel 9U Viewing Location Seven, Westerly View of the Site as Observed from Burton Chace Park has views of the inner harbor, Basins B and C, and the five-story apartment building at the end of Marquesas Way on the mole between Basins B and C. Because of the height of the new apartment buildings on Parcel 12, just the very top floors of the Woodfin Suite Hotel and Timeshare Resort would be observable.

Parcel 9U Viewing Location Eight, Southwesterly View of the Site as Observed from Bali Way depicts the Marina del Rey Hotel (from Bali Way) and its associated landscaping with mature trees. Because of the density of landscape materials and buildings, the post-construction structures of the Woodfin Suite Hotel and Timeshare Resort would not be visible.

Character of Impacts: The proposed Woodfin Suite Hotel and Timeshare Resort structure would appear taller than other immediately adjacent existing or proposed structures when the views are not obstructed by structures, landscaping or distance. As noted, the Woodfin Suite Hotel and Timeshare Resort structure is consistent with the stated height guidelines as approved by CCC and the County of Los Angeles as defined in the Marina del Rey LUP. The height of the building would be a dominant visual element as seen from the immediately adjacent viewing locations, but would only be another structure in the panoramic view that comes from more distant viewing locations such as Mother's Beach and Fisherman's Village.

Level of Impact: Site development of the Woodfin Suite Hotel and Timeshare Resort would not alter any defined significant visual feature, especially of the scenic Marina. The proposed project (Parcel 9U) would not eliminate views of the marina from the distant viewing locations across the marina from the proposed Woodfin Suite Hotel and Timeshare Resort project site. While the height of the proposed structure would alter the visual character of the property, the design is consistent with the Marina del Rey LCP. The Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort structures would result in a significant intensification of development on the project sites, but are compliant with past CCC approvals, the LCP-prescribed building height standards and are consistent with the County's desire to recycle Phase I marina development and intensify land uses within the marina (see discussion in **Section 5.17, Land Use and Planning**). The Woodfin Suite Hotel and Timeshare Resort building could appear out of character in comparison to immediately adjacent uses in terms of height and mass, as the structure will dominate a larger percentage of the available viewshed. In contrast, the hotel tower occupies only a very small portion of the viewshed available from more distant locations, such as Mother's Beach and Fisherman's Village, and the panoramic view from these locations includes other structures of similar size, height, and mass. Consequently, there are potentially significant view impacts on immediately adjacent locations, but no potential view impacts on more distant viewing locations.

Mitigation: To mitigate impacts associated with the height and mass of the proposed Woodfin Suite Hotel and Timeshare resort project from Viewing Locations One, Two, Three, and Seven, the following mitigation measures are proposed.

- 5.6-1:** A deed restriction shall be placed on the southern portion of Parcel 9U requiring that the wetland park be retained as natural open space.
- 5.6-2:** On the street level of the project landscaping to the satisfaction of the County of Los Angeles Design Control Board shall be implemented to reduce visual impacts of the project when viewed from adjacent public rights of way~~this location~~. Further, if approved by the Design Control Board, areas of landscaping shall be included on terraces and balconies ~~that could be~~ incorporated into the design of the hotel structure and associated parking structure.
- 5.6-3:** Articulation and variations in color or building materials ~~shall could~~ be incorporated into the lower levels of the hotel and parking structure ~~to~~. ~~These actions would~~ reduce visual resource impacts on Via Marina.

Conclusion: Significant after mitigation.

5.6.3.3.1.4 Threshold: Is the project likely to create substantial sun shadow, light or glare problems?

Analysis: The shade and shadow created by an object blocking sunlight varies dependent upon the time of year and time of day. This variation is a result of the sun's azimuth (the position of the earth in its annual orbit relative to the sun, due to the tilted axis of the earth) and altitude (the position of the earth in its daily rotation relative to the sun). Because the sun is lowest in the southern sky during the winter, project development would cast the longest shadow during this season (the worst-case condition). During the summer months, the sun is directly overhead, and the shadow length is more limited. ~~Thus, the following analysis considers is directed towards the winter condition~~ ~~the summer, autumn and winter periods, since although eight months out of the year the project would only cast minimal shade or shadow onto adjacent land area.~~ Shade-sensitive uses such as residences and public parks are considered to be sensitive receptors with respect to shade and shadow.

The series of Figures 5.6-18A-C, Shade and Shadow Effects; Neptune Marina Project – Winter-Summer Solstice, 9:00 AM through 5:30 PM, Figures 5.6-19A-C, Shade and Shadow Effects; Neptune Marina Project – Autumnal Equinox, 9:00 AM through 5:00 PM Figures 5.6-20A-C, Shade and Shadow Effects; Neptune Marina Project – October, 9:00 AM through 5:00 PM, and Figures 5.6-21A-C, Shade and Shadow Effects; Neptune Marina Project – Winter Solstice, 9:00 AM through 3:00 PM depicts post-

development site conditions for the Neptune Marina project hourly during the time period of 9:00 AM through 5:00 PM (3:00 PM for winter) in the summer solstice (June 21), the autumnal equinox (September 21), October 21, and the winter solstice (December 21), respectively. These figures represent the times of the year when shades would be at their smallest (summer solstice) to when shadow effects would be greatest (winter solstice). The month of October is included because this the time of year that shadows would start casting shade on portions of the existing and proposed residential structures on the north side of Marquesas Way and to the north of Parcel FF. The spring equinox (March 21) is not depicted because the shadows would be similar to those for the autumnal equinox.

As shown on Figures 5.6-21A-C, shadows cast during the winter solstice the from structures proposed on Parcel 10R at 9:00 AM would cast shadows throughout the day affect portions of Via Marina, on portions of Marquesas Way, the lower portions of the south facing façades of the existing residential structures across Marquesas Way and the lower portion of part of the south facing façade of the proposed residential structures situated on Parcel FF. No other sensitive receptors would be shaded. Existing residential structures situated north, west and east of the project are not affected by shadow effects during the AM period. The proposed structures on Parcel 10R would also cast shadows on portions Via Marina in the morning only and shadows cast at 3:00 PM affect portions of Marquesas Way and the western portion of Marina del Rey Basin B in the afternoon only. As shown of Figures 5.6-20A-C and 5.6-21A-C, the proposed structures on Parcel 10R would only cast shadows on limited portions of the existing residential structures across Marquesas Way from October to February.

As shown on Figures 5.6-18A-C and 5.6-19A-C, the proposed structures on Parcel 10R would not cast any shadows on off-site sensitive receptors during the summer solstice of autumnal equinox.

As shown, during the winter solstice shadows cast from the structures proposed on Parcel FF at 9:00 AM would affect portions of Via Marina would cast shadows throughout the day, on the garages of the existing residential structures situated north of Parcel FF (Parcel 15) and on the existing garages on Parcel 15 (or lower portion of part of the south facing façade of the new building if that Parcel is redeveloped), No other sensitive receptors would be shaded. The structures proposed on Parcel FF would also cast shadows on portions Via Marina in the morning only and small portions of the western portion of Marina del Rey Basin C in the afternoon only. Existing residential structures situated west and east of the project are not affected by shadow effects during the AM period. Shadows cast at 3:00 PM affect portions of the western portion of Marina del Rey Basin C.

As shown of Figures 5.6-21A-C, the proposed structures on Parcel FF would only cast shadows on limited portions of the existing and proposed residential structures on Parcel 15 from October to February.

As shown on **Figures 5.6-18A–C and 5.6-19A–C**, the proposed structures on Parcel FF would not cast any shadows on off-site sensitive receptors during the summer solstice of autumnal equinox.

The series of **Figures 5.6-22A–C, Shade and Shadow Effects; Neptune Marina Project with Approved Parcel 15 Apartments – Summer Solstice, 9:00 AM through 5:00 PM, Figures 5.6-23A–C, Shade and Shadow Effects; Neptune Marina Project with Approved Parcel 15 Apartments – Autumnal Equinox, 9:00 AM through 5:00 PM Figures 5.6-24A–C, Shade and Shadow Effects; Neptune Marina Project with Approved Parcel 15 Apartments – October, 9:00 AM through 5:00 PM, and Figures 5.6-25A–C, Shade and Shadow Effects; Neptune Marina Project with Approved Parcel 15 Apartments – Winter Solstice, 9:00 AM through 3:00 PM** depicts post-development site conditions for the Neptune Marina project hourly during the time period of 9:00 AM through 5:00 PM (3:00 PM for winter) in the summer solstice (June 21), the autumnal equinox (September 21), October 21, and the winter solstice (December 21), respectively. These figures represent the times of the year when shades would be at their smallest (summer solstice) to when shadow effects would be greatest (winter solstice). The month of October is included because this the time of year that shadows would respectively start and stop casting shade on portions of the existing and proposed residential structures on the north side of Marquesas Way and to the north of Parcel FF. The spring equinox (March 21) is not depicted because the shadows would be similar to those for the autumnal equinox.

This series of simulations are prepared to indicate the potential for shading of the structures approved for development on Parcel 15, to the north of Parcel FF. As shown, during the Winter Solstice the structures proposed on Parcel FF would cast shadows throughout the day on the lower floors of the approved residential structures situated north of Parcel FF (Parcel 15) and on the lower portion of part of the south facing façade of the new building. No other sensitive receptors would be shaded. The structures proposed on Parcel FF would also cast shadows on portions Via Marina in the morning only and small portions of the western portion of Marina del Rey Basin C in the afternoon only.

As shown of **Figures 5.6-25A–C**, the proposed structures on Parcel FF would only cast shadows on limited portions of the proposed residential structures on Parcel 15 from October to February.

As shown on **Figures 5.6-25A–C**, during the winter solstice the structures proposed on Parcel 10R would have no change of shading on Parcel 15 because the shadows would not extend that far north.

Proposed development would cast shadows on adjacent uses beginning in October and only during the winter months and for brief variable periods of time, as discussed below.

The series of **Figures 5.6-1926A–C, Shade and Shadow Effects; Woodfin Suite Hotel and Timeshare Resort – Winter-Summer Solstice, 9:00 AM through 5:00 PM, Figures 5.6-27A–C, Shade and Shadow Effects; Woodfin Suite Hotel and Timeshare Resort – Autumnal Equinox, 9:00 AM through 5:00 PM, and Figures 5.6-28A–C, Shade and Shadow Effects; Woodfin Suite Hotel and Timeshare Resort –**

Winter Solstice, 9:00 AM through 3:00 PM, depicts post-development site conditions for the Woodfin Suite Hotel and Timeshare Resort project hourly from 9:00 AM through 5:00 PM (3:00 PM in winter) on the summer solstice (June 21), the autumnal equinox (September 21), and the winter solstice (December 21), respectively. These figures represent the times of the year when shades would be at their shortest (summer solstice) to when shadows are longest (Winter Solstice).

As shown in Figures 5.6-28A-C, ~~shadows cast during the winter solstice the Woodfin Suite Hotel and Timeshare Resort would cast shadows throughout the day on at 9:00 AM affect portions of Via Marina and the project's proposed residential uses to the north on Parcels 10R and FF. The Woodfin Suite Hotel and Timeshare Resort would also cast shadows on portions of Via Marina in the morning only and small portions of the western portion of Marina del Rey Basin B in the afternoon only. No off-site sensitive receptors would be shaded during the Winter Solstice.~~

As shown in Figures 5.6-26A-C and 5.6-27A-C, during the summer solstice and autumnal equinox the Woodfin Suite Hotel and Timeshare Resort would cast shadows from between 9:00 AM until sometime after 10:00 AM on a portion of the ~~Existing residential uses west and east of the project. No other sensitive receptors would be shaded. The Woodfin Suite Hotel and Timeshare Resort would also cast shadows on portions of Via Marina in the morning only and small portions of the western portion of Marina del Rey Basin B in the afternoon only. The northern portion of the proposed wetland park would receive some shading from the Woodfin Suite Hotel and Timeshare Resort structure in the later afternoon.~~

~~are not affected by shadow effects during the AM period. Shadows cast at 3:00 PM during winter affect portions of Marina del Rey Basin B and small portions of buildings proposed in the eastern portion of Parcel 10R.~~

~~Exposure of adjacent uses to shadows cast by the project would be limited in duration to in in October and last through winter months and would vary dependent upon the time of day. No Some single existing uses would be exposed to shadows cast by the project for more than 3 hours, and given the small number of uses affected and the nature of those land uses, this is considered a less than significant impact.~~

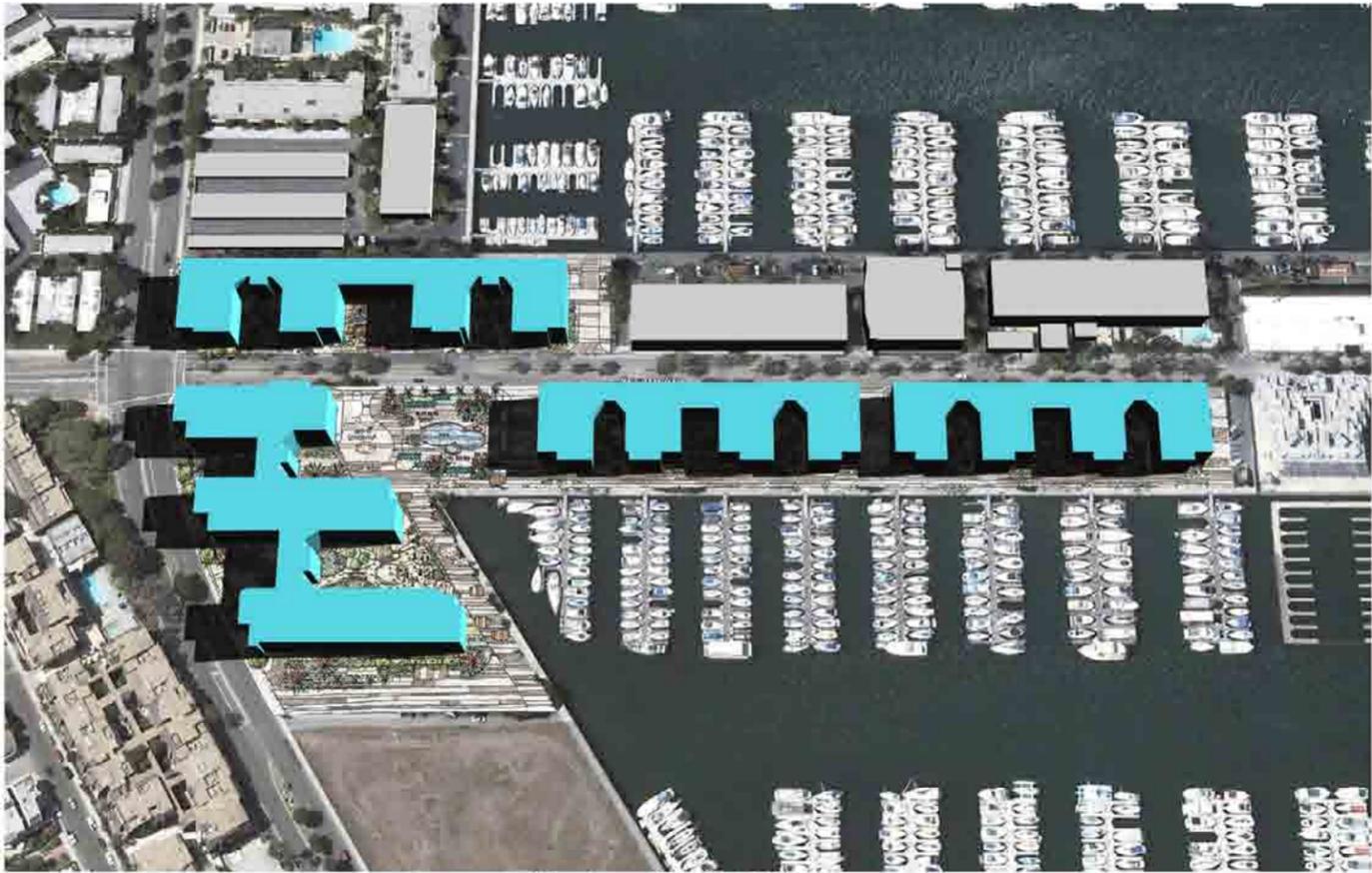
Structures proposed on the project site utilize a variety of exterior surface treatments. To reduce potential glare or reflectivity impacts, these surfaces are intended to be non-reflective or oriented in a way that would result in limited off-site glare or reflectivity impacts. To verify limiting glare or reflectivity issues, this project has been reviewed and approved by the County of Los Angeles Design Control Board that is intended to review project design issues.

Level of Impact: County of Los Angeles Department of Regional Planning thresholds define a significance threshold that states, "Is the project likely to create substantial sun shadow, light or glare problems?" As ~~shown on defined in~~ Figures 5.6-21A-C and 5.6-25A-C, the project would cast shadows only on small portions of the south facing facades of the existing and proposed residential uses across Marquesas Way from Parcel 10R and adjacent to Parcel FF and only during the winter months. The Woodfin Suite Hotel and Timeshare Resort would cast shadows in the non-winter months on small portions of the existing residential uses to the west, but the duration of these shadows would be limited (i.e., less than 2 hours). Given the limited extent and duration of the shadows, the project would not result in substantial sun shadow problems. Therefore, the project's shade and shadow impacts would be less than significant. For the reasons set forth above, the project's glare impacts would also be less than significant.

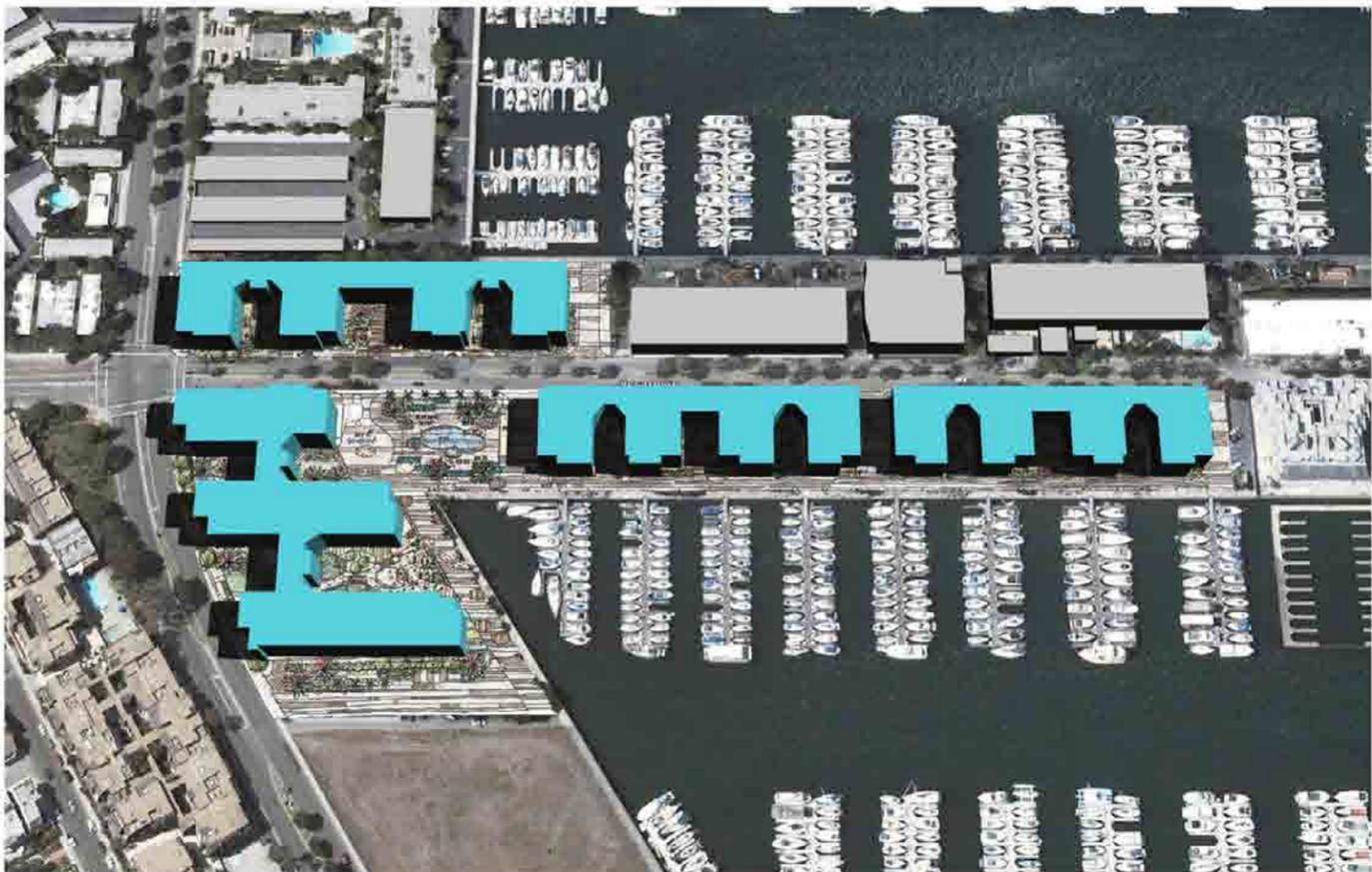
~~shadows cast by the project would cast shadows during winter months on adjacent land uses for short considerable periods of time (more than three hours each day) and shade and shadow impacts are not considered significant.~~

Mitigation: As impacts are not considered significant, no mitigation measures are proposed or are required.

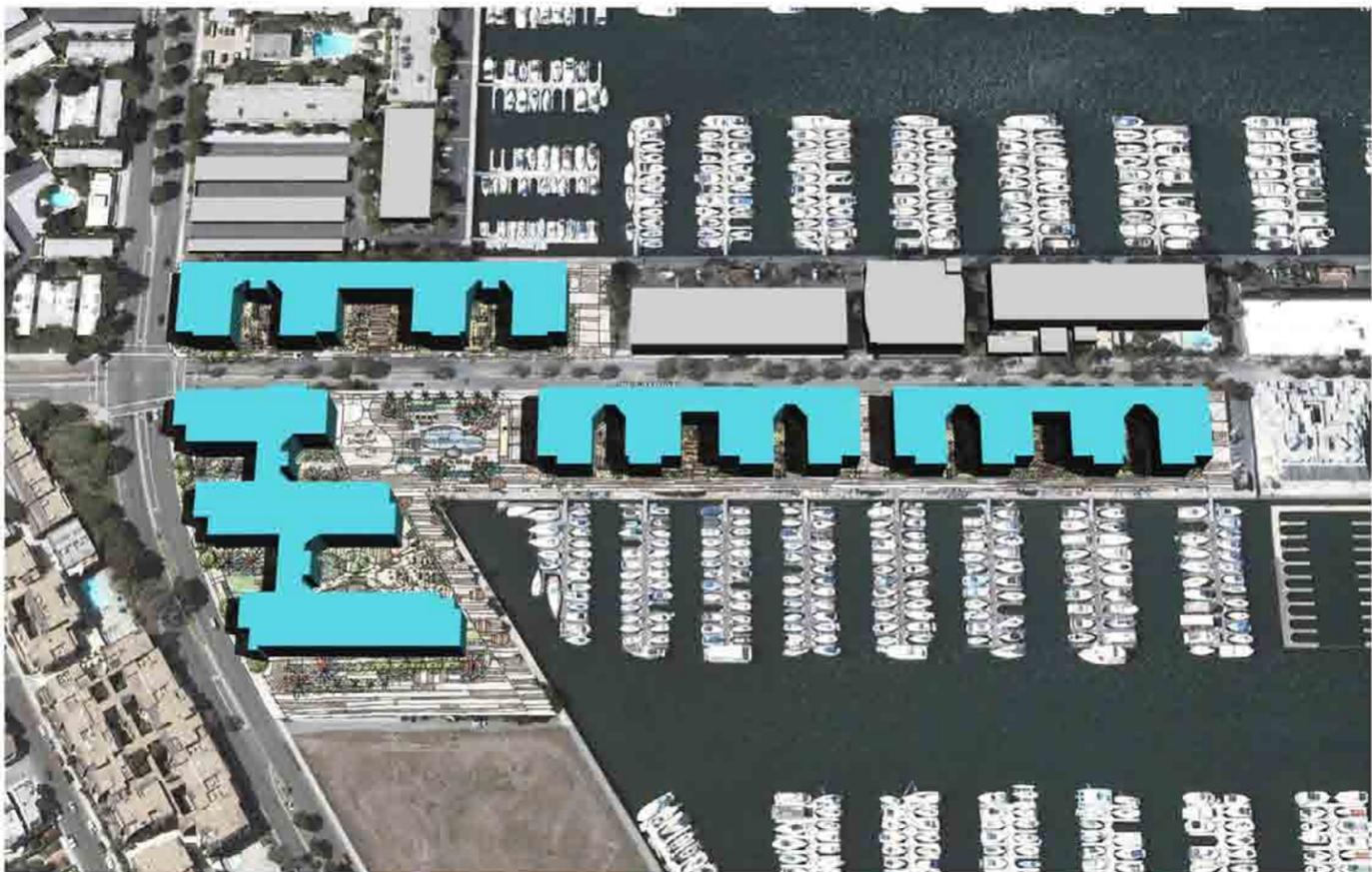
Conclusion: **Not significant.**



Neptune Marina - 9:00 AM



Neptune Marina - 10:00 AM

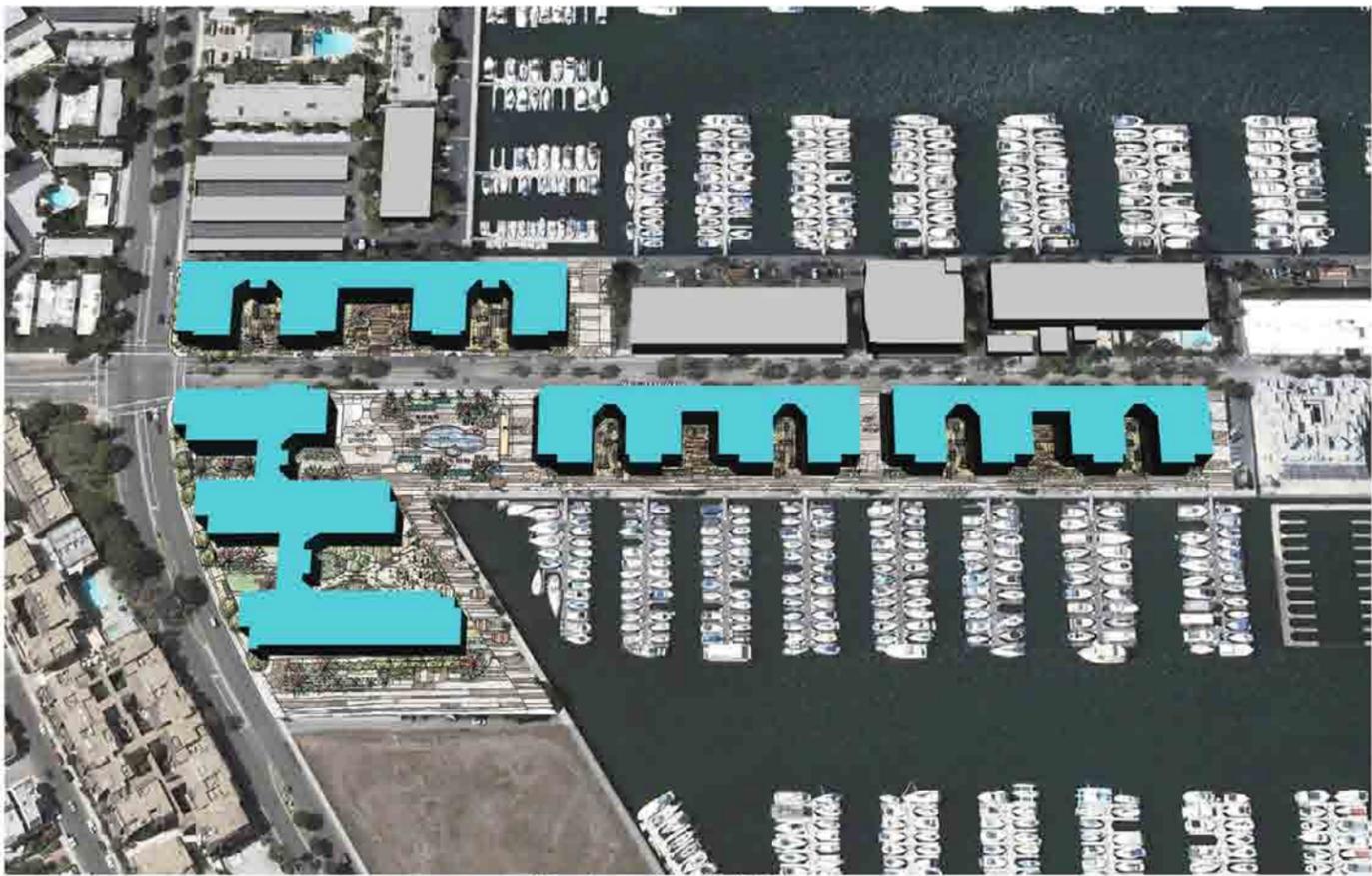


Neptune Marina - 11:00 AM

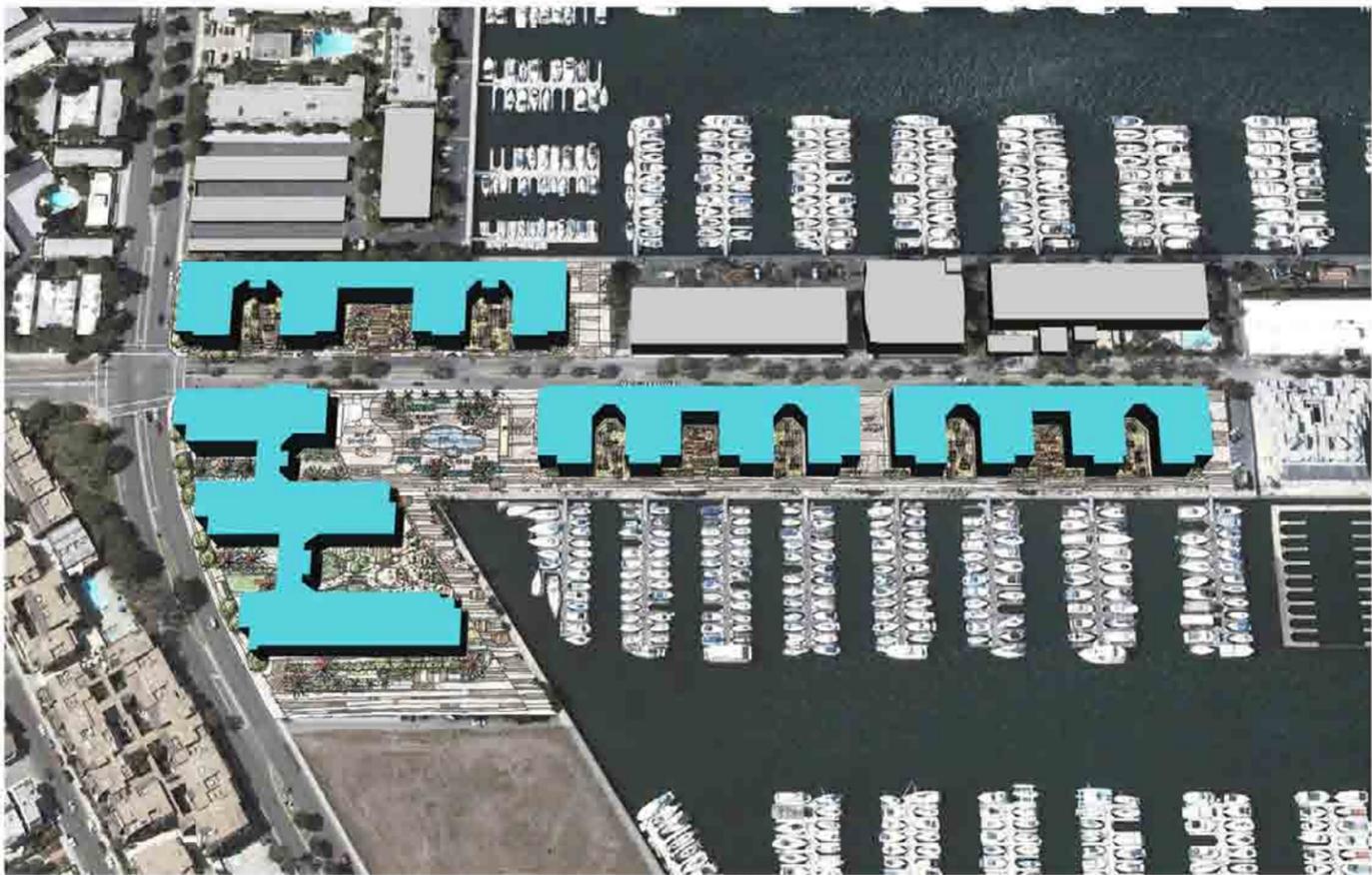
SOURCE: Impact Sciences, Inc. - January 2009

FIGURE 5.6-18A

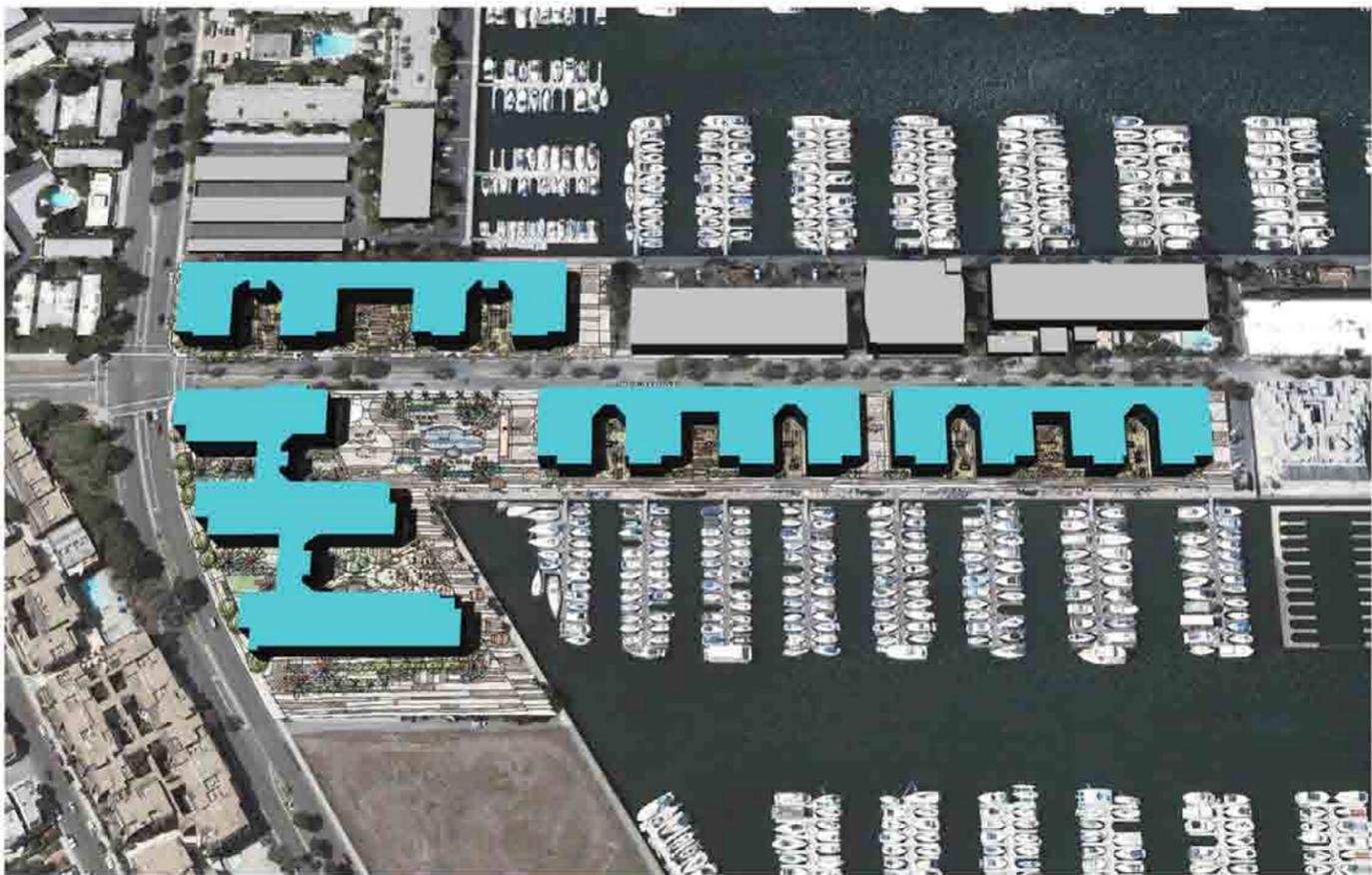
Shade and Shadow Effects; Neptune Marina Project – Summer Solstice, 9:00 AM through 11:00 AM



Neptune Marina - 12:00 PM



Neptune Marina - 1:00 PM

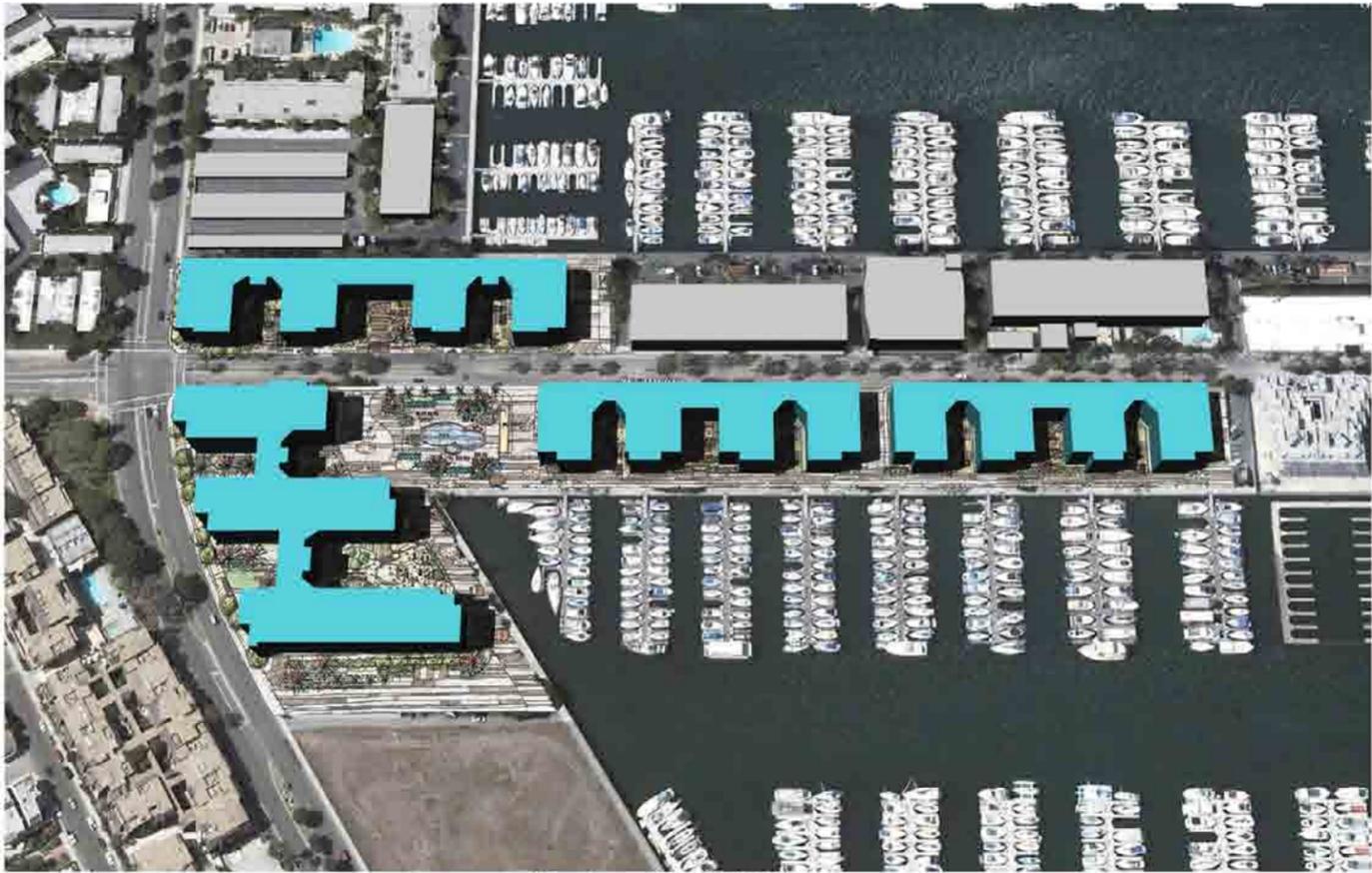


Neptune Marina - 2:00 PM

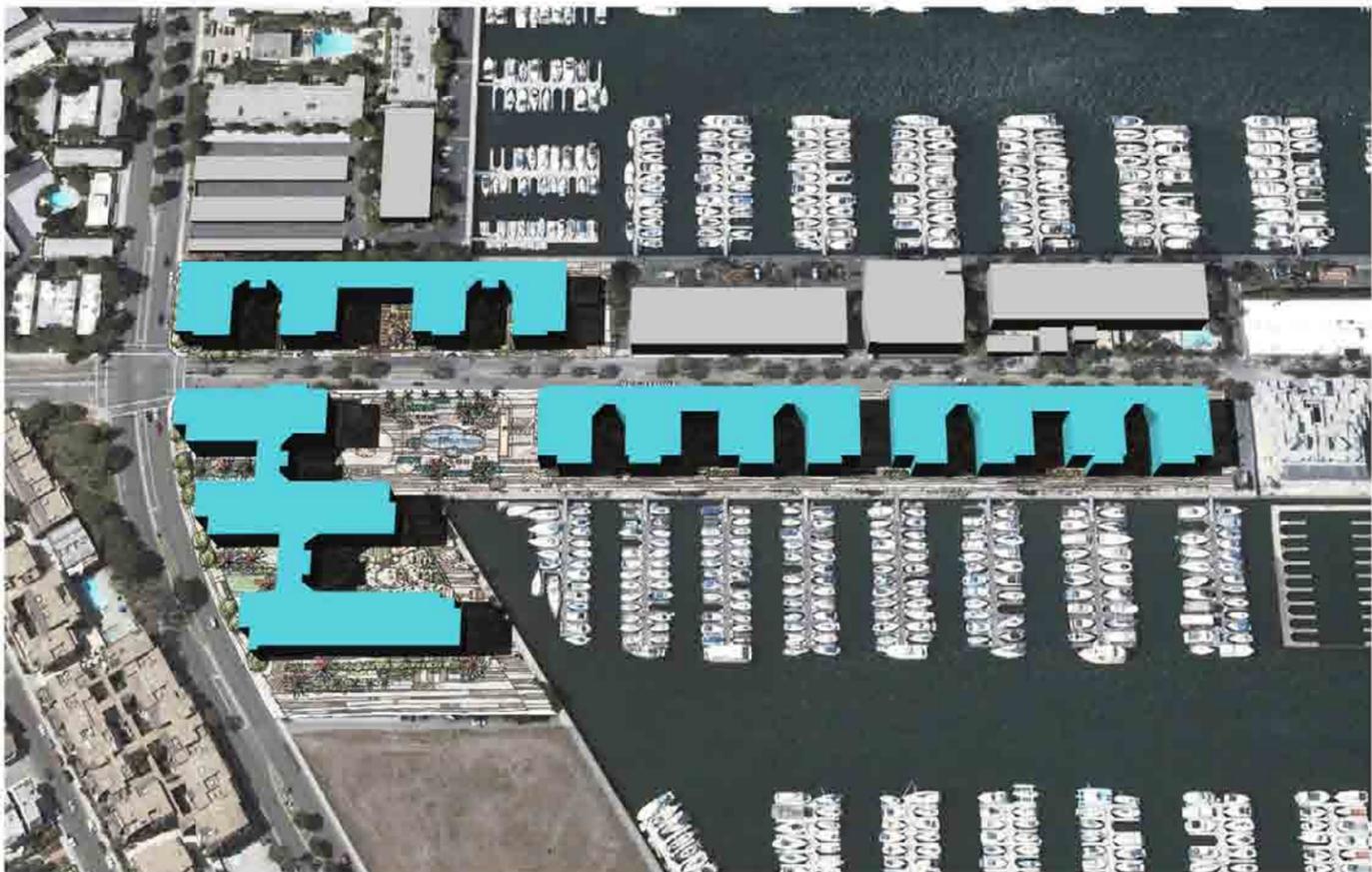
SOURCE: Impact Sciences, Inc. - January 2009

FIGURE 5.6-18B

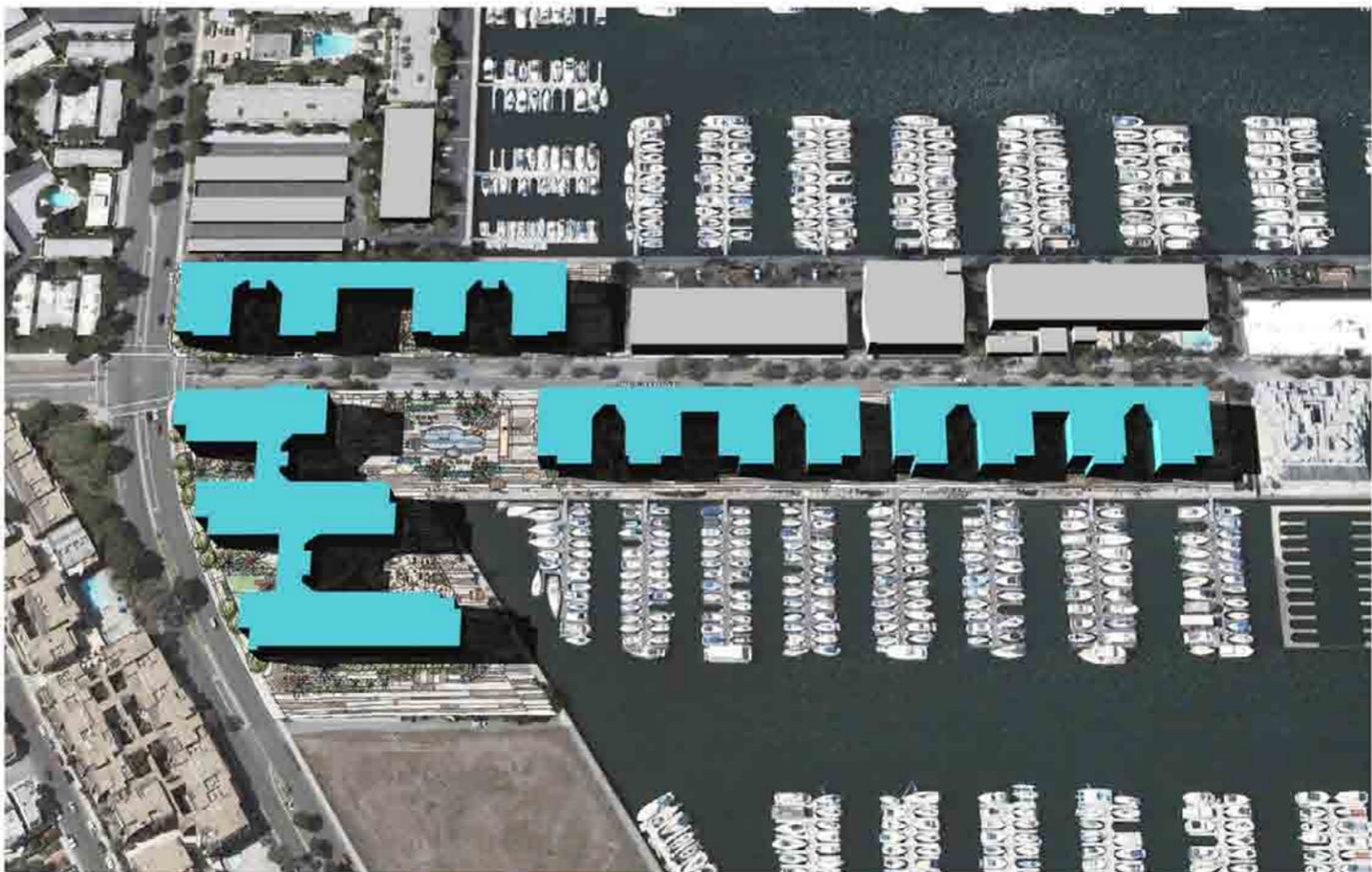
Shade and Shadow Effects; Neptune Marina Project – Summer Solstice, 12:00 PM through 2:00 PM



Neptune Marina - 3:00 PM



Neptune Marina - 4:00 PM

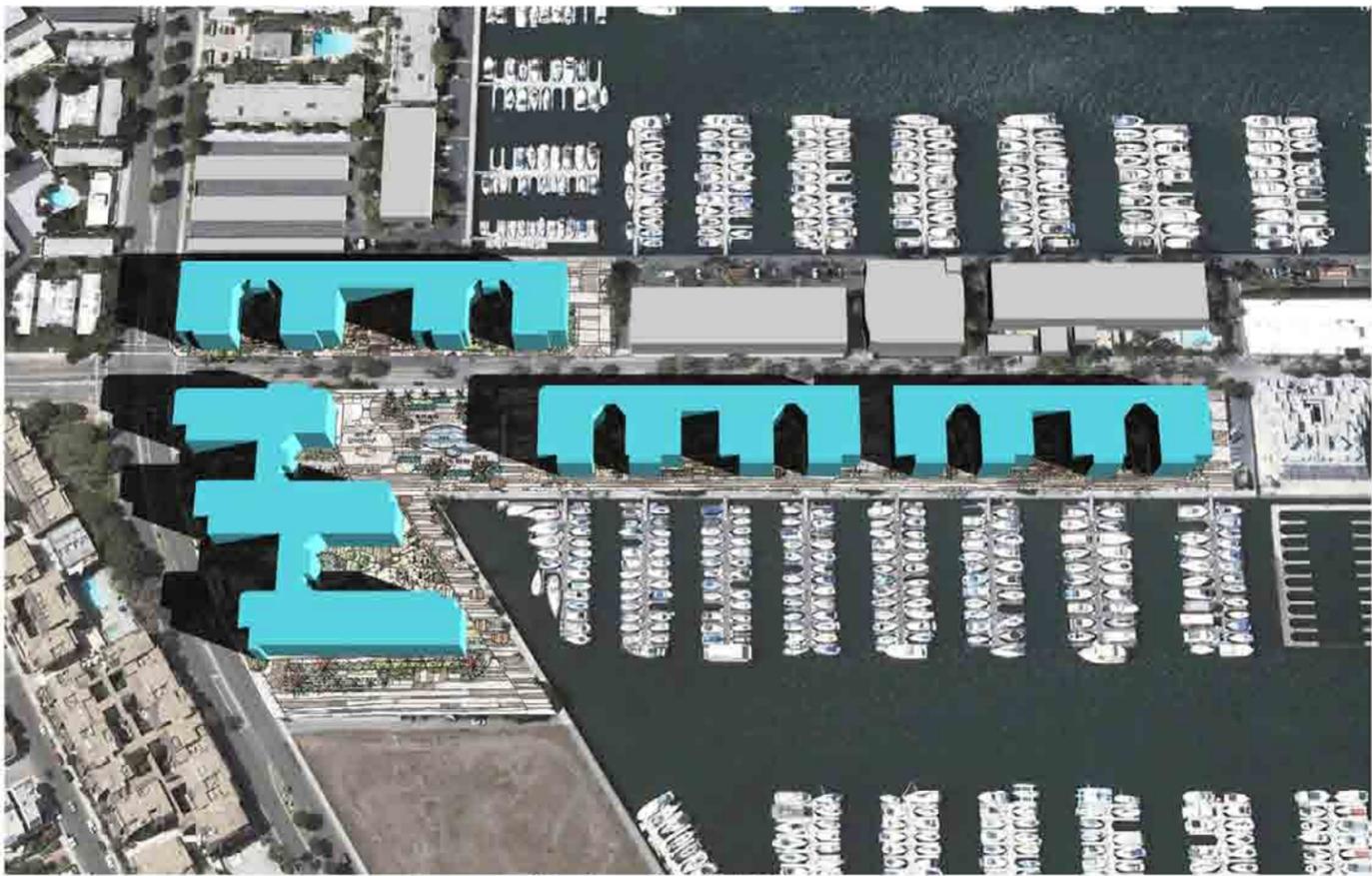


Neptune Marina - 5:00 PM

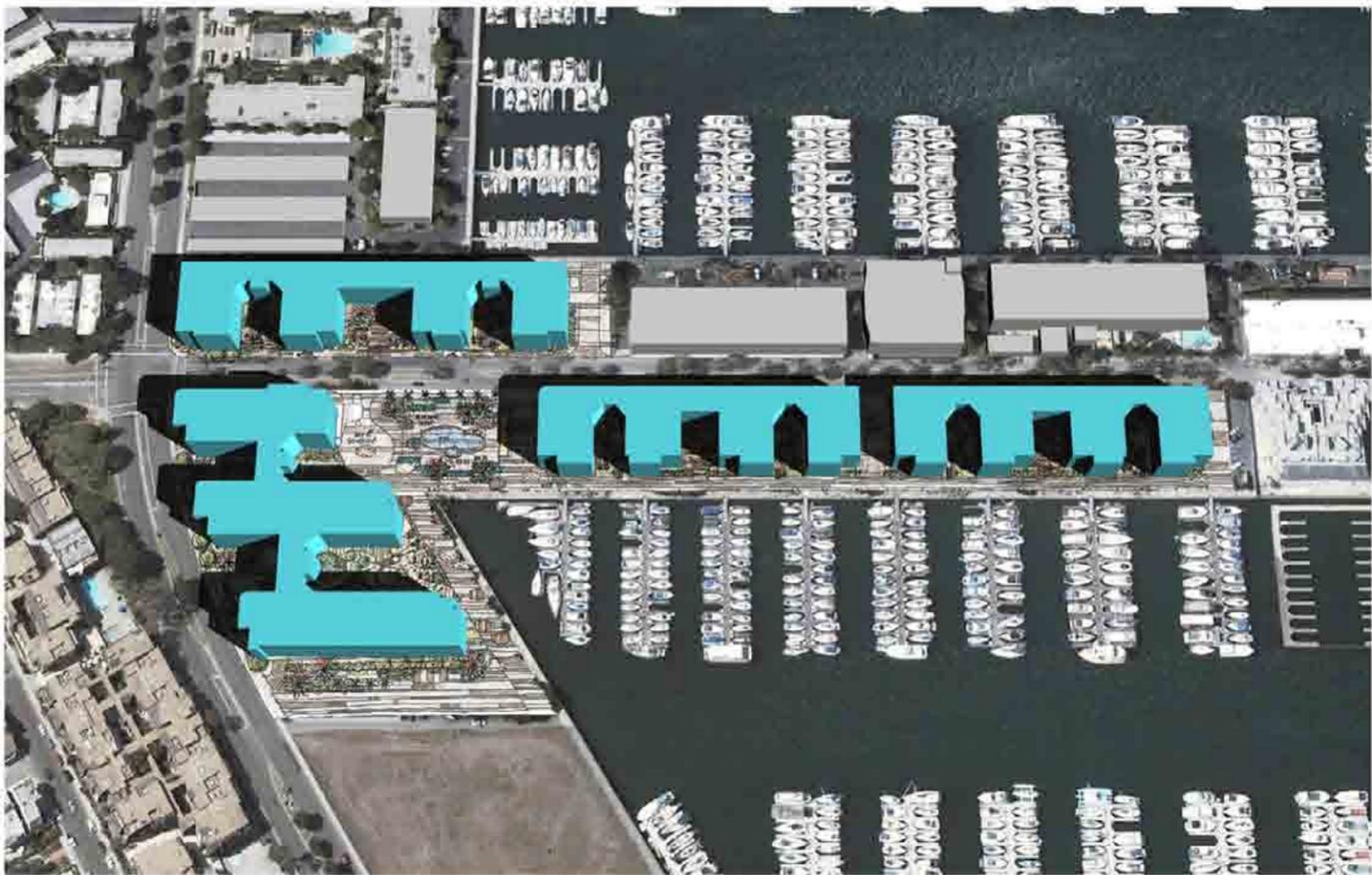
SOURCE: Impact Sciences, Inc. - January 2009

FIGURE 5.6-18C

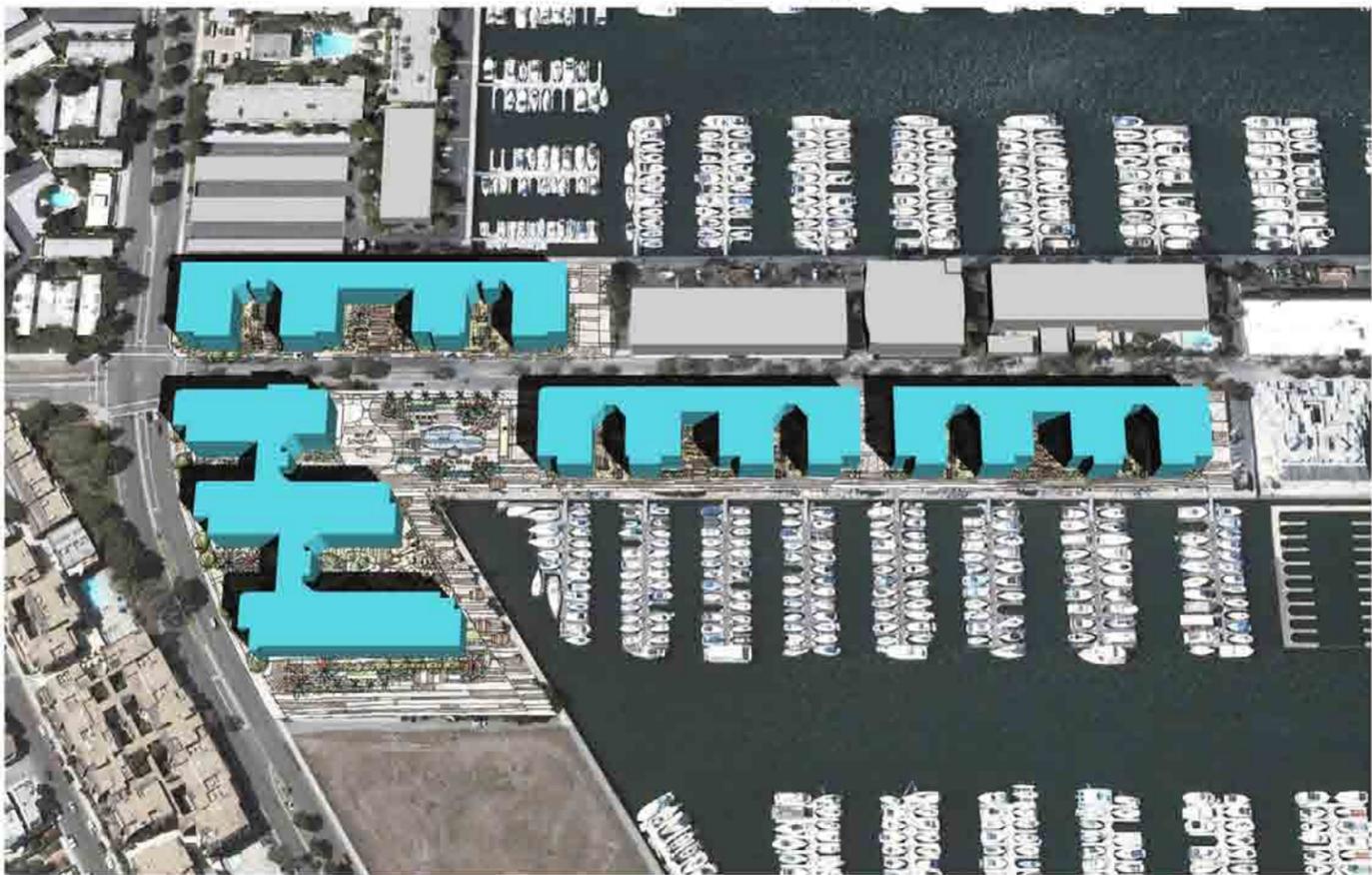
Shade and Shadow Effects; Neptune Marina Project – Summer Solstice, 3:00 PM through 5:00 PM



Neptune Marina - 9:00 AM



Neptune Marina - 10:00 AM

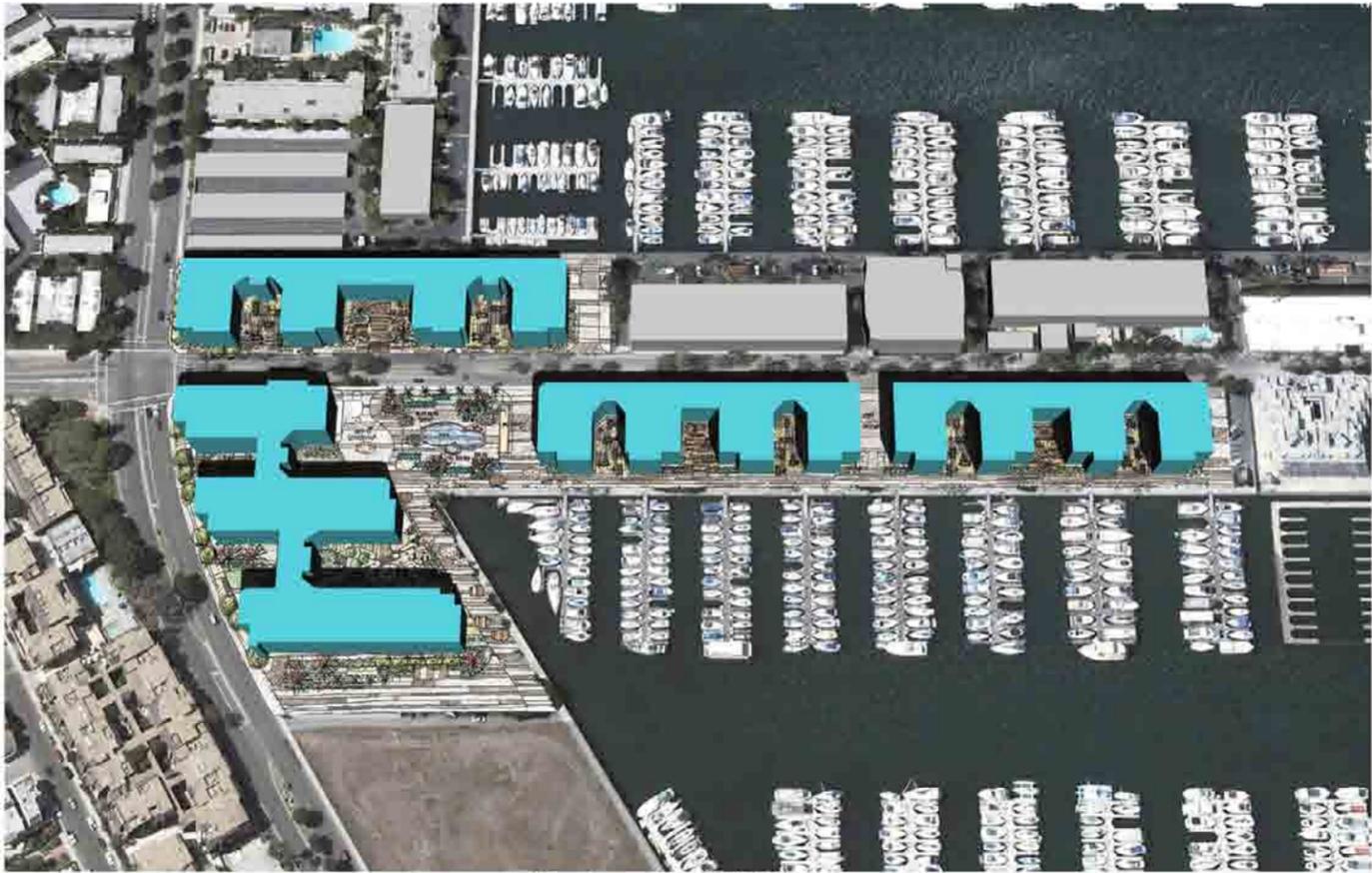


Neptune Marina - 11:00 AM

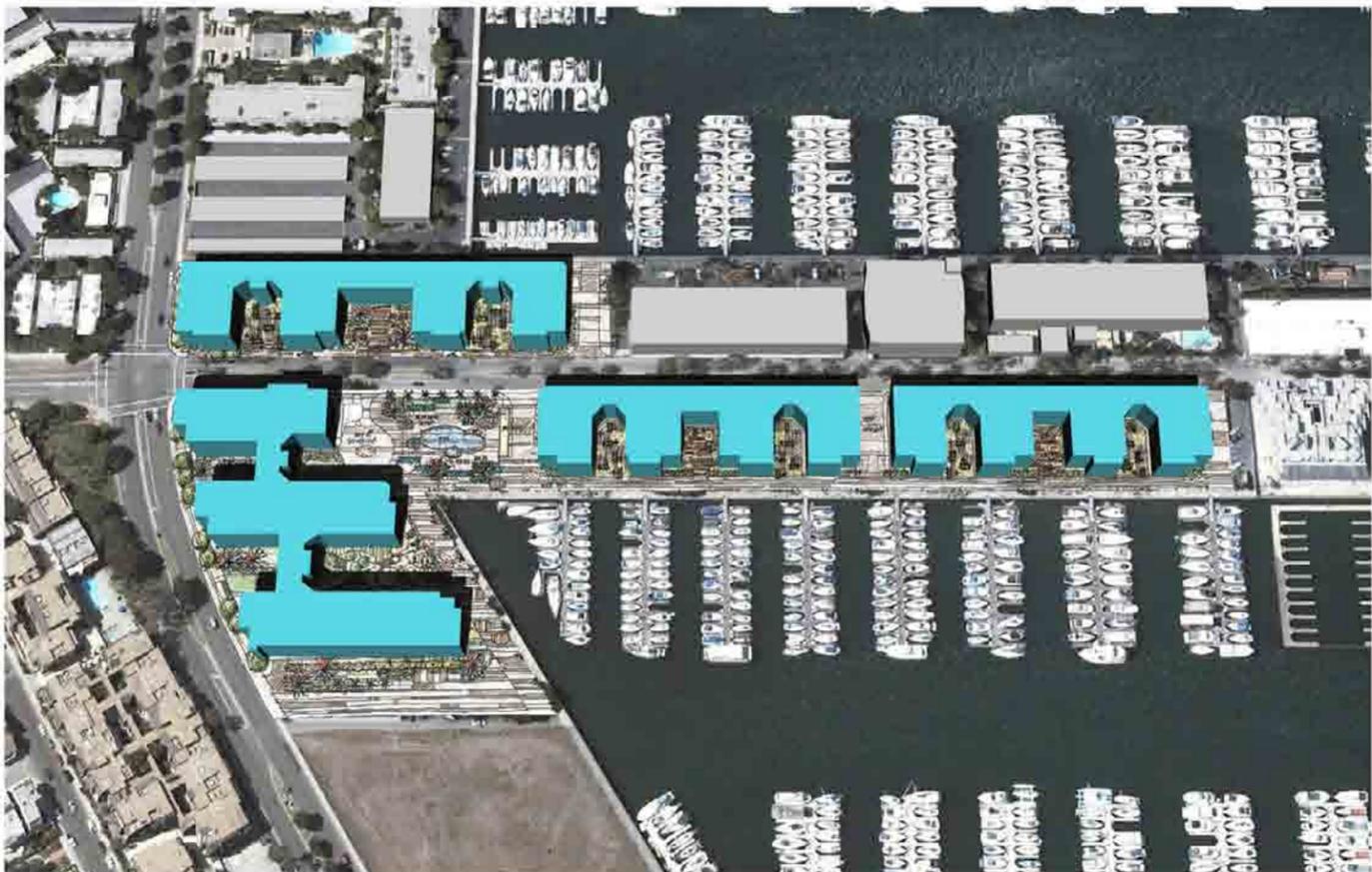
SOURCE: Impact Sciences, Inc. - January 2009

FIGURE 5.6-19A

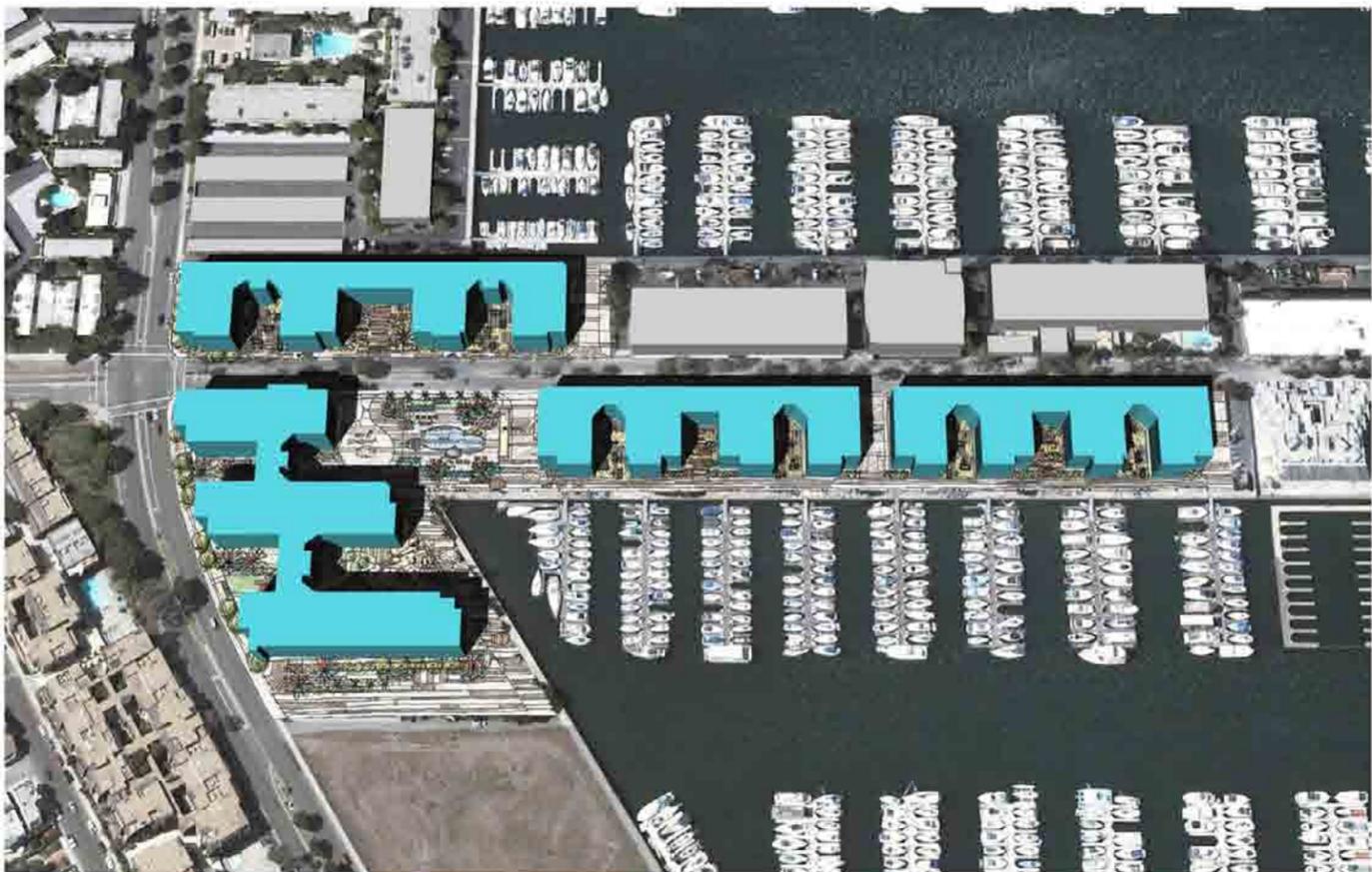
Shade and Shadow Effects; Neptune Marina Project – Autumnal Equinox, 9:00 AM through 11:00 AM



Neptune Marina - 12:00 PM



Neptune Marina - 1:00 PM

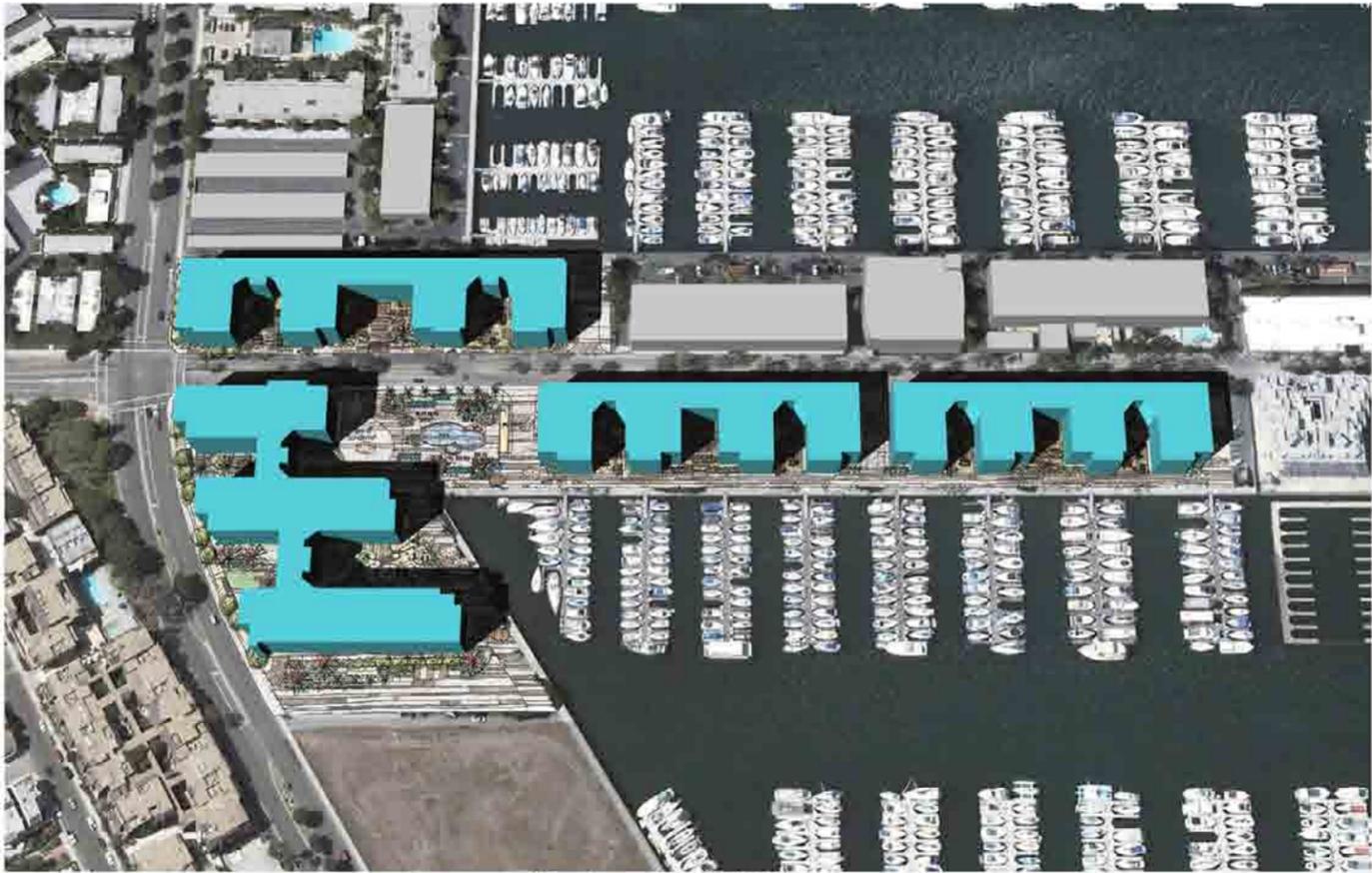


Neptune Marina - 2:00 PM

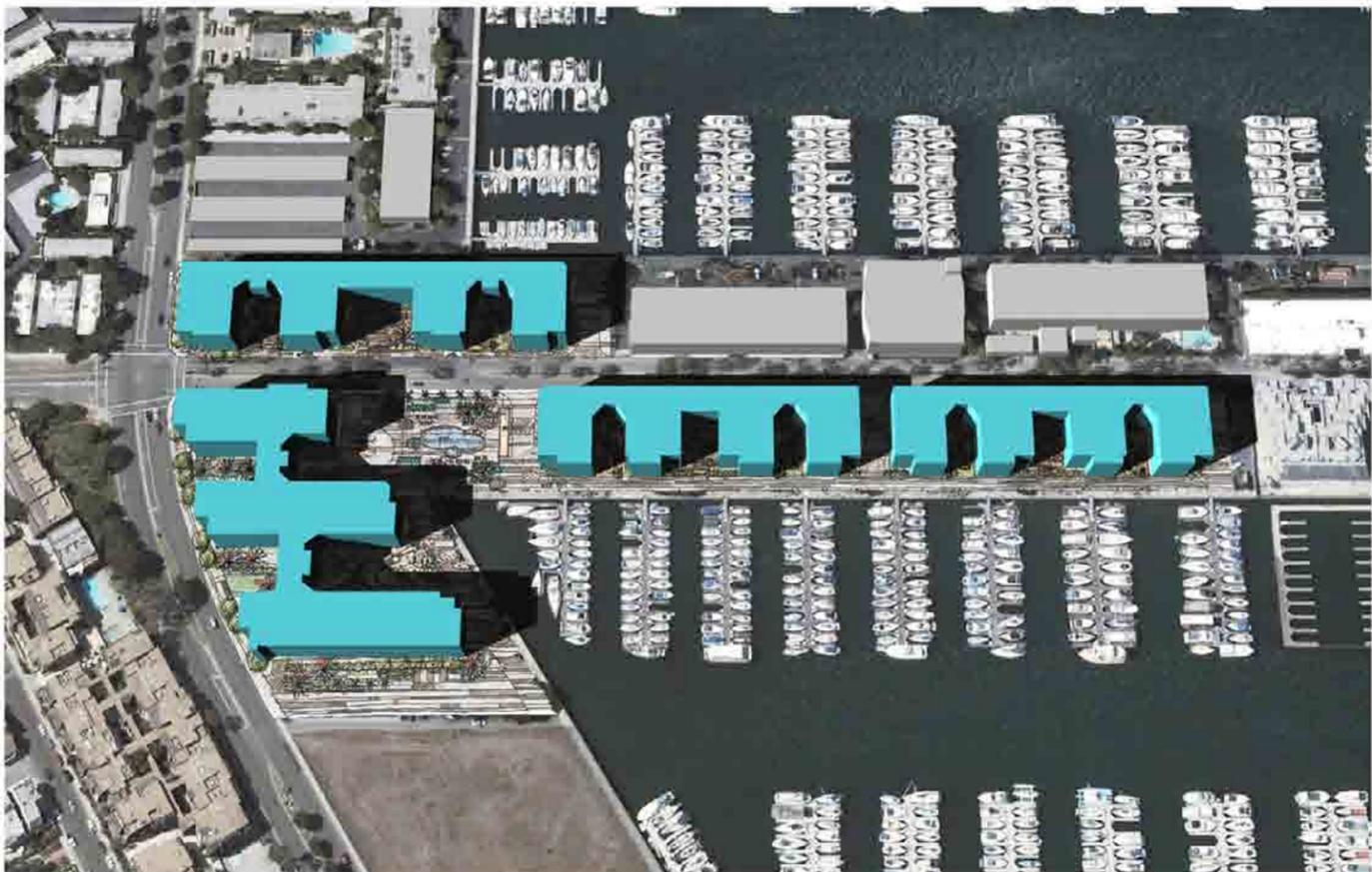
SOURCE: Impact Sciences, Inc. - January 2009

FIGURE 5.6-19B

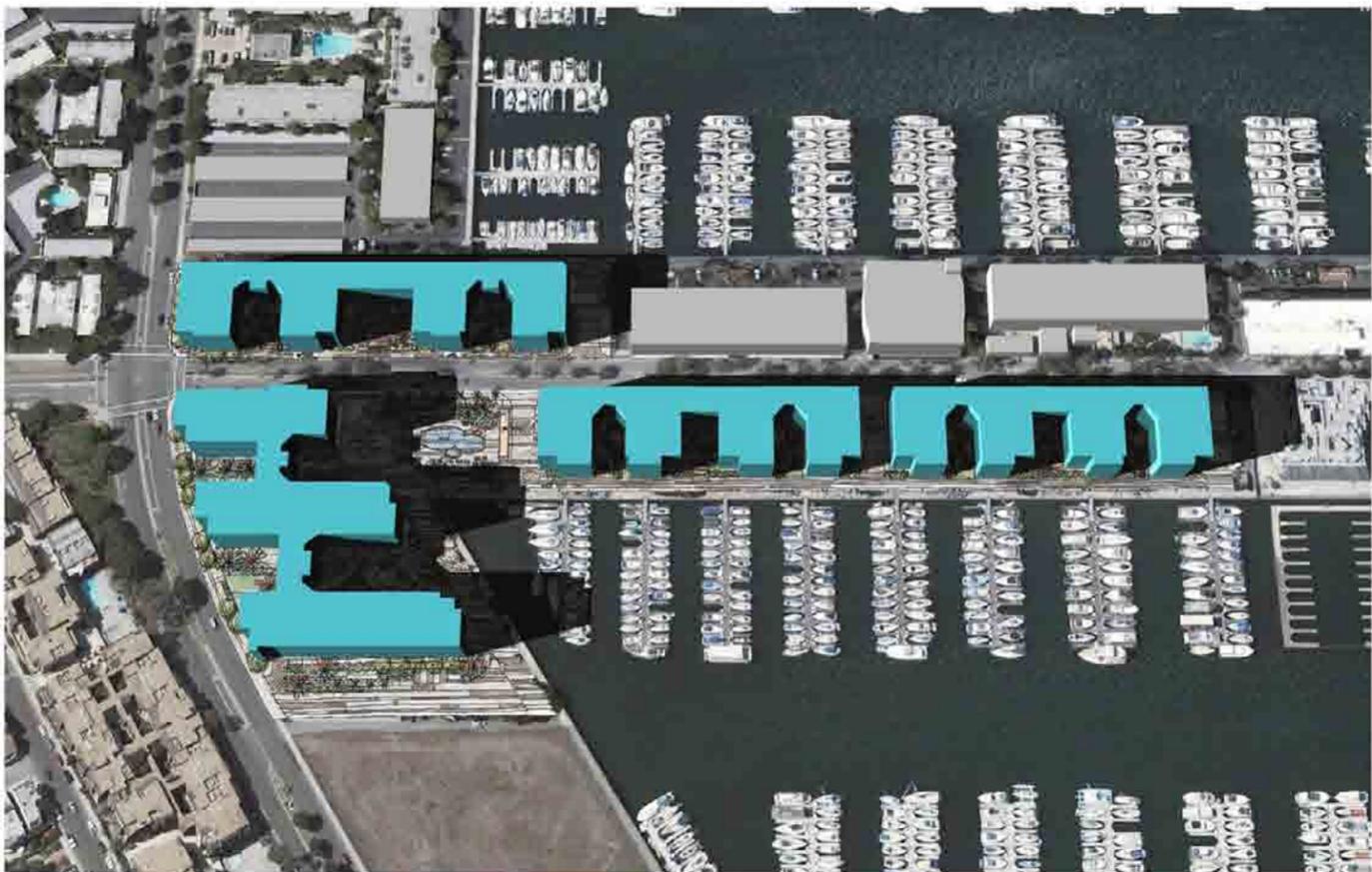
Shade and Shadow Effects; Neptune Marina Project – Autumnal Equinox, 12:00 PM through 2:00 PM



Neptune Marina - 3:00 PM



Neptune Marina - 4:00 PM

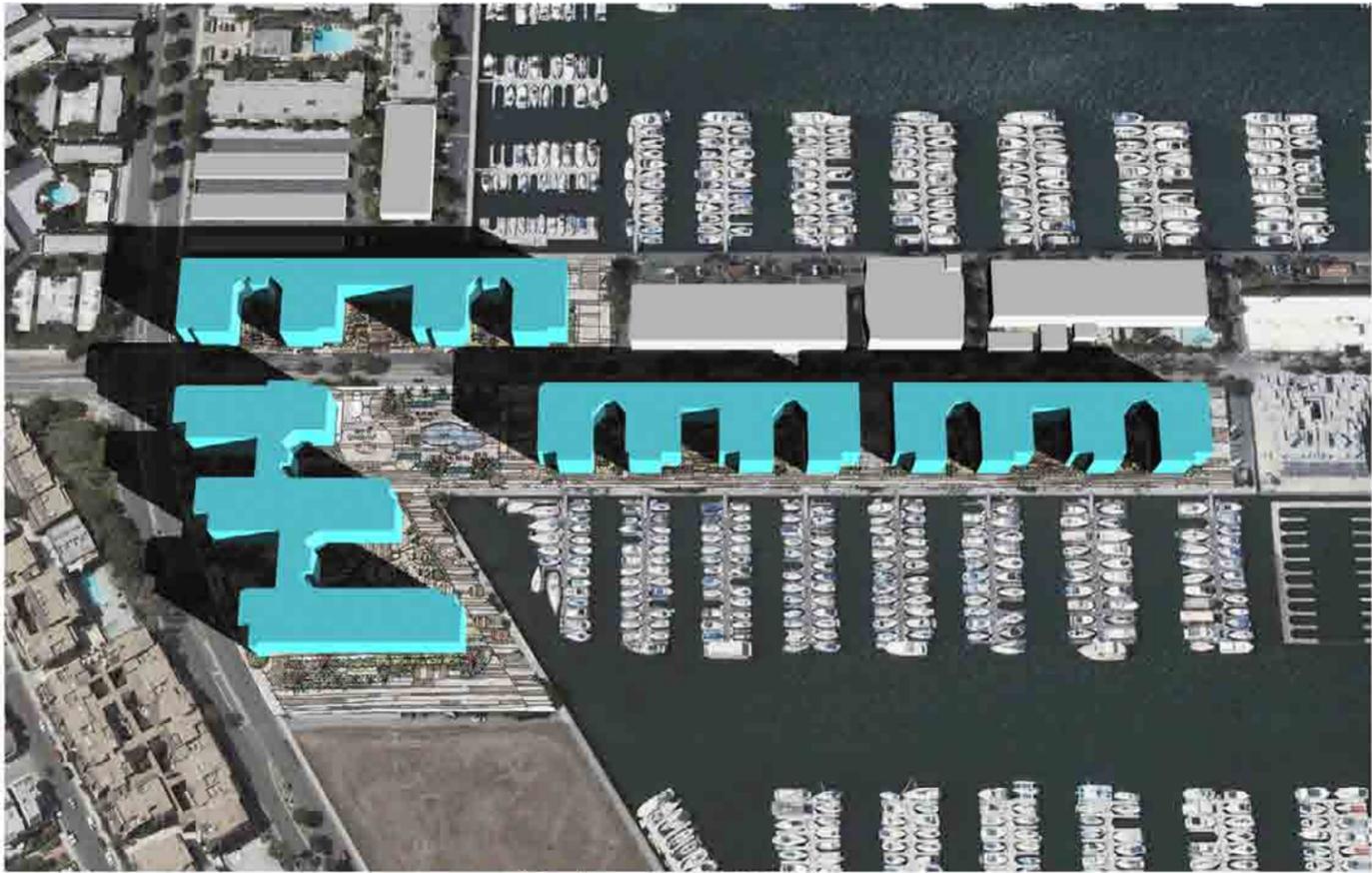


Neptune Marina - 5:00 PM

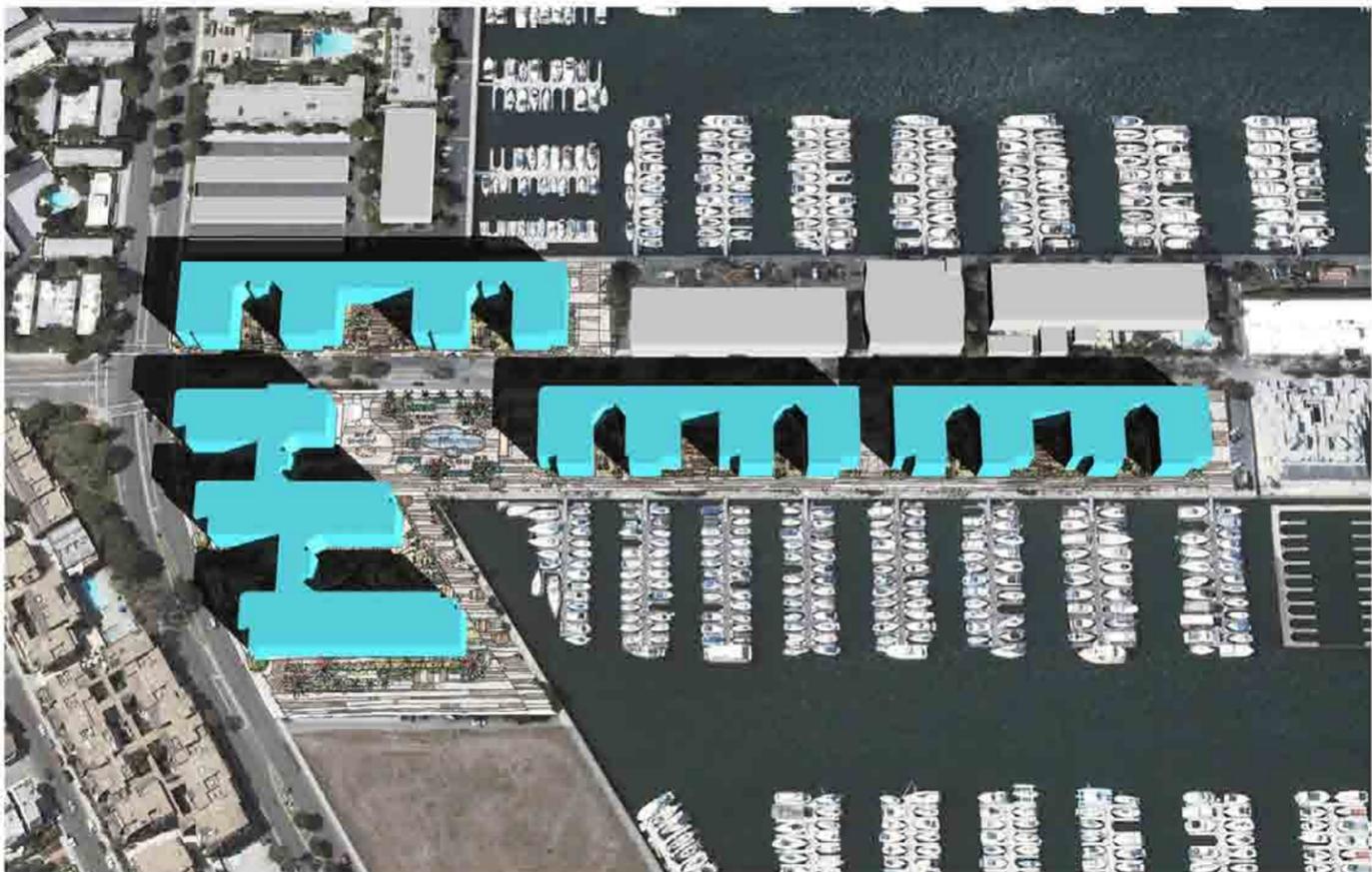
SOURCE: Impact Sciences, Inc. - January 2009

FIGURE 5.6-19C

Shade and Shadow Effects; Neptune Marina Project – Autumnal Equinox, 3:00 PM through 5:00 PM



Neptune Marina - 9:00 AM



Neptune Marina - 10:00 AM



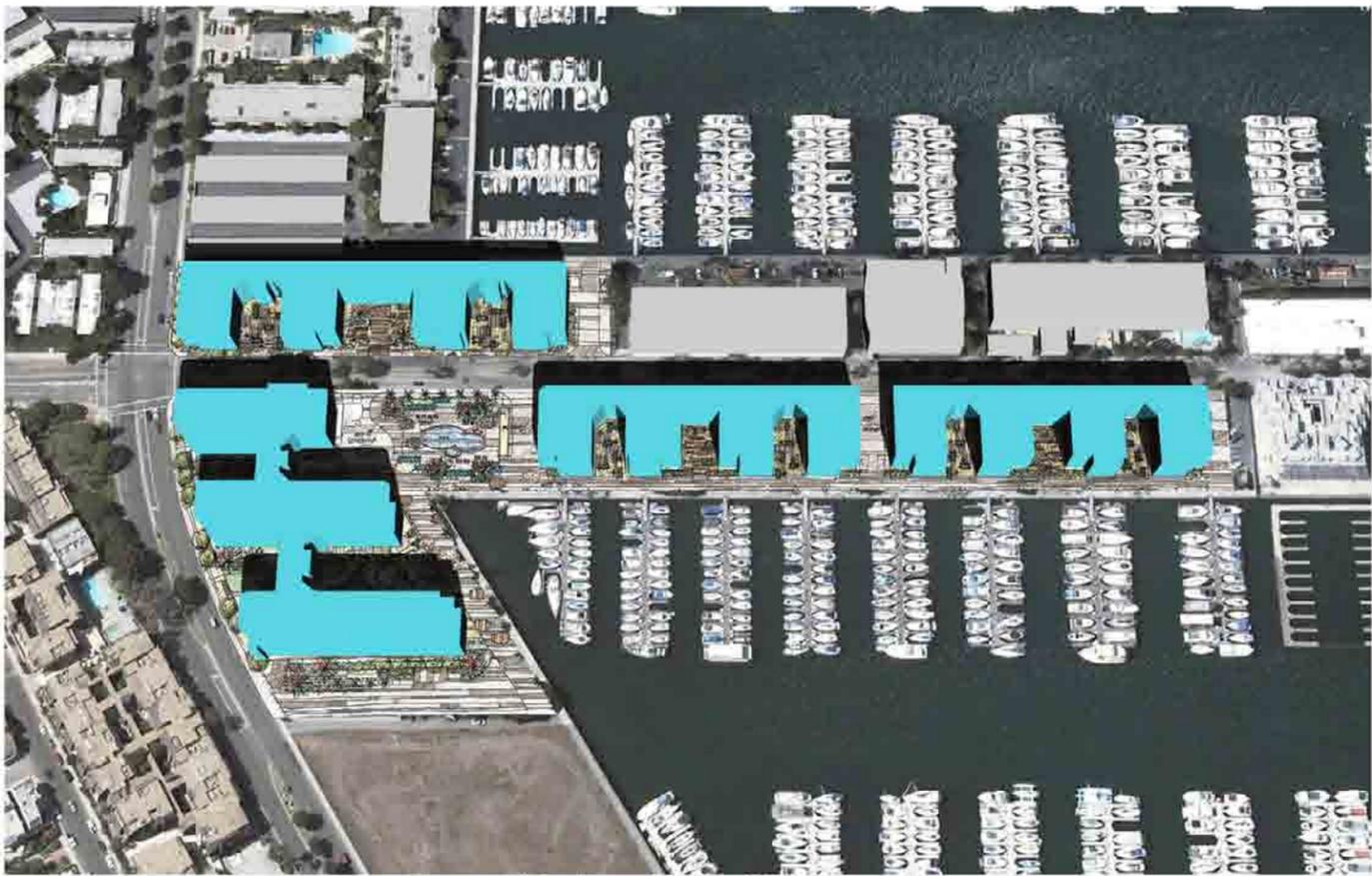
Neptune Marina - 11:00 AM

SOURCE: Impact Sciences, Inc. - January 2009

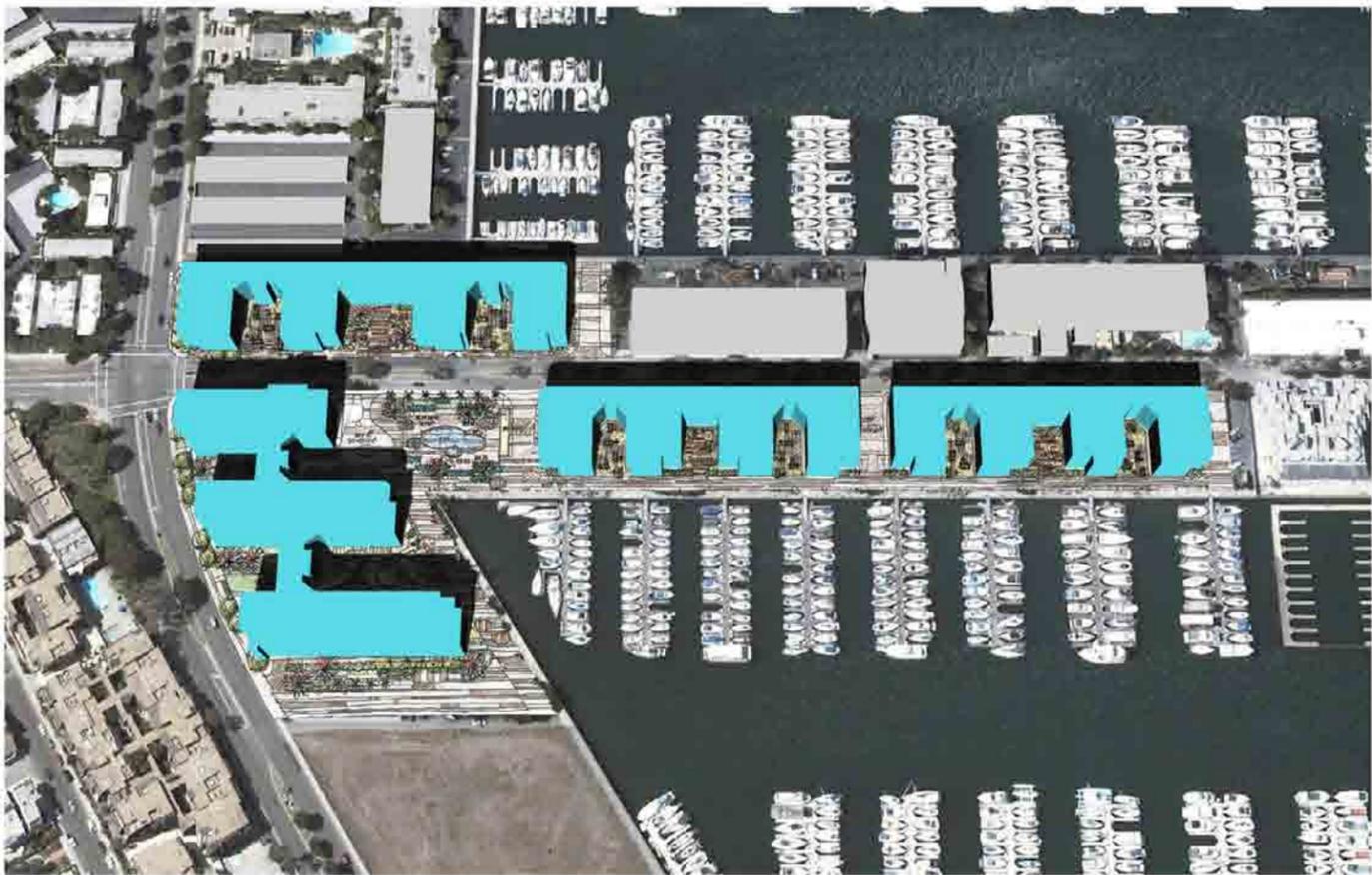
FIGURE 5.6-20A

Shade and Shadow Effects; Neptune Marina Project – October, 9:00 AM through 11:00 AM

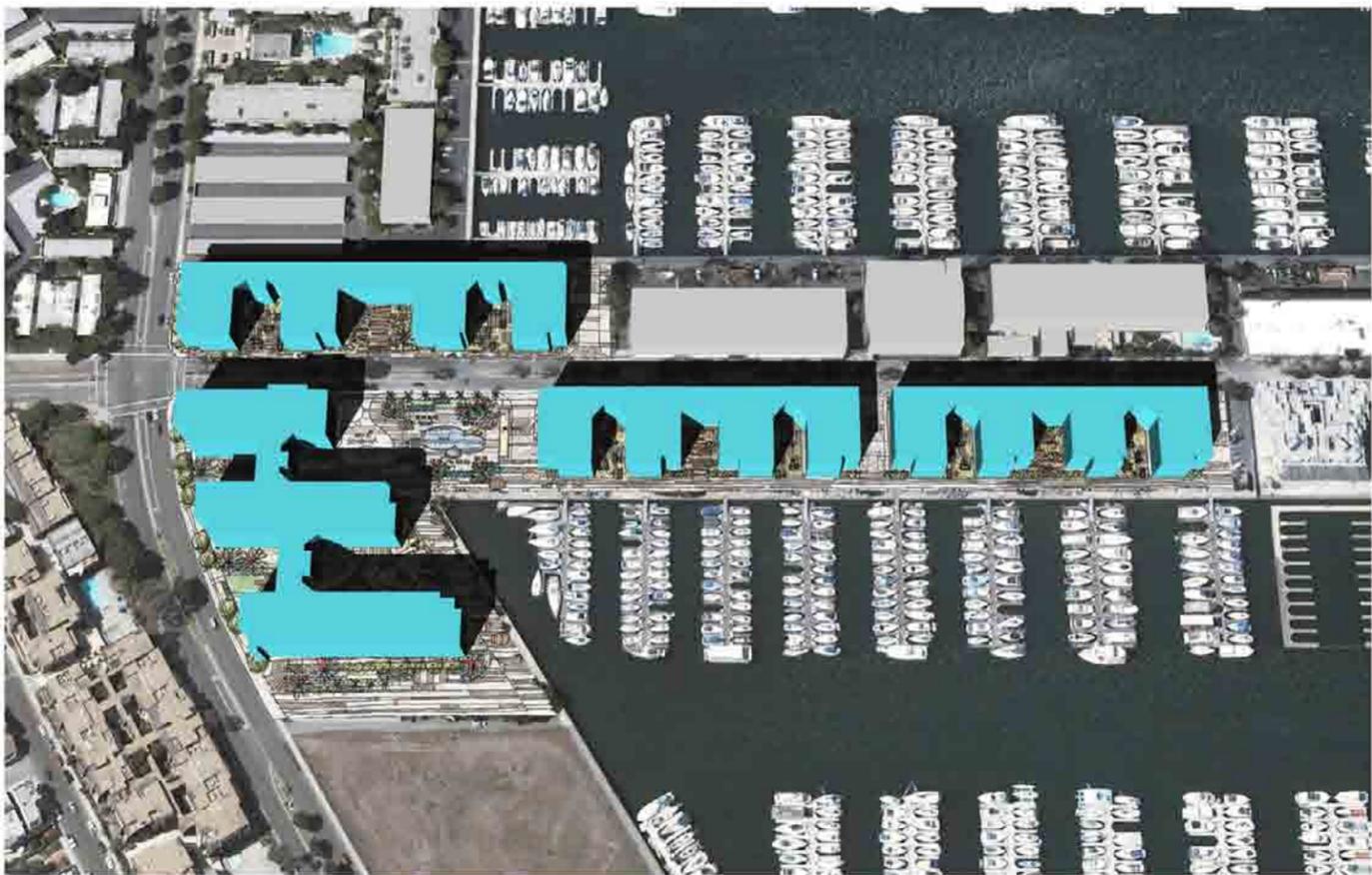




Neptune Marina - 12:00 PM



Neptune Marina - 1:00 PM

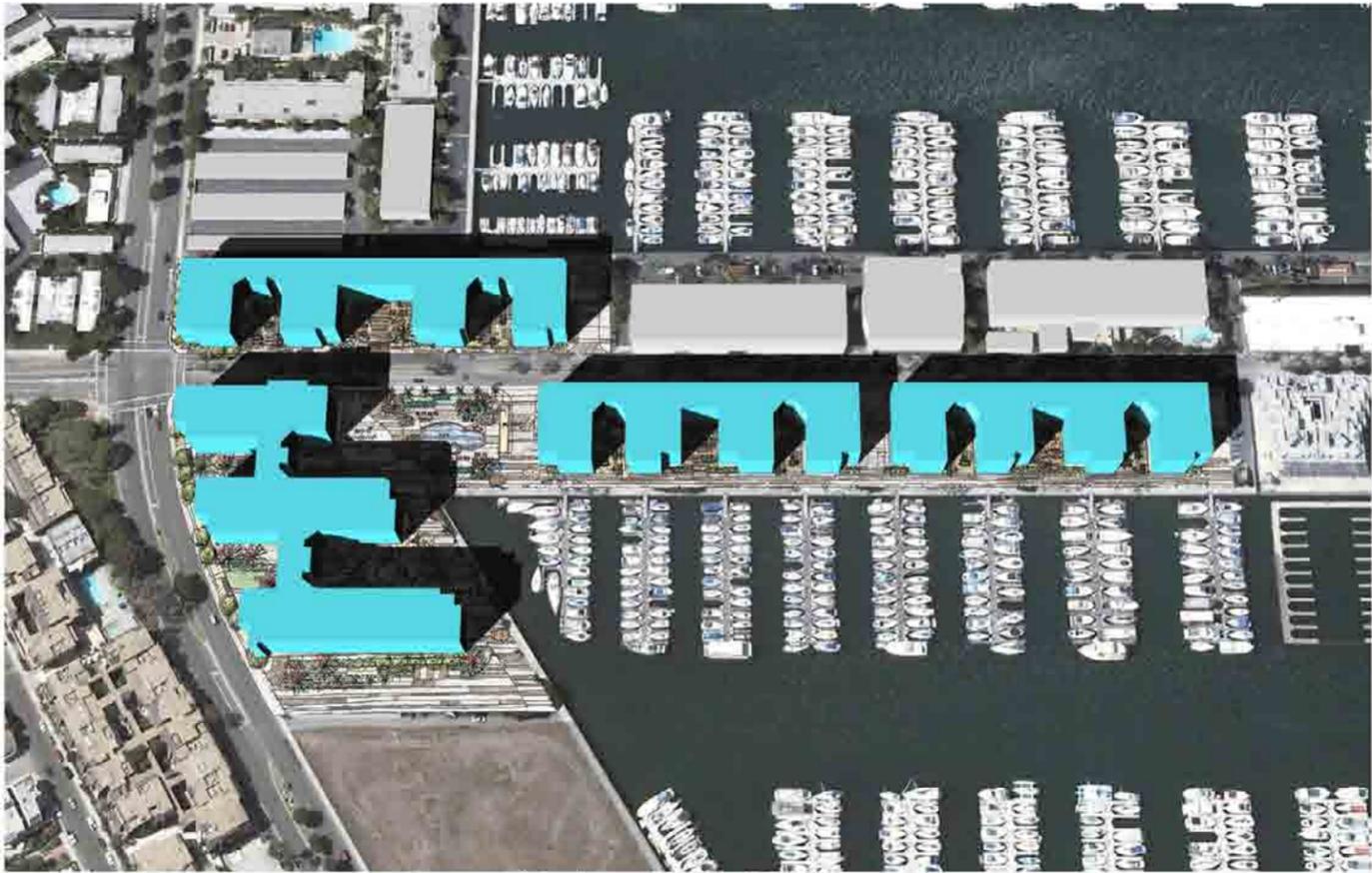


Neptune Marina - 2:00 PM

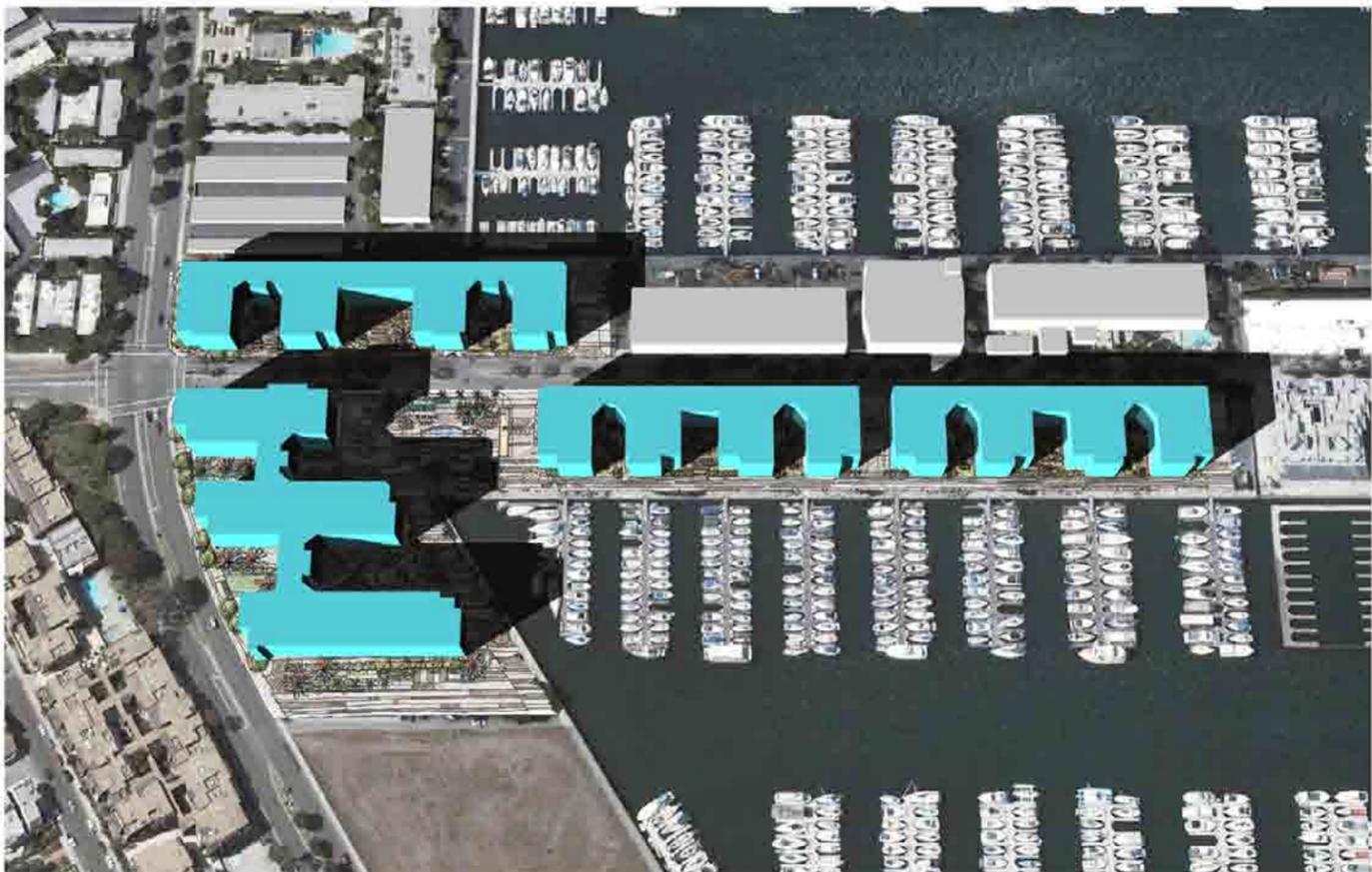
SOURCE: Impact Sciences, Inc. - January 2009

FIGURE 5.6-20B

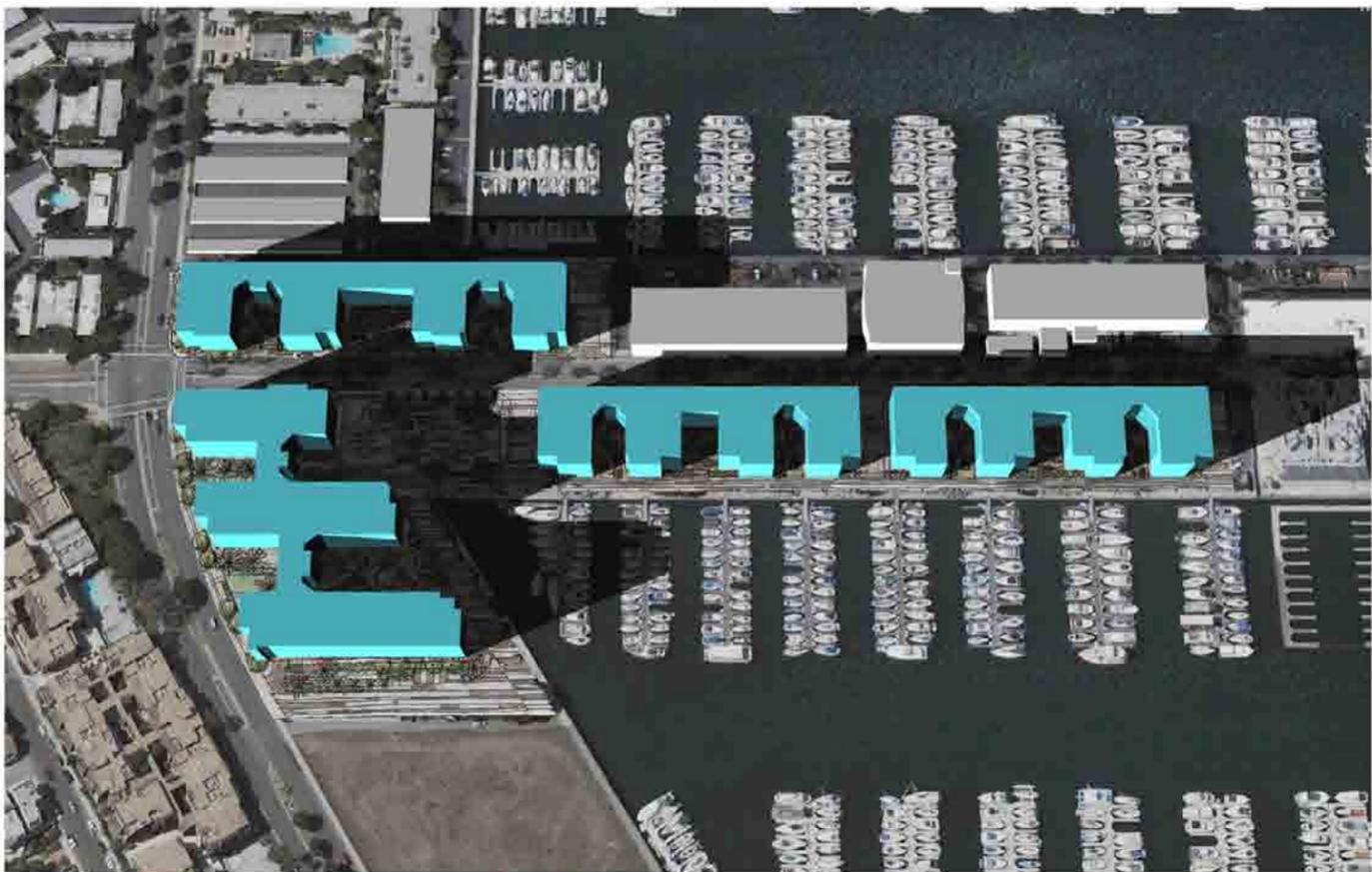
Shade and Shadow Effects; Neptune Marina Project – October Solstice, 12:00 PM through 2:00 PM



Neptune Marina - 3:00 PM



Neptune Marina - 4:00 PM



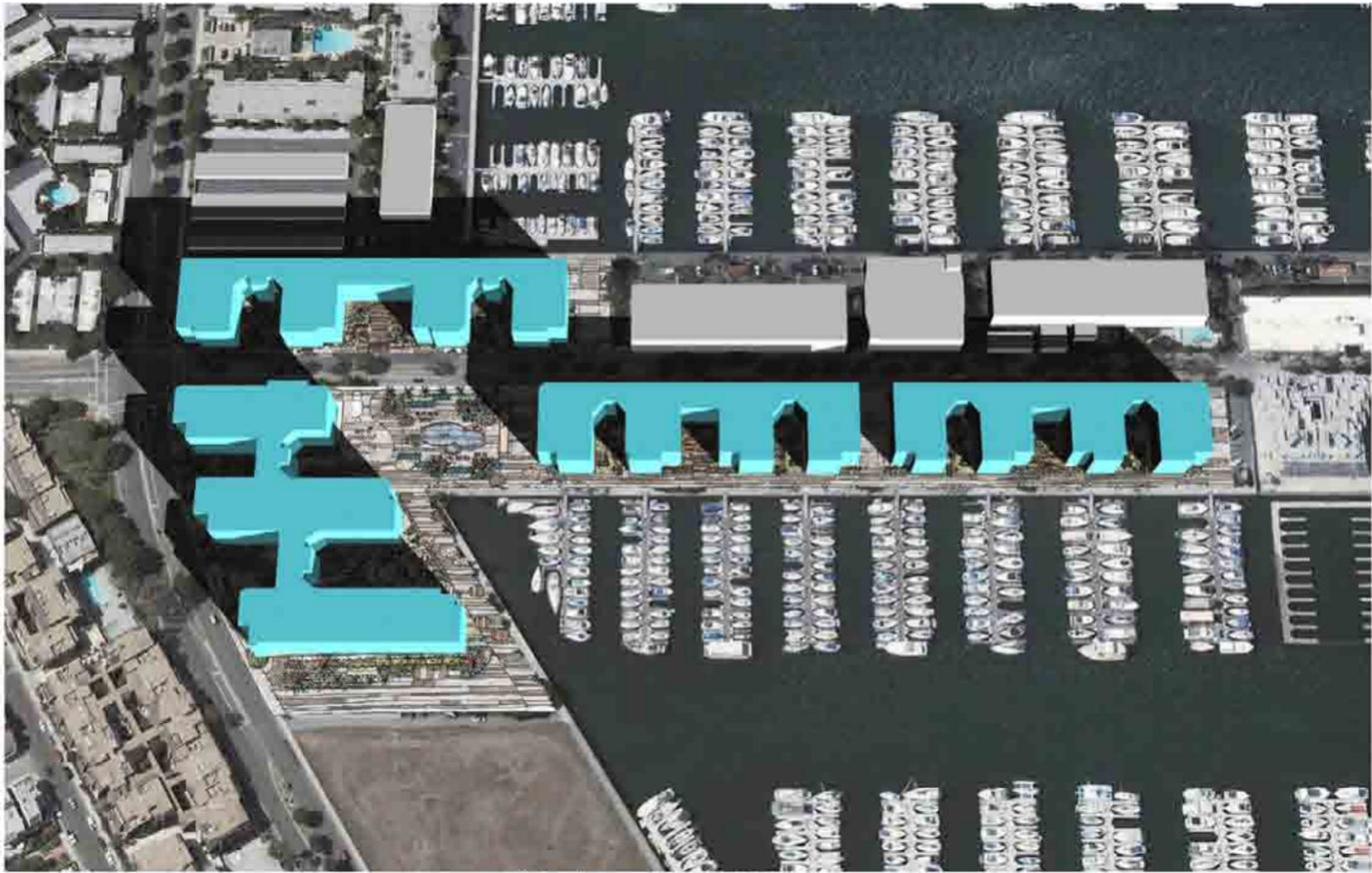
Neptune Marina - 5:00 PM

SOURCE: Impact Sciences, Inc. - January 2009

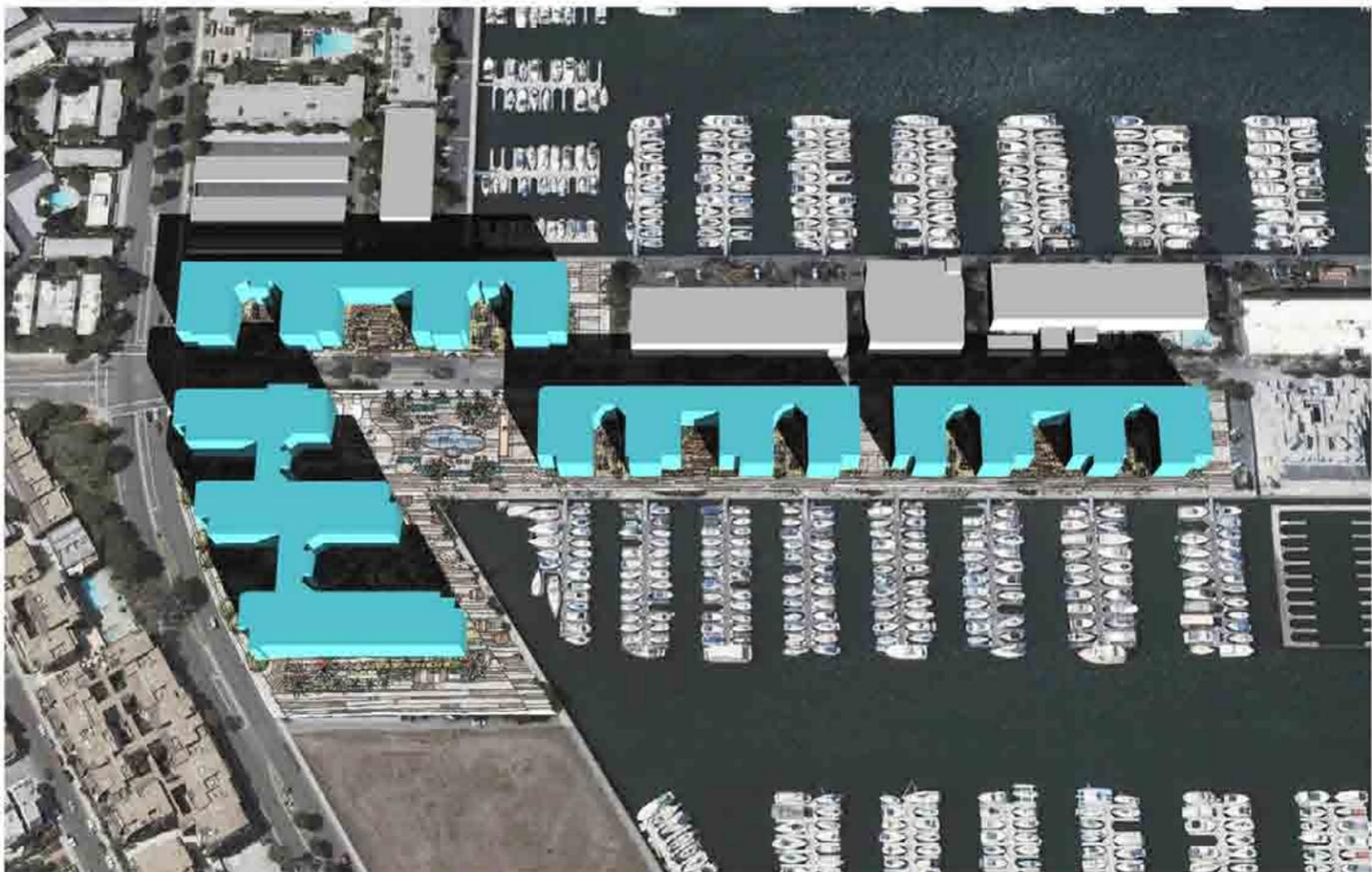
FIGURE 5.6-20C

Shade and Shadow Effects; Neptune Marina Project – October, 3:00 PM through 5:00 PM

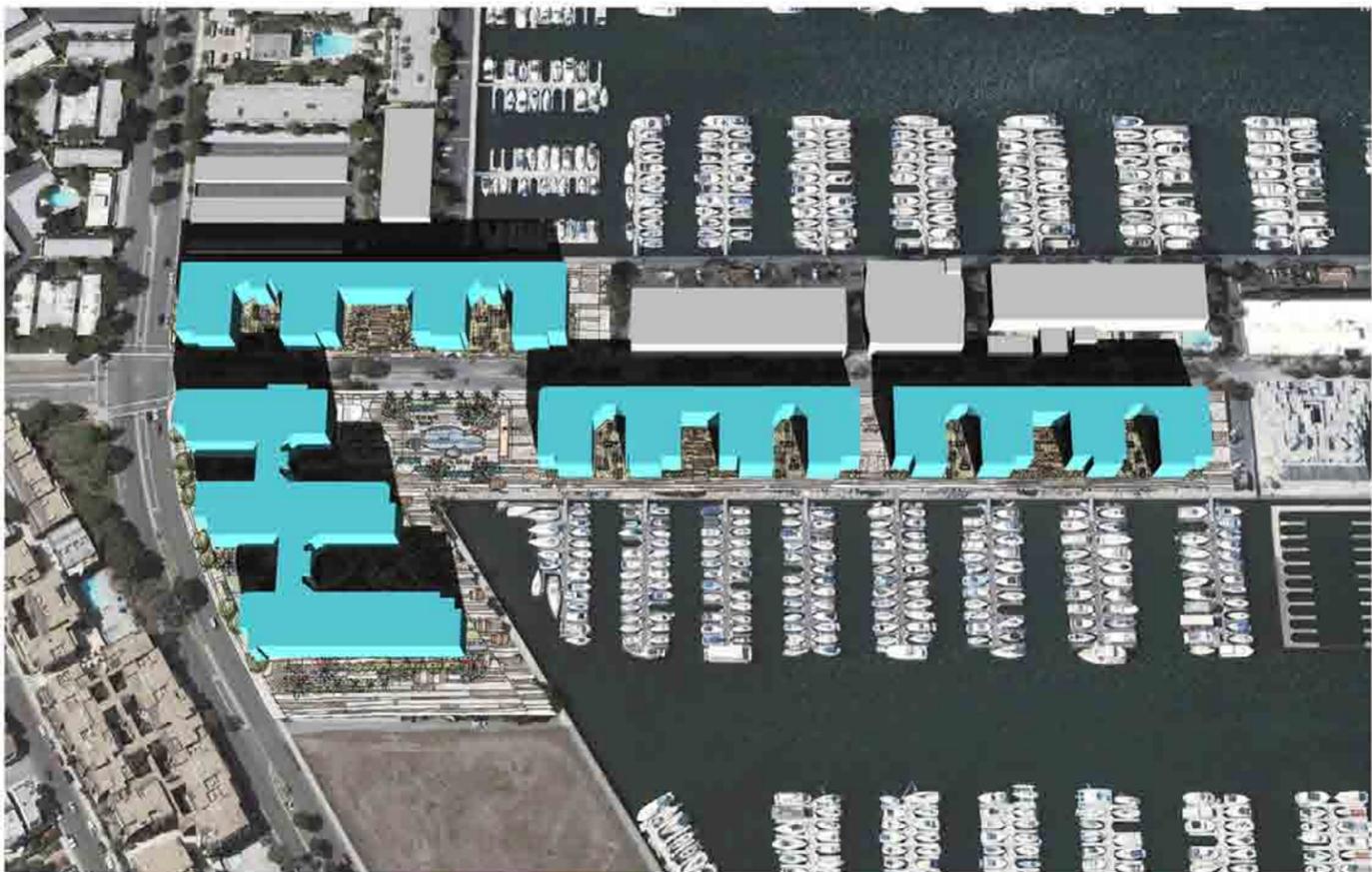




Neptune Marina - 9:00 AM



Neptune Marina - 10:00 AM



Neptune Marina - 11:00 AM

SOURCE: Impact Sciences, Inc. - January 2009

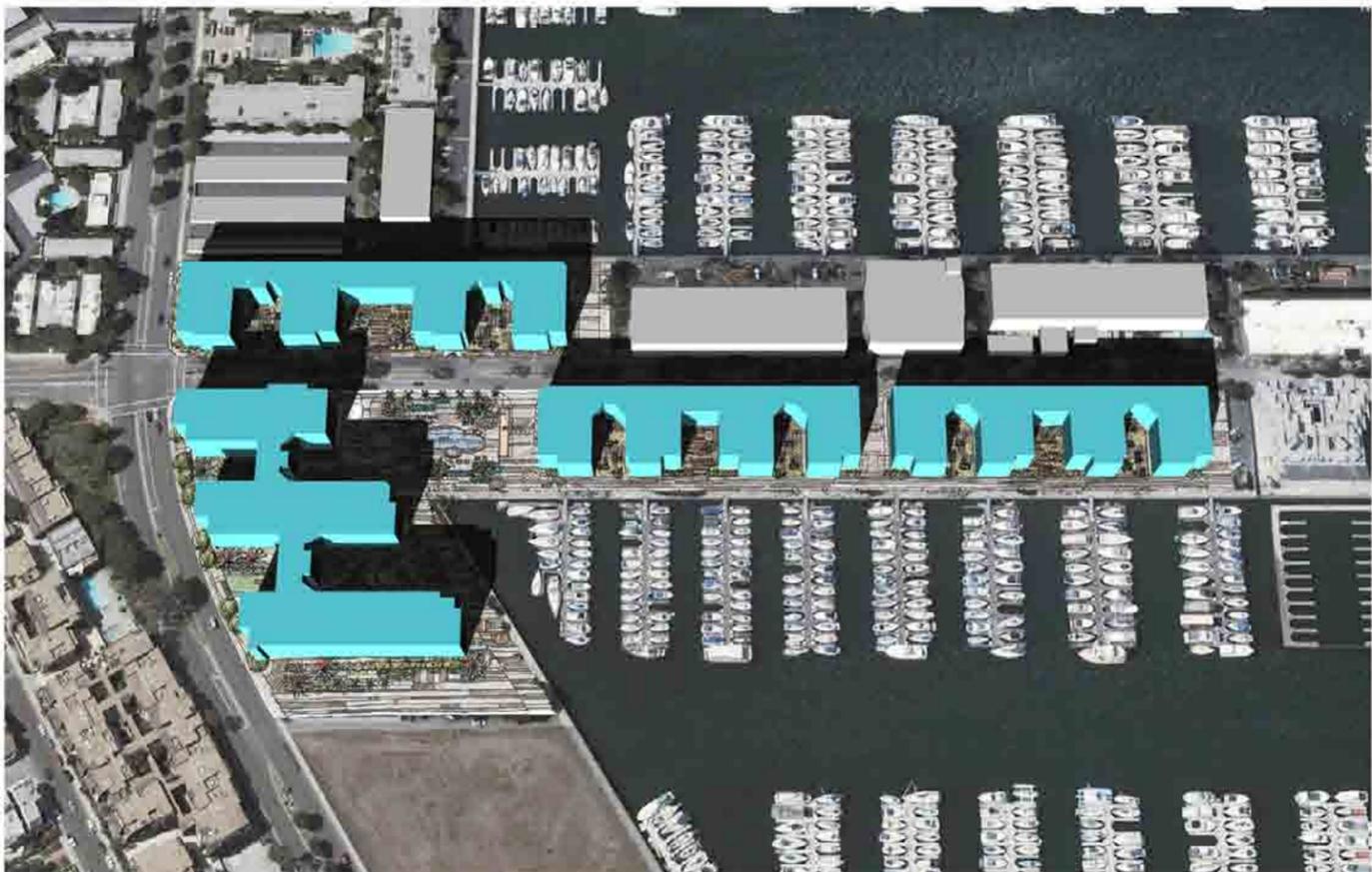
FIGURE 5.6-21A

Shade and Shadow Effects; Neptune Marina Project – Winter Solstice, 9:00 AM through 11:00 AM





Neptune Marina - 12:00 PM



Neptune Marina - 1:00 PM



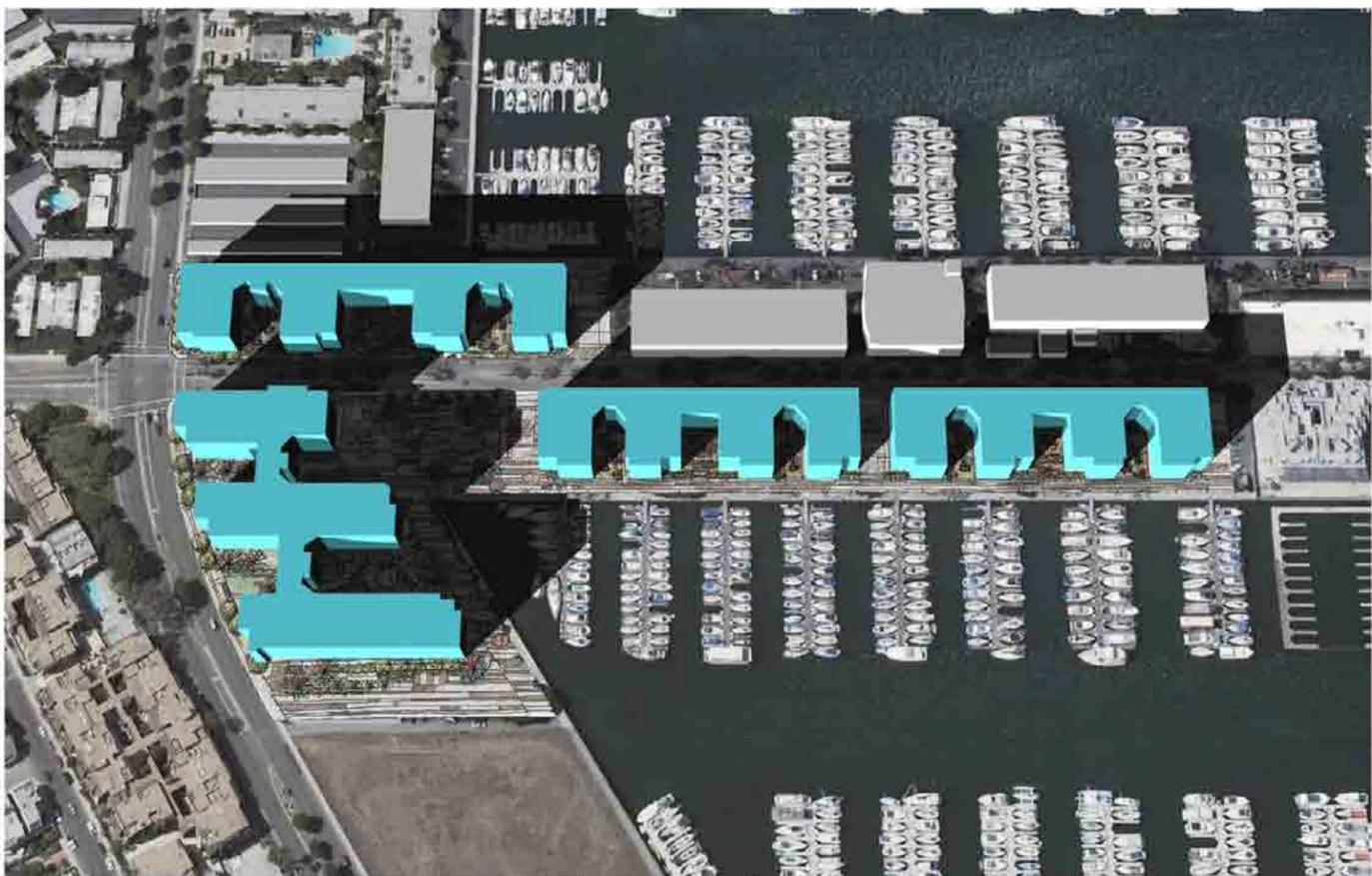
Neptune Marina - 2:00 PM

SOURCE: Impact Sciences, Inc. - January 2009

FIGURE 5.6-21B

Shade and Shadow Effects; Neptune Marina Project – Winter Solstice, 12:00 PM through 2:00 PM





Neptune Marina - 3:00 PM

SOURCE: Impact Sciences, Inc. - January 2009

FIGURE 5.6-21C

Shade and Shadow Effects; Neptune Marina Project – Winter Solstice, 3:00 PM





Neptune Marina and Esprit - 9:00 AM



Neptune Marina and Esprit - 10:00 AM



Neptune Marina and Esprit - 11:00 AM

SOURCE: Impact Sciences, Inc. - January 2009

FIGURE 5.6-22A

Shade and Shadow Effects; Neptune Marina Project with Approved Parcel 15 Apartments – Summer Solstice, 9:00 AM through 11:00 AM



Neptune Marina and Esprit - 12:00 PM



Neptune Marina and Esprit - 1:00 PM



Neptune Marina and Esprit - 2:00 PM

SOURCE: Impact Sciences, Inc. - January 2009

FIGURE 5.6-22B

Shade and Shadow Effects; Neptune Marina Project with Approved Parcel 15 Apartments – Summer Solstice, 12:00 PM through 2:00 PM



Neptune Marina and Esprit - 3:00 PM



Neptune Marina and Esprit - 4:00 PM



Neptune Marina and Esprit - 5:00 PM

SOURCE: Impact Sciences, Inc. - January 2009

FIGURE 5.6-22C

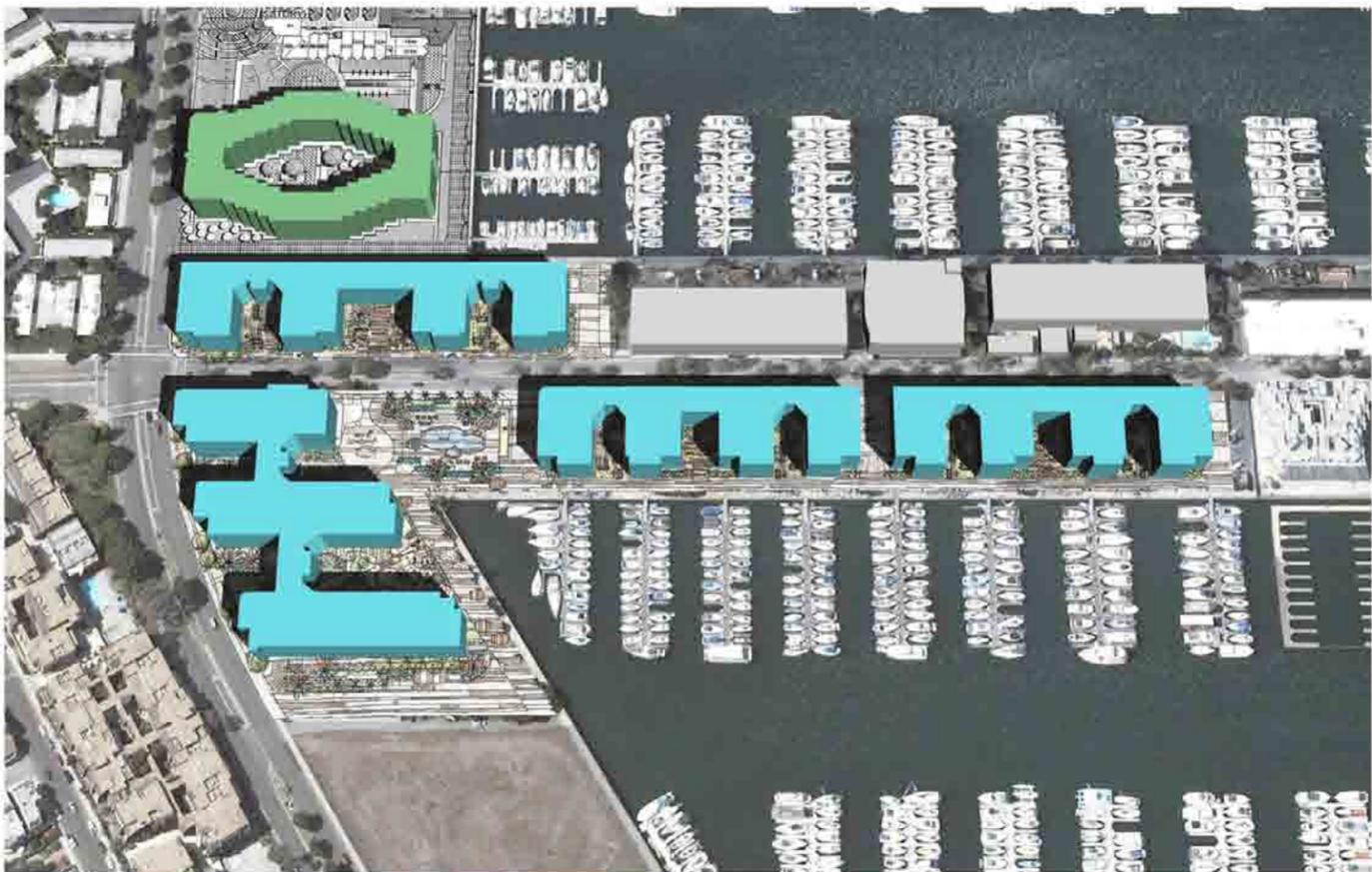
Shade and Shadow Effects; Neptune Marina Project with Approved Parcel 15 Apartments – Summer Solstice, 3:00 PM through 5:00 PM



Neptune Marina and Esprit - 9:00 AM



Neptune Marina and Esprit - 10:00 AM



Neptune Marina and Esprit - 11:00 AM

SOURCE: Impact Sciences, Inc. - January 2009

FIGURE 5.6-23A

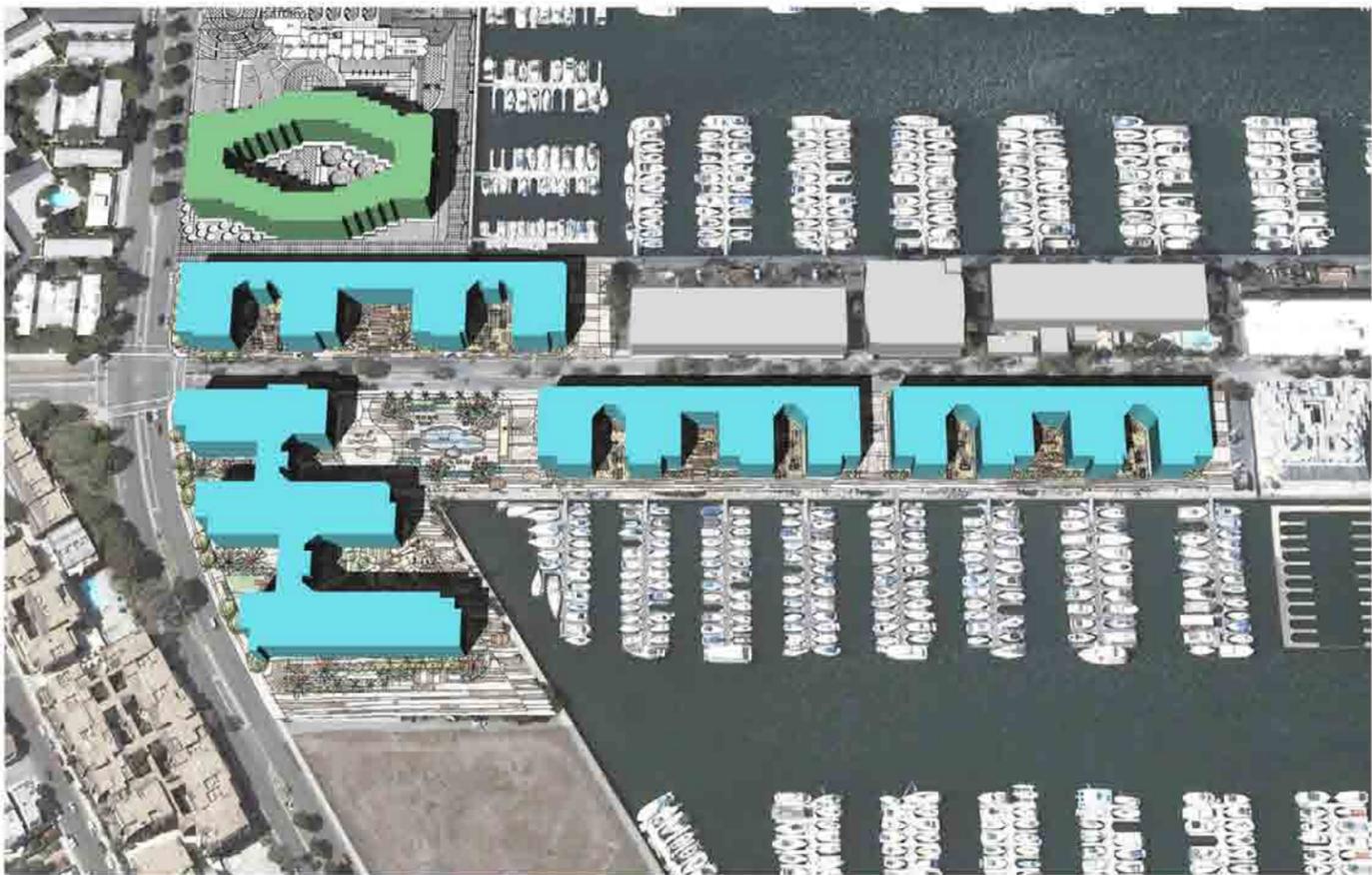
Shade and Shadow Effects; Neptune Marina Project with Approved Parcel 15 Apartments – Autumnal Equinox, 9:00 AM through 11:00 AM



Neptune Marina and Esprit - 12:00 PM



Neptune Marina and Esprit - 1:00 PM



Neptune Marina and Esprit - 2:00 PM

SOURCE: Impact Sciences, Inc. - January 2009

FIGURE 5.6-23B

Shade and Shadow Effects; Neptune Marina Project with Approved Parcel 15 Apartments – Autumnal Equinox, 12:00 PM through 2:00 PM



Neptune Marina and Esprit - 3:00 PM



Neptune Marina and Esprit - 4:00 PM



Neptune Marina and Esprit - 5:00 PM

SOURCE: Impact Sciences, Inc. - January 2009

FIGURE 5.6-23C

Shade and Shadow Effects; Neptune Marina Project with Approved Parcel 15 Apartments – Autumnal Equinox, 3:00 PM through 5:00 PM



Neptune Marina and Esprit - 9:00 AM



Neptune Marina and Esprit - 10:00 AM



Neptune Marina and Esprit - 11:00 AM

SOURCE: Impact Sciences, Inc. - January 2009

FIGURE 5.6-24A

Shade and Shadow Effects; Neptune Marina Project with Approved Parcel 15 Apartments – October, 9:00 AM through 11:00 AM



Neptune Marina and Esprit - 12:00 PM



Neptune Marina and Esprit - 1:00 PM

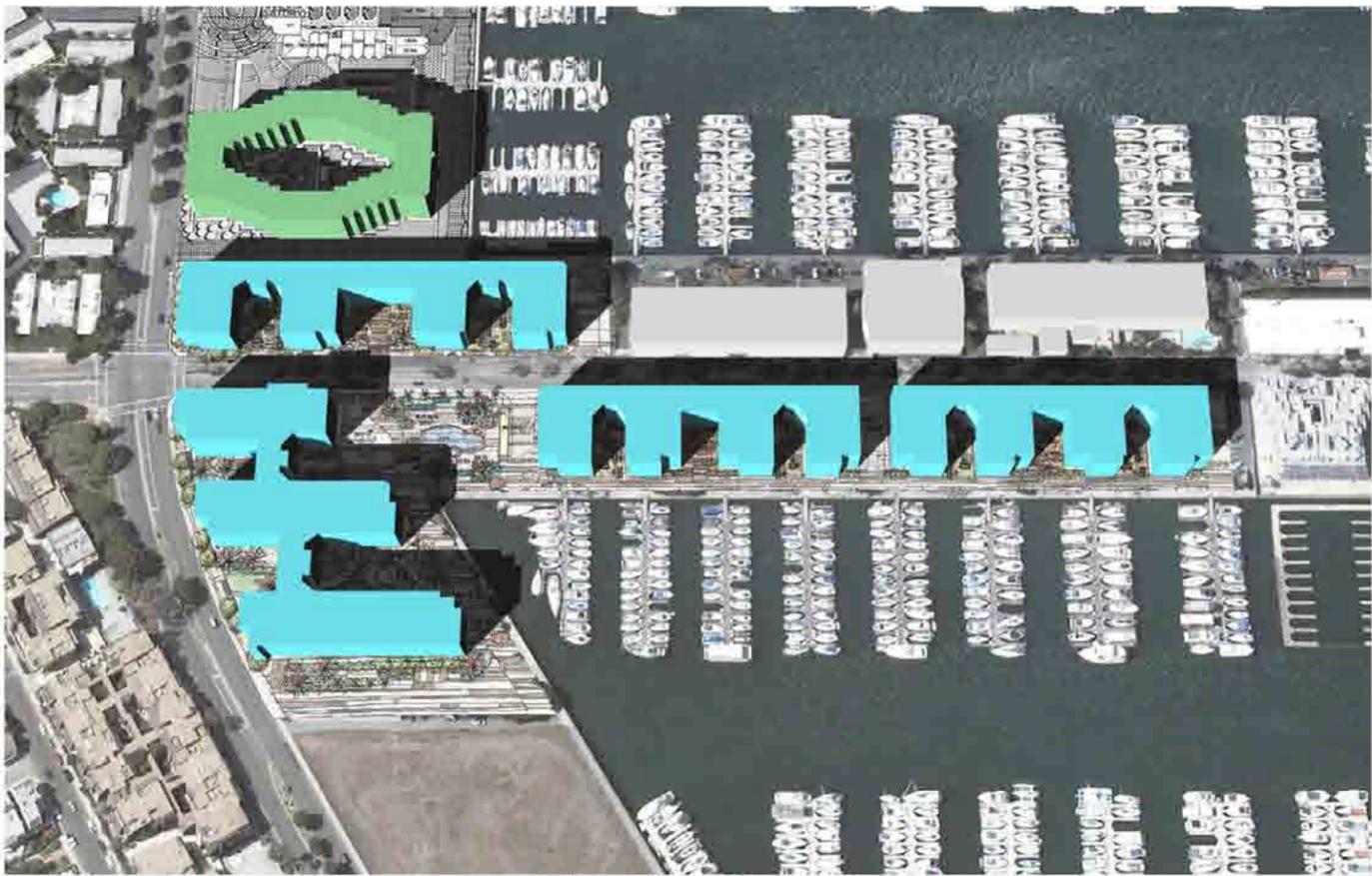


Neptune Marina and Esprit - 2:00 PM

SOURCE: Impact Sciences, Inc. - January 2009

FIGURE 5.6-24B

Shade and Shadow Effects; Neptune Marina Project with Approved Parcel 15 Apartments – October, 12:00 PM through 2:00 PM



Neptune Marina and Esprit - 3:00 PM



Neptune Marina and Esprit - 4:00 PM



Neptune Marina and Esprit - 5:00 PM

SOURCE: Impact Sciences, Inc. - January 2009

FIGURE 5.6-24C

Shade and Shadow Effects; Neptune Marina Project with Approved Parcel 15 Apartments – October, 3:00 PM through 5:00 PM



Neptune Marina and Esprit - 9:00 AM



Neptune Marina and Esprit - 10:00 AM

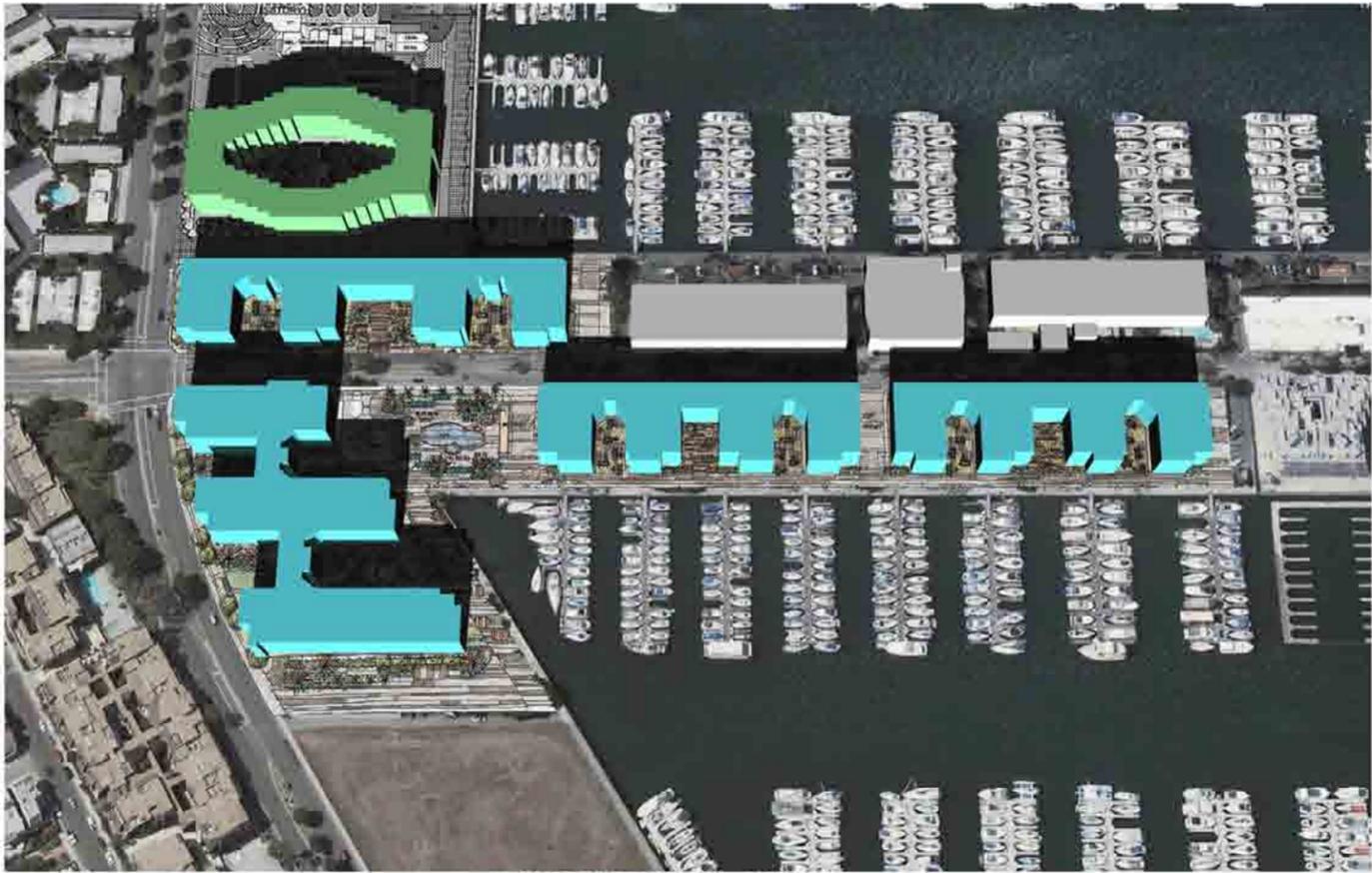


Neptune Marina and Esprit - 11:00 AM

SOURCE: Impact Sciences, Inc. - January 2009

FIGURE 5.6-25A

Shade and Shadow Effects; Neptune Marina Project with Approved Parcel 15 Apartments – Winter Solstice, 9:00 AM through 11:00 AM



Neptune Marina and Esprit - 12:00 PM



Neptune Marina and Esprit - 1:00 PM

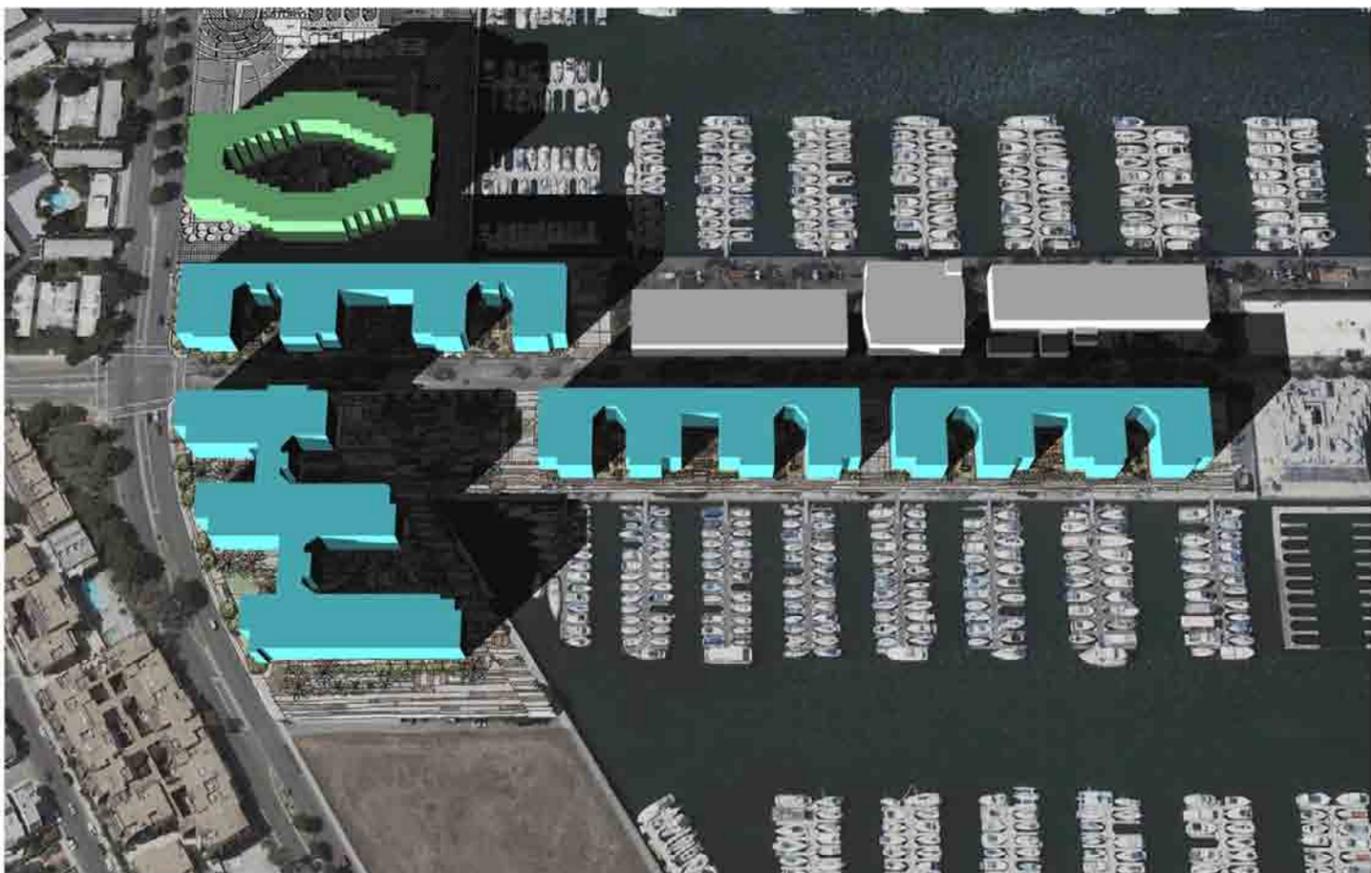


Neptune Marina and Esprit - 2:00 PM

SOURCE: Impact Sciences, Inc. - January 2009

FIGURE 5.6-25B

Shade and Shadow Effects; Neptune Marina Project with Approved Parcel 15 Apartments – Winter Solstice, 12:00 PM through 2:00 PM

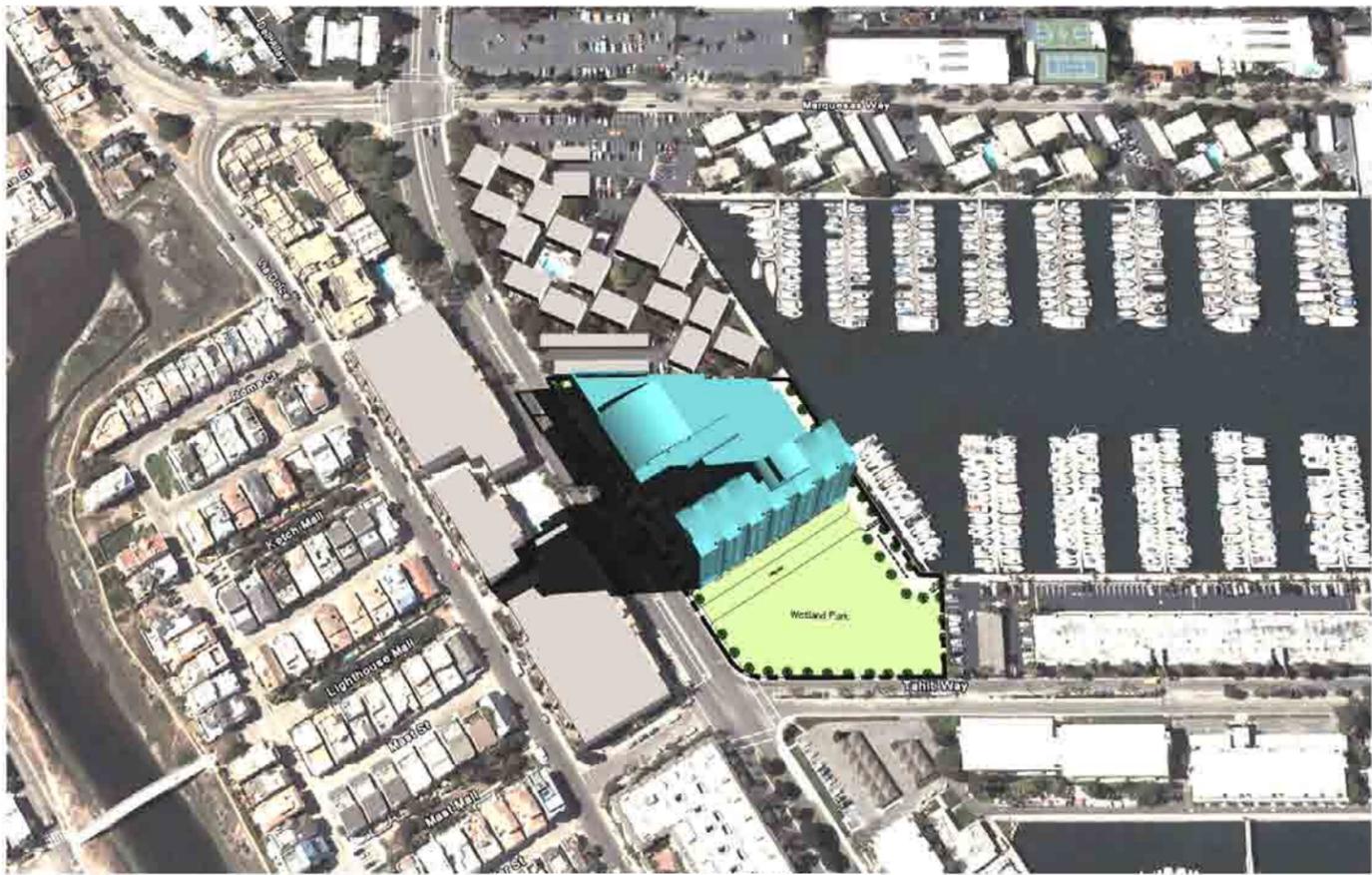


Neptune Marina and Esprit - 3:00 PM

SOURCE: Impact Sciences, Inc. - January 2009

FIGURE 5.6-25C

Shade and Shadow Effects; Neptune Marina Project with Approved Parcel 15 Apartments – Winter Solstice, 3:00 PM



Woodfin Hotel - 9:00 AM



Woodfin Hotel - 10:00 AM



Woodfin Hotel - 11:00 AM

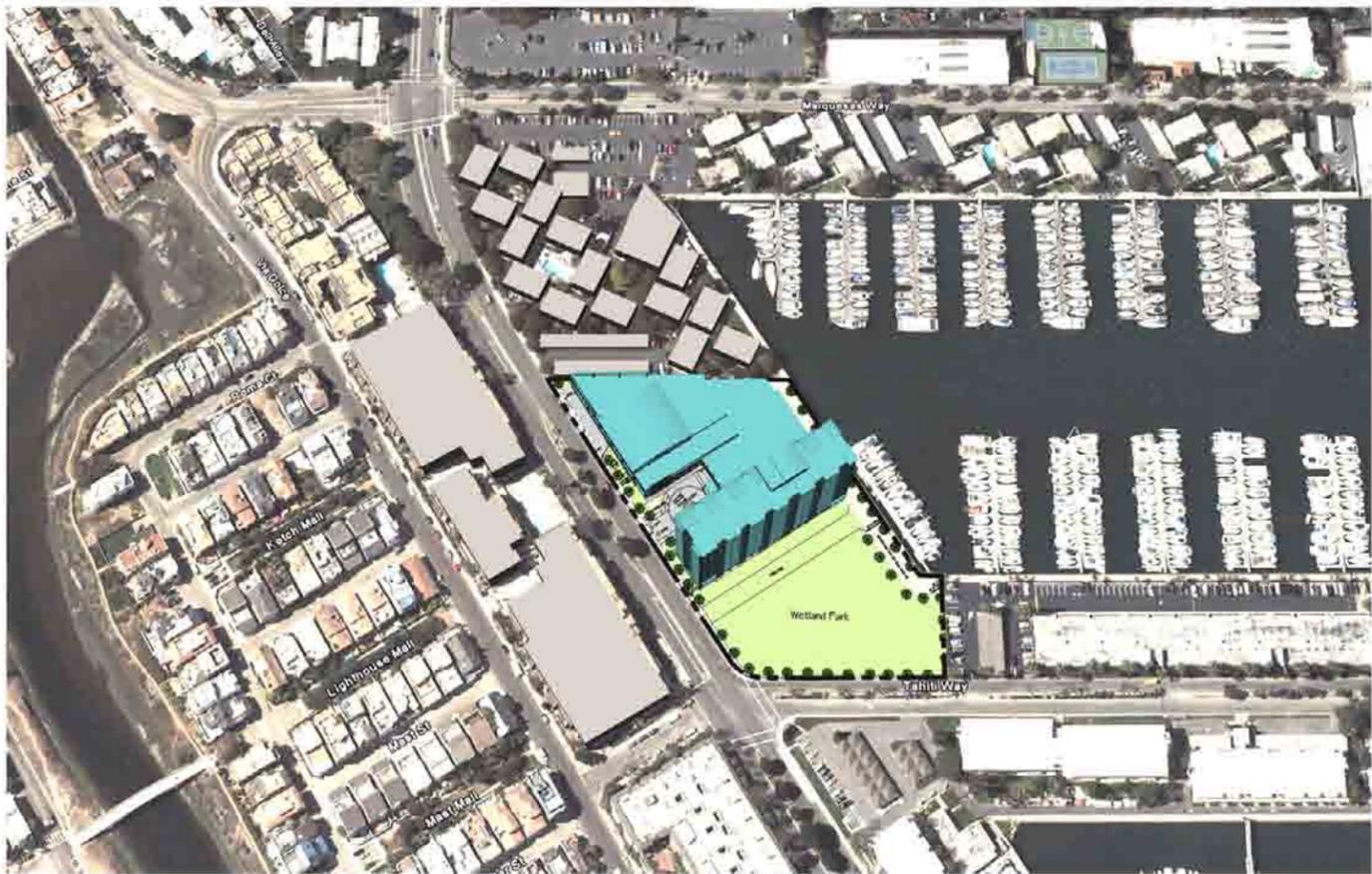
SOURCE: Impact Sciences, Inc. - January 2009

FIGURE 5.6-26A

Shade and Shadow Effects; Woodfin Suite Hotel and Timeshare Resort – Summer Solstice, 9:00 AM through 11:00 AM



Woodfin Hotel - 12:00 PM



Woodfin Hotel - 1:00 PM



Woodfin Hotel - 2:00 PM

SOURCE: Impact Sciences, Inc. - January 2009

FIGURE 5.6-26B

Shade and Shadow Effects; Woodfin Suite Hotel and Timeshare Resort – Summer Solstice, 12:00 PM through 2:00 PM



Woodfin Hotel - 3:00 PM



Woodfin Hotel - 4:00 PM



Woodfin Hotel - 5:00 PM

SOURCE: Impact Sciences, Inc. - January 2009

FIGURE 5.6-26C

Shade and Shadow Effects; Woodfin Suite Hotel and Timeshare Resort – Summer Solstice, 3:00 PM through 5:00 PM



Woodfin Hotel - 9:00 AM



Woodfin Hotel - 10:00 AM



Woodfin Hotel - 11:00 AM

SOURCE: Impact Sciences, Inc. - January 2009

FIGURE 5.6-27A

Shade and Shadow Effects; Woodfin Suite Hotel and Timeshare Resort – Autumnal Equinox, 9:00 AM through 11:00 AM



Woodfin Hotel - 12:00 PM



Woodfin Hotel - 1:00 PM



Woodfin Hotel - 2:00 PM

SOURCE: Impact Sciences, Inc. - January 2009

FIGURE 5.6-27B

Shade and Shadow Effects; Woodfin Suite Hotel and Timeshare Resort – Autumnal Equinox, 12:00 PM through 2:00 PM



Woodfin Hotel - 3:00 PM



Woodfin Hotel - 4:00 PM



Woodfin Hotel - 5:00 PM

SOURCE: Impact Sciences, Inc. - January 2009

FIGURE 5.6-27C

Shade and Shadow Effects; Woodfin Suite Hotel and Timeshare Resort – Autumnal Equinox, 3:00 PM through 5:00 PM



Woodfin Hotel - 9:00 AM



Woodfin Hotel - 10:00 AM



Woodfin Hotel - 11:00 AM

SOURCE: Impact Sciences, Inc. - January 2009

FIGURE 5.6-28A

Shade and Shadow Effects; Woodfin Suite Hotel and Timeshare Resort – Winter Solstice, 9:00 AM through 11:00 AM



Woodfin Hotel - 12:00 PM



Woodfin Hotel - 1:00 PM



Woodfin Hotel - 2:00 PM

SOURCE: Impact Sciences, Inc. - January 2009

FIGURE 5.6-28B

Shade and Shadow Effects; Woodfin Suite Hotel and Timeshare Resort – Winter Solstice, 12:00 PM through 2:00 PM



Woodfin Hotel - 3:00 PM

SOURCE: Impact Sciences, Inc. - January 2009

FIGURE 5.6-28C

Shade and Shadow Effects; Woodfin Suite Hotel and Timeshare Resort – Winter Solstice, 3:00 PM

5.6.3.3.2 Neptune Marina Parcel 10R Project

5.6.3.3.2.1 Overview of Project Impacts

Development of the Neptune Marina Parcel 10R would require the removal of all existing structures and earth movement to allow construction of the partially subterranean parking lots, landscaped areas, develop drainage patterns, and provide for necessary infrastructure. During this time, construction workers and equipment will be visible throughout the project site. Screened chain-link fencing would likely be installed that would surround the perimeter of the project site and would obscure direct vistas during the initial phases of construction. During construction, frames of the structures would be raised and finished, and hardscape and landscaping would be completed. As the structures are constructed and finished, the scale of the project and changes in the visual character of the project site would become evident. The duration of these construction activities would be approximately ~~303~~ months. Although the visual character of the project site will be altered from its current condition, this impact is not considered significant due to its short-term nature and the urbanized visual character of the surroundings.

Project improvements would contribute to the changing character of Marina del Rey. New (Phase II) development in the marina is more intensive than the existing Phase I marina development. As defined by the County, Phase II marina development allows for a greater development intensity that is generally achieved through an increase in available building height limits. The Marina del Rey LUP defines the maximum building height limit on Parcel 10R to be ~~140-225~~ feet (non-mole portion) and 75 feet (mole-road portion). The three structures proposed as part of Neptune Marina Parcel 10R Project would not exceed 60 feet (exclusive of appurtenant, screened rooftop equipment). Proposed building heights on Parcel 10R would be compliant with the height standards as defined in the Marina del Rey LUP.

5.6.3.3.2.2 Threshold: Is the project adjacent to a visual corridor and would the project substantially affect a visual corridor?

Analysis: Via Marina adjacent to Parcel 9U is defined in this EIR as a Scenic Highway. Via Marina adjacent to Parcels 10R does not have vistas of the marina and as such cannot be defined as a Scenic Highway. As such, Parcel 10R is not adjacent to a defined Scenic Highway.

The Marina del Rey LUP considers Via Marina, Burton Chace Park, and ends of each mole to be “significant vantage points” in Marina del Rey. Parcels 10R fronts the~~None of these~~ “significant vantage points” of Via Marina, and the project design incorporates a view corridor to the Marina. ~~is present on or near Parcel 10R.~~

In the vicinity of the project site, Via Marina is defined as a "scenic highway meriting first priority status for further study" in the County of Los Angeles Marina del Rey LUP. As documented above, no information is available in the plan or in County records that define scenic resources along this route and no further study has been completed. Therefore, for the purpose of this analysis, the areas most frequented by visitors and those that contain views of the marina are considered view corridors. No vistas of the marina are available from Via Marina adjacent to Parcel 10R, and as such, Via Marina adjacent to Parcel 10R is not considered a Scenic Highway.

To protect and enhance visibility of the marina and consistent with provisions of the LUP, the Neptune Marina Parcel 10R project incorporates four view corridors. Of the four view corridors, three allow vistas of Marina del Rey Basin B from Marquesas Way (southerly) and one corridor allows vistas of Marina del Rey Basin B from Via Marina (easterly).

With respect to the Neptune Marina Parcel 10R, provisions of the LUP tabulate the area of required view corridor based on the length of the parcel's water frontage and the proposed building height. Based on the length of the parcel's water frontage and a proposed building height of 55 feet for Buildings 1 and 2 and 60 feet for Building 3, the LUP requires 360 linear feet of view corridor. As proposed, Neptune Marina Parcel 10R would provide 388.5 linear feet. As such, the project as planned is consistent with view corridor provisions of the LUP that call for public and private views of the marina from perimeter roadways.

To further ensure visual resource protection, the Marina del Rey LUP requires that the project site plan and architectural design be reviewed and approved by the DCB and to incorporate view corridors that do not presently exist on the project site. The DCB also has the authority to regulate signage, building architectural design, site planning, and facade design for all new development proposals. The DCB reviewed and conceptually approved Neptune Marina Project on June 29, 2006 and as part of that action, ensured compliance with the development standards and policies (inclusive of view corridors) outlined in the Land Use Plan with the development standards under its purview. Therefore, project impacts to visual corridors and views from scenic highways as defined in the Marina del Rey LUP are not considered significant.

Conclusion: Development on Parcel 10R would replace existing structures and no visibility of the marina is available from Via Marina adjacent to Parcel 10R. As such, development on Parcel 10R would not affect a defined Scenic Highway. Consistent with requirements of the Marina del Rey LUP, and in conformance with the DCB, the project incorporates four view corridors that would enhance visibility of the marina from Parcel 10R. Because this project is consistent with all development requirements defined in the Marina del Rey LUP, impacts associated with this visual resource criterion are not considered significant.

Mitigation: No mitigation is proposed or is required.

Conclusion: Not significant.

5.6.3.3.2.3 Threshold: Is the proposed use out-of-character in comparison to adjacent uses because of height, bulk, or other features?

Note to reader -- Of the 14 viewpoints evaluated, only Viewing Locations One through Four apply to Parcel 10R.

Analysis: Viewing Location One, Northerly View of Parcel 10R and 9U as Observed from Via Marina South of Tahiti Way – As illustrated on **Figure 5.6-2, Pre- and Post-Development View of Site (Parcels 10R and 9U) from Via Marina South of Tahiti Way**, foreground views would be dominated by the side and rear facades of the apartment structures planned on Parcel 10R (lower left in figure). The size and mass of these buildings would be consistent with new structures being constructed on Parcel 12 and approved on Parcels 100 and 101.

Prominent Visual Features: Currently, the most noticeable features visible from this viewpoint include the rear facades of the parking structures and buildings associated with Parcel 10R. As part of site construction, existing structures and the existing landscape vegetation would be removed and replaced. As defined above, the height of the proposed structures would obscure vistas of trees and structures in the background. Once complete, the most dominant visual feature would be the ~~new apartment structures~~ neighborhood hotel proposed on Parcel ~~10R~~ 9U. Over time, perimeter landscaping proposed as part of the apartment project would ~~partially~~ improve the visual character ~~impact~~ of the new development.

Character and Surroundings Impacts: Apartment buildings proposed on Parcel 10R would be consistent with the stated height guidelines defined in the LUP. Further, the structures would be consistent with the height and mass of other new (Phase II) construction east of the project site on Marina del Rey Parcel 12 as well as other projects approved for development to the north on nearby Marina del Rey Parcels 15, 100, and 101. Therefore, development on Parcel 10R would be considered in character with established and forthcoming (via Phase II construction) development pattern on the western side of Marina del Rey.

Level of Impact: Site development would not alter any defined significant visual feature or scenic highway or corridor. Development on Parcel 10R would result in an intensification of development on the project site. All elements of the project are compliant with the LCP-prescribed building height standards and are consistent with the County's desire to recycle Phase I marina development and

intensify land uses within the marina.¹⁰ The height of structures planned on Parcel 10R would be considered in character with the contemporary structures present or under construction within the marina as well as existing older lower-height residential structures in the local vicinity of the project site. Therefore, aesthetic/visual impacts with respect to development proposed on Parcel 10R are not considered significant.

Analysis: Viewing Location Two, Northerly View of Parcel 10R and 9U as Observed from Via Marina – As illustrated on Figure 5.6-3, Pre- and Post-Development View of Site (Parcels 10R and 9U) from Via Marina, similar to Viewing Location One, foreground views would be dominated by the new parking on 9U. The side and rear facades of the apartment structures planned on Parcel 10R view be partly visible in the background. These facades would be more visible if the new apartment structures are constructed before the proposed parking structure. The size and mass of these buildings would be consistent with new structures being constructed on Parcel 12 and approved on Parcels 100 and 101.

Prominent Visual Features: Currently, the most noticeable features visible from this viewpoint include the rear facades of the parking structures and buildings associated with Parcel 10R. As part of site construction, existing structures and the existing landscape vegetation would be removed and replaced. As defined above, the height of the proposed structures would obscure vistas of trees and structures in the background. Once complete, the most dominant visual feature would be the new apartment structures proposed on Parcel 10R. Over time, perimeter landscaping proposed as part of the apartment project would partially improve the visual impact of new development.

Character and Surroundings Impacts: Apartment buildings proposed on Parcel 10R would be consistent with the stated height guidelines defined in the LUP. Further, the structures would be consistent with the height and mass of other new (Phase II) construction east of the project site on Marina del Rey Parcel 12 as well as other projects approved for development to the north on nearby Marina del Rey Parcels 15, 100, and 101. Therefore, development on Parcel 10R would be considered in character with the established and forthcoming (via Phase II construction) development pattern on the western side of Marina del Rey.

Level of Impact: Site development would not alter any defined significant visual feature. Development on Parcel 10R would result in an intensification of development on the project site. All elements of the project are compliant with the LCP-prescribed building height standards and are consistent with the County's desire to recycle Phase I marina development and intensify land uses within the marina.¹¹ The height of structures planned on Parcel 10R would be considered in character with the contemporary

¹⁰ See pp. 8-3 and 8-4 of the LUP.

¹¹ See pp. 8-3 and 8-4 of the LUP.

structures present or under construction within the marina as well as existing older lower-height residential structures in the local vicinity of the project site. Therefore, aesthetic/visual impacts with respect to development proposed on Parcel 10R are not considered significant.

Analysis: Viewing Location Three, Easterly View of the Site (Parcel 10R) as Observed from the Intersection of Marquesas Way and Via Marina – As illustrated on Figure 5.6-4, Pre- and Post-Development View of Site (Parcel 10R) as Observed from the Intersection of Marquesas Way and Via Marina, two 55-foot-tall apartment buildings and one 60-foot-tall apartment building on Parcel 10R would be clearly visible in the foreground and middle ground. The new apartment structures would replace the existing two-story structures that are currently present on Parcel 10R but are not visually prominent. With removal of the existing perimeter landscaping as well as the proximity of this viewing location to the site, building shape, color, and architectural style would be readily distinguishable. The increased height and mass of the proposed apartment structures would make on-site uses more visually prominent than the existing structures and the height of the proposed structures would obscure vistas of trees in the background. The proposed project would appear greater in mass and development intensity than the existing apartment structures, or existing apartment structures located to the west and north. However, the new Parcel 10R development~~The Neptune Marina project~~ would be consistent with the height and mass of new Phase II construction east of the project site on Marina del Rey Parcel 12, structures planned to the north on Parcel 15, and recently approved structures on Marina del Rey Parcels 100 and 101.

Prominent Visual Features: No significant visual resources as defined in the Marina del Rey LUP are visible from this viewing location. Currently, the most noticeable features visible from this viewpoint include mature landscaping on the project site and an existing surface parking lot on Parcel 10R. No prominent visual features are present on this portion of the project site (no portion of the marina is visible) and distant vistas are minimal. As part of site construction, existing structures and landscape vegetation would be removed and replaced. As defined above, the height of the proposed structures would obscure views of palm trees in the background. Once complete, the most dominant visual feature would be the new apartment structures on Parcel 10R. Over time, perimeter landscaping proposed as part of this project would ~~partially~~ improve the visual character impact of the new development.

Character of Impacts: Site development on Parcel 10R would alter the visual character of the property to a more intensive developed use. While the Neptune Marina Parcel 10R project would result in an intensification of development on the project site, this new development is consistent with the County's

desire to recycle Phase I marina development and intensify land uses within the marina.¹² Moreover, the height and mass of the most prominent Parcel 10R apartment buildings would be considered consistent with new apartments under construction to the east on adjoining Parcel 12 as well as apartment buildings planned to the north on Marina Parcels 15, 100 and 101. Project architecture has been approved in concept by the DCB and is considered to be in character with the contemporary structures present or under construction within the marina.

Level of Impact: Site development would not impact any defined significant visual feature or adversely impact any defined scenic highway or scenic corridor. The project would alter the visual character of the property to a more intensive developed use and would eliminate distant views (none of which are defined in the Marina del Rey LUP as visually significant). Apartment structures would be considered in character with the contemporary structures present or under construction within the marina as well as existing, older residential structures in the vicinity of the project site. Therefore, aesthetic impacts with respect to the apartment structures proposed on Parcel 10R are not considered significant.

Analysis: Viewing Location Four, Westerly View of the Site (Parcel 10R) as Observed from Marquesas Way – As illustrated on **Figure 5.6-5, Pre- and Post-Development View of the Site (Parcel 10R) as Observed Westerly from Marquesas Way**, the 55- and 60-foot-tall residential structures would be clearly visible in the foreground and middle ground of the field of view. These new structures would replace the existing two-story structures that are currently present on the project site. With removal of the existing perimeter landscaping as well as the proximity of this viewing location to the site, building shape, color, and architectural style would be distinguishable. The increased height and mass of the structures would make on-site uses appear more visually prominent than the existing structures. The proposed project would appear greater in mass and development intensity than existing apartment structures located to the northeast. However, the project would be consistent with the height and mass of new (Phase II) construction east of the project site on Marina del Rey Parcel 12, and would also be consistent with the height and mass of apartment buildings approved for development nearby to the north on Via Marina on Marina Parcels 15, 100 and 101.

It is expected that in the future, construction on Marina del Rey Parcel 12 (reference **Figure 5.6-4**) would obscure views of portions of development planned on Parcel 10R when viewed from the east on Marquesas Way. Structure height on Parcel 12 (maximum of 65 feet, exclusive of appurtenant rooftop structures) would be 5 feet marginally taller than development proposed on Parcel 10R (a maximum of 60 feet, exclusive of appurtenant rooftop structures). In the future from this location, visible portions of

¹² Ibid.

development proposed for Parcel 10R would be limited to the northern margin of the site adjacent to Marquesas Way.

Prominent Visual Features: No significant visual resources or defined scenic highways as defined in the Marina del Rey LUP are visible from this viewing location. Currently, the most noticeable features visible from this viewpoint include new building construction adjacent to and east of Parcel 10R (on Parcel 12) and mature landscaping along the northern perimeter of the project site. No prominent visual features (inclusive of the marina) are visible from this portion of the project site and distant vistas are minimal. As part of site construction, existing structures and landscape vegetation would be removed and replaced. As defined above, the height of the proposed structures would obscure views of palm trees in the background. Once complete, the most dominant visual feature would be the new apartment structures. Over time, perimeter landscaping proposed as part of this project would ~~partially~~ improve the visual ~~character~~ impact of the new development construction.

Character and Surroundings Impacts: From this location, the proposed project would appear similar in mass and development intensity to new development under construction on Parcel 12 that is located adjacent to and east of the project site. The project would be consistent with the height and mass of new (Phase II) projects recently constructed, or proposed in the Marina per height and mass standards defined in the LUP. Therefore, the project is not out of character with development surrounding the project site or other Phase II marina development.

Level of Impact: Site development would alter the visual character of the property to a more intensive developed use. While the project would result in an intensification of development on the project site, this new development is consistent with height standards defined in the County of Los Angeles LUP and the County's desire to recycle Phase I marina development and intensify land uses within the marina.¹³ Moreover, project architecture has been approved by the DCB and is considered to be in character with the contemporary structures present, under construction (Parcel 12 to the east) or planned (Parcels 15, 100, and 101) within the marina. As such, impacts of the project when viewed from this location are not considered significant.

Mitigation: As impacts are not considered significant, no mitigation is proposed or is required.

Conclusion: Not significant.

¹³ Ibid.

5.6.3.3.2.4 Threshold: Is the project likely to create substantial sun shadow, light or glare problems?

Analysis: The shade and shadow created by an object blocking sunlight varies dependent upon the time of year and time of day. This variation is a result of the sun's azimuth (the position of the earth in its annual orbit relative to the sun, due to the tilted axis of the earth) and altitude (the position of the earth in its daily rotation relative to the sun). Because the sun is lowest in the southern sky during the winter, project development would cast the longest shadow during this season (the worst-case condition). During the summer months, the sun is directly overhead, and the shadow length is more limited. ~~Thus, the following analysis considers the summer, autumn and winter periods, although is directed towards the winter condition, since eight months out of the year the project would only cast minimal shade or shadow onto adjacent land area.~~ Shade-sensitive uses such as residences and public parks are considered to be sensitive receptors with respect to shade and shadow.

The series of Figures 5.6-18A-C, Shade and Shadow Effects; Neptune Marina Project – Summer Solstice, 9:00 AM through 5:00 PM, Figures 5.6-19A-C, Shade and Shadow Effects; Neptune Marina Project – Autumnal Equinox, 9:00 AM through 5:00 PM Figures 5.6-20A-C, Shade and Shadow Effects; Neptune Marina Project – October, 9:00 AM through 5:00 PM, and Figures 5.6-21A-C, Shade and Shadow Effects; Neptune Marina Project – Winter Solstice, 9:00 AM through 3:00 PM depicts post-development site conditions for the Neptune Marina project hourly during the time period of 9:00 AM through 5:00 PM (3:00 PM for winter) in the summer solstice (June 21), the autumnal equinox (September 21), October 21, and the winter solstice (December 21), respectively. These figures represent the times of the year when shades would be at their smallest (summer solstice) to when shadow effects would be greatest (winter solstice). The month of October is included because this the time of year that shadows would respectively start and stop casting shade on portions of the existing and proposed residential structures on the north side of Marquesas Way and to the north of Parcel FF. The spring equinox (March 21) is not depicted because the shadows would be similar to those for the autumnal equinox.

As shown on Figures 5.6-21A-C, during the winter solstice the structures proposed on Parcel 10R would cast shadows throughout the day on portions of Marquesas Way, the lower portions of the south-facing façades of the existing residential structures across Marquesas Way and the lower portion of part of the south facing façade of the proposed residential structures situated on Parcel FF. No other sensitive receptors would be shaded. The proposed structures on Parcel 10R would also cast shadows on portions Via Marina in the morning only and the western portion of Marina del Rey Basin B in the afternoon only. As shown of Figures 5.6-20A-C and 5.6-21A-C, the proposed structures on Parcel 10R would only cast shadows on limited portions of the existing residential structures across Marquesas Way from October to February.

As shown on Figures 5.6-18A-C and 5.6-19A-C, the proposed structures on Parcel 10R would not cast any shadows on off-site sensitive receptors during the summer solstice of autumnal equinox.

Structures proposed on the project site utilize a variety of exterior surface treatments. To reduce potential glare or reflectivity impacts, these surfaces are intended to be non-reflective or oriented in a way that would result in limited off-site glare or reflectivity impacts. To verify limiting glare or reflectivity issues, this project has been reviewed and approved by the County of Los Angeles Design Control Board that is intended to review project design issues.

Level of Impact: County of Los Angeles Department of Regional Planning thresholds defines a significance threshold that states, "Is the project likely to create substantial sun shadow, light or glare problems?" As defined in Figures 5.6-18A-C, Shade and Shadow Effects; Neptune Marina Project – Winter Solstice, 9:00 AM and 3:00 PM, not considered significant. the proposed structures on Parcel 10R would cast shadows only on small portions of the south facing facades of the existing and proposed residential uses across Marquesas Way and only during the winter months. Given the limited extent and duration of the shadows, the project would not result in substantial sun shadow problems. Therefore, the development proposed on Parcel 10R would not result in significant shade and shadow impacts. For the reasons set forth above, development proposed on Parcel 10R would also not result in significant glare impacts.

Mitigation: As impacts are not considered significant, ~~n~~No mitigation measures are proposed or are required.

Conclusion: Not significant.

5.6.3.3.3 Neptune Marina Parcel FF Project

5.6.3.3.3.1 Overview of Project Impacts

During this time, construction workers and equipment will be visible throughout the project site. Screened chain-link fencing would likely be installed that would surround the perimeter of the project site and would obscure direct views of the construction area. During construction, the frame of the structure would be raised and finished, and hardscape and landscaping would be completed. The duration of these construction activities would be approximately (24 months). In addition, although the visual character of the project site will be altered from its current condition, this impact is not considered significant due to its short-term nature and the urbanized visual character of the surroundings.

5.6.3.3.3.2 **Threshold: Is the project substantially visible from a scenic highway or will it obstruct views along a scenic highway (as shown of the Scenic Highway Element), or is it located within a scenic corridor or will it otherwise impact the viewshed?**

Analysis: In the vicinity of the project site, Via Marina is defined as a "scenic highway meriting first priority status for further study" in the County of Los Angeles Marina del Rey LUP, and land uses lining the roadway are considered part of the associated scenic corridor. ~~Neither the LUP nor County records define the scenic resources along this route and~~ Both the LUP nor County records define the scenic resources along this route and no further study has been completed. Therefore, for purposes of this analysis, roadway segments that are heavily traveled and provide views of the marina are considered view corridors. ~~No Limited~~ marina views are available from Via Marina directly adjacent to Parcels FF and 10R because of existing residential development on those parcels. The incorporation of view corridors into the proposed development will provide enhanced views of the marina. ; accordingly, the portions of Via Marina adjacent to Parcels 10R and FF are not considered scenic highway. Although Via Marina is designated a scenic highway, there is a lack of existing prominent views to the Marina along Parcels 10R and FF.

The Marina del Rey LUP considers Via Marina, Burton Chace Park, and the ends of each mole to be "significant vantage points" in Marina del Rey. None of these significant vantage points are located sufficiently close to Parcel FF for the proposed project to substantially affect associated views.

To protect and enhance visibility of the marina and consistent with provisions of the LUP, the Neptune Marina Parcel FF incorporates one view corridor. This view corridor allows ~~panoramic~~ views of Marina del Rey Basin C from Marquesas Way (northerly).

With respect to the Neptune Marina Parcel FF, provisions of the LUP tabulate the area of required view corridor based on the length of the parcel's water frontage and the proposed building height. Based on the length of the parcel's water frontage and a proposed building height of 55 feet, the LUP requires 53 linear feet of view corridor. As proposed, Neptune Marina Parcel FF would provide 60 linear feet of view corridor along Marquesas Way. As such, the project as planned is consistent with view corridor provisions of the LUP that call for public and private views of the marina from perimeter roadways.

To further ensure visual resource protection, the Marina del Rey LUP requires that the project site plan and architectural design be reviewed and approved by the DCB and to incorporate view corridors on the project site to the marina. The DCB also has the authority to regulate signage, building architectural design, site planning, and facade design for all new development proposals. The DCB reviewed and conceptually approved the Neptune Marina Project design on June 29, 2006, and as part of that action, ensured compliance with the development standards and policies (inclusive of view corridors) outlined in the Land Use Plan with the development standards under its purview. Therefore, project impacts to visual corridors and views from scenic highways as defined in the Marina del Rey LUP are not considered significant.

Conclusion: Development on Parcel FF would replace an existing surface parking lot and limited visibility of the marina from Via Marina directly adjacent to Parcel FF. Consistent with requirements of the Marina del Rey LUP, and in conformance with the DCB, the project incorporates one view corridor from Marquesas Way that would enhance visibility of the marina from Parcel FF. Because the Parcel FF project is consistent with all development requirements defined in the Marina del Rey LUP, impacts associated with this visual resource criterion are not considered significant.

Mitigation: No mitigation measures are proposed or are required.

Conclusion: Not significant.

5.6.3.3.3 Threshold: Is the proposed use out-of-character in comparison to adjacent uses because of height, bulk, or other features?

Note to reader – Of the fourteen view points evaluated, only Viewing Locations Five and Six apply to Parcel FF.

Analysis: Viewing Location Five, Westerly View of the Site (Parcel FF) as Observed from Marquesas Way – As illustrated on **Figure 5.6-6, Pre- and Post-Development View of the Site (Parcel FF) as Observed Westerly from Marquesas Way**, the 55-foot-tall residential structure proposed on Parcel FF would clearly be visible in the foreground and middle ground. This new structure would replace an existing surface parking lot present on Parcel FF. With removal of the existing perimeter landscaping as

well as the proximity of this viewing location to the site, building shape, color, and architectural style would be readily distinguishable. The increased height and mass of the structures would make on-site uses more visually prominent than the existing structures. The proposed project would be perceived as a new land use of greater mass and on-site building intensity than either the existing surface parking lot or existing residential development that is situated to the west (west of Via Marina) and east. However, the project would be consistent with the height and mass of new Phase II apartments under construction on Marina del Rey Parcel 12 as well as apartments planned on the adjoining Parcel 15 to the north and nearby Parcels 100 and 101 on Via Marina.

Prominent Visual Features: Currently, the most noticeable features visible from this viewpoint include mature landscaping on the perimeter of the existing parking lot, partially screened views of the existing surface parking and the 15-story Archstone apartment building on Via Dolce to the northwest. Other than the Archstone building, no prominent visual features (inclusive of the marina) are visible from this portion of the project site and other distant vistas are minimal. As part of site construction, existing paved surfaces and landscape vegetation would be removed and replaced. As defined above, the height of the proposed structures would obscure views of palm trees as well as any vista of the 15-story Archstone building in the background. Once complete, the most dominant visual feature would be the new apartment structure. Over time, perimeter landscaping proposed as part of this project would ~~partially~~ improve the visual character of impact of the new development.

Character of Impacts: From this location, the proposed project would appear similar in mass, development intensity and height to apartments under construction on Marina del Rey Parcel 12 as well as apartments approved and planned on the Parcel 15 to the north and on nearby Parcels 100 and 101 to the west on Via Marina. Although inconsistent with the current 25-foot height limitation for Parcel FF, the County and Legacy Partners are proposing to amend the certified LCP to change the Parcel FF classification to Height Category 3, which would accommodate the proposed 55-foot-tall apartment building. The proposed apartment building for Parcel FF would be consistent with the height and mass of new (Phase II) projects recently constructed, approved, or proposed in the Marina per height and mass standards defined in the LUP. Therefore, the height, mass and visual characteristics of the proposed apartment building for Parcel FF are consistent with the height, mass and visual characteristics of other Phase II developments either under construction or planned in the vicinity of the project site.

Level of Impact: Site development would alter the visual character of the property to a more intensive developed use. While the project would result in an intensification of development on the project site, this new development is consistent with the County's desire to recycle Phase I marina development and

intensify land uses within the marina.¹⁴ Moreover, project architecture has been conceptually approved by the DCB and is considered in character with nearby contemporary structures either under construction (i.e., Parcel 12 to the southeast on Marquesas Way) or under construction in the vicinity of the project site (i.e., Parcels 15, 100 and 101 located adjacent to and nearby the project site to the north on Via Marina). As such, impacts are not considered significant with respect to this visual resource assessment criterion.

Analysis: Viewing Location Six, Easterly View of the Site (Parcel FF) as Observed from the Intersection of Marquesas Way and Via Marina – As illustrated on Figure 5.6-7, Pre- and Post-Development View of the Site (Parcel FF) as Observed from the Intersection of Marquesas Way and Via Marina, the 55-foot-tall residential structure proposed on Parcel FF would clearly be visible in the foreground and middle ground. This new structure would replace the existing surface parking lot present on Parcel FF. With removal of the existing perimeter landscaping as well as the proximity of this viewing location to the site, building shape, color, and architectural style would be readily distinguishable. The increased height and mass of the building would make on-site uses more visually prominent than the existing structures. The proposed project would be perceived as a new land use of greater mass and on-site building intensity than the existing surface parking lot and existing high density residential development that is situated to the west (west of Via Marina) and east. However, the project would be consistent with both the height and mass of new (Phase II) apartments currently being constructed to the southeast of the project site on Marina del Rey Parcel 12, as well as apartments planned adjacent to and nearby the site to the north on Parcels 15, 100 and 101.

Prominent Visual Features: No significant visual resources or defined scenic highways as defined in the Marina del Rey LUP are visible from this viewing location. Currently, the most noticeable features visible from this viewpoint include mature landscaping on the perimeter of the existing parking lot. Panoramic views encompassing existing surface parking and marina are obscured by the solid fencing along the western and northwestern portion of Parcel FF. Other than existing eucalyptus and palm trees, no prominent visual features (inclusive of the marina) are visible from this portion of the project site and distant vistas are minimal. As part of site construction, existing paved surface and landscape vegetation would be removed and replaced. As defined above, the height of the proposed structures would obscure views of palm trees in the background. Once complete, the most dominant visual feature would be the new apartment structure. Over time, perimeter landscaping proposed as part of this project would partially improve the visual character impact of the new development.

¹⁴ Ibid.

Character of Impacts: From this location, the proposed project would appear similar in mass and development intensity to new development under construction on Parcel 12 and new apartment development soon to take place adjacent to and nearby the site to the north on Marina Parcels 15, 100, and 101. Although inconsistent with the current 25-foot height limitation for Parcel FF, the County and Legacy Partners are proposing to amend the certified LCP to change the Parcel FF classification to Height Category 3, which would accommodate the proposed 55-foot-tall apartment building. The proposed apartment building for Parcel FF would be consistent with the height and mass of new (Phase II) projects recently constructed, approved, or proposed in the Marina per height and mass standards defined in the LUP. Therefore, the height, mass and visual characteristics of the proposed apartment building for Parcel FF are consistent with the height, mass and visual characteristics of other Phase II developments either being constructed or planned in the vicinity of the project site. As such, the project is considered to be consistent with the visual character of other Phase II marina developments in the vicinity of the project site.

Level of Impact: Site development would alter the visual character of the property to a more intensive developed use. While the project would result in an intensification of development on the project site, this new development is consistent with the County's desire to recycle Phase I marina development and intensify land uses within the marina.¹⁵ Moreover, project architecture has been conceptually approved by the DCB and is considered in character with the contemporary structures, under construction (Parcel 12 to the east and southeast on Marquesas Way) or proposed (Parcels 15, 100, and 101 to the north on Via Marina) within the marina. As such, impacts are not considered significant with respect to this visual resource assessment criterion.

Mitigation: As impacts are not considered significant, no mitigation measures are proposed or are required.

Conclusion: Not significant.

5.6.3.3.4 **Threshold: Is the project likely to create substantial sun shadow, light or glare problems?**

Analysis: The shade and shadow created by an object blocking sunlight varies dependent upon the time of year and time of day. This variation is a result of the sun's azimuth (the position of the earth in its annual orbit relative to the sun, due to the tilted axis of the earth) and altitude (the position of the earth in its daily rotation relative to the sun). Because the sun is lowest in the southern sky during the winter,

¹⁵ Ibid.

project development would cast the longest shadow during this season (the worst-case condition). During the summer months, the sun is directly overhead, and the shadow length is more limited. Shade-sensitive uses such as residences and public parks are considered to be sensitive receptors with respect to shade and shadow.

~~Thus, the following analysis considers the summer, autumn and winter periods, although is directed towards the winter condition, since eight months out of the year shadows cast by the proposed project would be confined to the project site or would cast shadows on small portions of off site land uses for short durations (i.e., less than 1 hour).~~

~~**Figure 5.6-18, Shade and Shadow Effects; Neptune Marina Project – Winter Solstice, 9:00 AM and 3:00 PM,** depicts post development site conditions for the Neptune Marina project during 9:00 AM – 3:00 PM in the winter solstice (December 21) when shadow effects would be greatest. As shown, shadows cast by structures proposed on Parcel FF at 9:00 AM would affect portions of Via Marina, existing residential structures north of Parcel FF and small portions of the western portion of Marina del Rey Basin C. Existing residential structures situated west and east of the project are not affected by shadows in the morning. Shadows cast at 3:00 PM affect portions of the western portion of Marina del Rey Basin C.~~

The series of **Figures 5.6-18A–C, Shade and Shadow Effects; Neptune Marina Project – Summer Solstice, 9:00 AM through 5:00 PM, Figures 5.6-19A–C, Shade and Shadow Effects; Neptune Marina Project – Autumnal Equinox, 9:00 AM through 5:00 PM Figures 5.6-20A–C, Shade and Shadow Effects; Neptune Marina Project – October, 9:00 AM through 5:00 PM, and Figures 5.6-21A–C, Shade and Shadow Effects; Neptune Marina Project – Winter Solstice, 9:00 AM through 3:00 PM** depicts post-development site conditions for the Neptune Marina project hourly during the time period of 9:00 AM through 5:00 PM (3:00 PM for winter) in the summer solstice (June 21), the autumnal equinox (September 21), October 21, and the winter solstice (December 21), respectively. These figures represent the times of the year when shades would be at their smallest (summer solstice) to when shadow effects would be greatest (winter solstice). The month of October is included because this the time of year that shadows would respectively start and stop casting shade on portions of the existing and proposed residential structures on the north side of Marquesas Way and to the north of Parcel FF. The spring equinox (March 21) is not depicted because the shadows would be similar to those for the autumnal equinox.

As shown, during the Winter Solstice the structures proposed on Parcel FF would cast shadows throughout the day, on the garages of the existing residential structures situated north of Parcel FF (Parcel 15) and on the existing garages on Parcel 15 (or lower portion of part of the south-facing façade of the new building if that Parcel is redeveloped). No other sensitive receptors would be shaded.– The structures proposed on Parcel FF would also cast shadows on portions Via Marina in the morning only and small portions of the western portion of Marina del Rey Basin C in the afternoon only.

As shown of Figures 5.6-21A-C, the proposed structures on Parcel FF would only cast shadows on limited portions of the existing and proposed residential structures on Parcel 15 from October to February.

As shown on Figures 5.6-18A-C and 5.6-19A-C, the proposed structures on Parcel FF would not cast any shadows on off-site sensitive receptors during the summer solstice of autumnal equinox.

~~Exposure of adjacent uses to shadows cast by the project would be beginning in October and limited in duration during the to winter months and would vary dependent upon the time of day. Some existing No single uses would be exposed to shadows cast by the project for more than 3 three hours, and given the small number of uses affected and the nature of those land uses, this is considered a less than significant impact.~~

Structures proposed on the project site utilize a variety of exterior surface treatments. To reduce potential glare or reflectivity impacts, these surfaces are intended to be non-reflective or oriented in a way that would result in limited off-site glare or reflectivity impacts. To verify limiting glare or reflectivity issues, this project has been reviewed and approved by the County of Los Angeles Design Control Board that is intended to review project design issues.

Level of Impact: County of Los Angeles Department of Regional Planning thresholds define a significance threshold that states, "Is the project likely to create substantial sun shadow, light or glare problems?" As shown on Figures 5.6-21A-C and 5.6-25A-C, the proposed structures on Parcel FF would cast shadows only on the garages of the existing residential structures situated north of Parcel FF (Parcel 15) and, if that Parcel is redeveloped, on the lower portion of part of the south-facing façade of the proposed new development and only during the winter months. Given the limited extent and duration of the shadows, the proposed structures on Parcel FF would not result in substantial sun shadow problems. Therefore, the Parcel FF development's shade and shadow impacts would be less than significant. For the reasons set forth above, the project's glare impacts would also be less than significant.

~~As defined in Figures 5.6-1821A-B, shadows cast by the project (Neptune Marina Parcel FF) during winter months would not substantially shade adjacent existing structures [define these structures here] in excess of these defined standards, and shade and shadow impacts are not considered significant.~~

Mitigation: As impacts are not considered significant, no mitigation measures are proposed or are required.

Conclusion: Not significant.

5.6.3.3.4 Woodfin Suite Hotel and Timeshare Resort Project

5.6.3.3.4.1 Overview of Project Impacts

Development of the Woodfin Suite Hotel and Timeshare Resort on Parcel 9U requires grading to allow construction of the partially subterranean parking lots, landscaped areas, develop drainage patterns and provide for necessary infrastructure. During this time, construction workers and equipment will be visible throughout the project site. Screened chain-link fencing would likely be installed that would surround the perimeter of the project site and would obscure direct views of the construction area. During construction, the frame of the structure would be raised and finished, and hardscape and landscaping would be completed. Construction of the Woodfin Suite Hotel and Timeshare Resort project component is anticipated to initiate as early as ~~January 2009~~ May 2011, and would require approximately ~~24-30~~ months to complete, ~~January-November 2011-2013~~ at the earliest. Although the visual character of the project site will be altered from its current condition, this impact is not considered significant due to its short-term nature and the urbanized visual character of the surroundings.

5.6.3.3.4.2 **Threshold: Is the project substantially visible from a scenic highway or will it obstruct views along a scenic highway (as shown of the Scenic Highway Element), or is it located within a scenic corridor or will it otherwise impact the viewshed?**

Analysis: As defined below, Via Marina adjacent to Parcel 9U has vistas of the marina and as such is defined in this EIR as a Scenic Highway. The Marina del Rey LUP considers Via Marina, Burton Chace Park, and ends of each mole to be “significant vantage points” in Marina del Rey. Only the “significant vantage point” of Via Marina is visible along Parcel 9U.

In the vicinity of the project site, Via Marina is defined as a "scenic highway meriting first priority status for further study" in the County of Los Angeles Marina del Rey LUP. As documented above, no information is available in the plan or in County records that define scenic resources along this route and no further study has been completed. For the purpose of this analysis, areas most frequented by visitors and those that contain views of the marina can be considered scenic. Given that Parcel 9U is currently vacant, views of the marina are available from Via Marina across Parcel 9U. Therefore, Via Marina adjacent to Parcel 9U is considered a Scenic Highway. Portions of the available views of the marina from Via Marina would be reduced eliminated through site development in the northern Portion of Parcel 9U; however, the incorporation of view corridors into the project would ensure that substantial views of the marina would be preserved.

To protect visibility of the marina and consistent with provisions of the LUP, the Woodfin Suite Hotel and Timeshare Resort project proposed on Parcel 9U incorporates one substantial 154-foot-wide view

corridor over the southerly portion of the parcel. This view corridor allows vistas of Marina del Rey Basin B from Via Marina (easterly).

With respect to the Woodfin Suite Hotel and Timeshare Resort Project (Parcel 9U), ~~and based on to attain~~ the proposed 225-foot height (as allowed by the CCC and County of Los Angeles in the LUP) ~~of for~~ the hotel and timeshare resort structure (excluding appurtenant rooftop structures), a view corridor totaling 40 percent of the length of the site along Via Marina ~~is~~ would be required. For the 386-foot-long site, a minimum 154-foot-wide view corridor is required. The project plans for 154 linear feet of view corridor through the Parcel 9U public park/wetland situated south of the hotel and timeshare resort structure. Because the project provides the required 154 feet of public view corridor, the hotel and timeshare resort is consistent with provisions of the LCP that call for public and private views of the Marina from perimeter roadways.

To further ensure visual resource protection, the Marina del Rey LUP requires that the project site plan and architectural design be reviewed and approved by the DCB and to incorporate view corridors that do not presently exist on the project site. The DCB also has the authority to regulate signage, building architectural design, site planning, and facade design for all new development proposals. The DCB reviewed and conceptually approved Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project on June 29, 2006, and, as part of that action, ensured compliance with the development standards and policies (inclusive of view corridors) outlined in the Land Use Plan with the development standards under its purview. Therefore, project impacts to visual corridors and views from scenic highways as defined in the Marina del Rey LUP are not considered significant.

Conclusion: Construction and operation of a hotel structure on Parcel 9U would result in an incremental loss of visibility of Marina del Rey Basin B when viewed from Via Marina that is considered in this EIR to be a Scenic Highway. Consistent with requirements of the Marina del Rey LUP, and in conformance with the DCB, the project incorporates a view corridor that would mitigate the loss of available view. Because this project is consistent with all development requirements defined in the Marina del Rey LUP, impacts associated with this visual resource criterion are not considered significant.

Mitigation: No mitigation measures are proposed or are required.

Conclusion: Not significant.

5.6.3.3.4.3 Threshold: Is the proposed use out-of-character in comparison to adjacent uses because of height, bulk, or other features?

Note to reader – Of the 14 viewing locations evaluated, only Viewing Locations One, Two and Seven as mapped in Figure 5.6-1 (i.e., vantages in close proximity to the project site) and Viewing Locations One, Three, Four, Five, Six, and Seven as mapped in Figure 5.6-9 (i.e., “significant vantage points” per the LUP or vantages more distant from the project site) apply to Parcel 9U.

Analysis: Viewing Location One, Northerly View of Parcel 10R and 9U as Observed from Via Marina South of Tahiti Way – As illustrated on Figure 5.6-2, **Pre- and Post-Development View of Site (Parcels 10R and 9U) from Via Marina South of Tahiti Way**, Foreground views would be dominated by the Woodfin Suite Hotel and Timeshare Resort structure on the northern portion of Parcel 9U. The size and mass of this building would eliminate some views of the northwestern portions of Marina del Rey Basin B as well as structures and landscaping situated further to the northeast in the middle ground and background. Due to the proximity of this viewing location to the site, building shape, color, and architectural style would be readily distinguishable. When viewed from this location, it is expected that the Woodfin Suite Hotel and Timeshare Resort, due to its height and mass, would ~~stand out in contrast to be larger than~~ existing or proposed structures in the ~~marina immediate vicinity~~. ~~In~~ However, in the ~~project vicinity surrounding area, only~~ the 15-story Archstone apartment building on Via Dolce to the northwest, the 20-story Regatta condominiums, the 19-story Azzurra condominiums, and the 18-story Cove condominiums, all on Marina Pointe Drive to the northeast ~~is~~ are of similar scale. The view corridor south of this structure would provide direct vistas of boat masts that are present in Marina del Rey Basin B and the more distant residential development. ~~Although~~ The proposed project is consistent with height provisions that were approved the CCC and the County of Los Angeles as defined in the Marina del Rey LUP, and the height and mass of the proposed hotel structure would ~~be serve as a dominant~~ visual element that would help define this portion of the marina.

Prominent Visual Features: Currently, the most noticeable features visible from this viewpoint include the rear facades of the parking structures and buildings associated with Parcel 10R. As part of site construction, existing structures and the existing landscape vegetation would be removed and replaced. As defined above, the height of the proposed structures would obscure distant vistas of trees and structures in the background. Once complete, the most dominant visual feature would be the architectural forms of the new Woodfin Suite Hotel and Timeshare Resort and apartment structure in the northern portion of Parcel 9U. Over time, proposed perimeter landscaping would ~~partially improve~~ complement the visual character ~~impact~~ of the new development.

Character and Surroundings Impacts: The proposed Woodfin Suite Hotel and Timeshare Resort structure would appear greater in mass and building intensity than other existing or proposed structures located to the west and north. As noted, the Woodfin Suite Hotel and Timeshare Resort project would be consistent with the stated height guidelines as approved by the CCC and as defined in the LUP. However, the 225-foot hotel structure would be substantially taller than the height and of greater mass than other new (Phase II) construction east of the project site on Marina del Rey Parcel 12 as well as other projects planned to the north on nearby Marina del Rey Parcels 15, 100, and 101. The tallest structure approved would be the 75–to–100-foot structures recently approved on Parcel 100 and 101 to the northwest. The hotel and timeshare resort structure would also be substantially taller than the older, lower-height residential structures in the project vicinity that do not exceed three stories. Therefore, the Woodfin Suite Hotel and Timeshare Resort structure could be considered out of character with the established and forthcoming (via Phase II construction) development pattern on the western side of Marina del Rey.

Level of Impact: Site development would not alter any defined significant visual feature, but would provide a permanent view corridor and open space for future generations of marina residents and visitors. However, the proposed project would eliminate some views ~~istas~~ of the marina and would adversely affect a portion of Via Marina that can be defined as a scenic highway. However, this impact would be reduced to less than significant through the inclusion of view corridors into the new Parcel 9U development. Further, ~~the~~ Neptune Marina and Woodfin Suite Hotel and Timeshare Resort structures would result in a significant intensification of development on the project site. The land use changes accommodated in the 1996 updated Marina del Rey LCP, including the provision of an expanded view corridor on Parcel 9U to accommodate a maximum 225-foot building height, complied with CEQA and Coastal Act section 302521, which requires that coastal development be sited to protect the scenic and visual qualities of the coastal zone and community character. Therefore, this issue already has been considered. All elements of the project are compliant with past CCC approvals, the LCP-prescribed building height standards and are consistent with the County's desire to recycle Phase I marina development and intensify land uses within the marina.¹⁶ As defined above, the height and mass of the Woodfin Suite Hotel and Timeshare Resort structure, although consistent with the provisions of the LCP in regard to building height (see discussion in **Section 5.17, Land Use and Planning**), could be considered to be out of character in comparison to the contemporary structures present or under construction within the marina as well as existing older lower-height residential structures in the local vicinity of the project site, when viewed from this viewing location. This is considered a potentially significant impact.

¹⁶ See pp. 8-3 and 8-4 of the LUP.

Analysis: Viewing Location Two, Northerly View of Parcel 10R and 9U as Observed from Via Marina – As illustrated on **Figure 5.6-3, Pre- and Post-Development View of Site (Parcels 10R and 9U) from Via Marina**, similar to Viewing Location One, foreground views would be dominated by the Woodfin Suite Hotel and Timeshare Resort structure and associated parking structure on the northern portion of Parcel 9U. The Woodfin Suite Hotel and Timeshare Resort building would obstruct existing ~~eliminate views~~ stand out in contrast to ~~be more prominent than~~ existing and proposed structures on the westerly side of the marina. As stated above, the only ~~the only~~ other structures of similar size is ~~are~~ the 15-story Archstone apartment building on Via Dolce to the northwest, the 20-story Regatta condominiums, the 19-story Azzurra condominiums, and the 18-story Cove condominiums, all on Marina Pointe Drive to the northeast, which were found to be consistent with the City of Los Angeles local coastal program.

Prominent Visual Features: Currently, the most noticeable features visible from this viewpoint include the portions of the rear facades of the parking structures and buildings associated with Parcel 10R. As part of site construction, these existing structures and existing landscape vegetation would be removed and replaced. As defined above, the height of the proposed structures would obscure views ~~stand~~ of trees and structures in the background. Once complete, the most dominant visual feature would be the new Woodfin Suite Hotel and Timeshare Resort structure in the northern portion of Parcel 9U fronting on Via Marina. Over time, perimeter landscaping proposed as part of the project would partially ~~partially~~ improve the visual character ~~impact~~ of the new development.

Character and Surroundings Impacts: The proposed Woodfin Suite Hotel and Timeshare Resort structure would be noticeably taller than other existing or proposed structures located to the west and north. As noted, the Woodfin Suite Hotel and Timeshare Resort structure is consistent with the stated height guidelines as approved by the CCC and as defined in the LUP and has been approved by the DCB. However, the 225-foot hotel structure would be substantially taller than other new (Phase II) construction that is present east of the project site on Marina del Rey Parcel 12 as well as other projects approved for development to the north on nearby Marina del Rey Parcels 15, 100, and 101. The tallest structures approved would be the 75 ~~to 100~~-foot buildings recently approved on Parcels 100 and 101. The hotel and timeshare resort structure would also be substantially taller than the older, lower-height residential structures in the local vicinity of the project site that do not exceed three stories. Therefore, due to the height disparity between the proposed hotel and timeshare structure and other planned and existing

development in the vicinity of the project site, the Woodfin Suite Hotel and Timeshare Resort structure could be considered out of character with its surroundings.

Level of Impact: Site development would not alter any defined significant visual feature. However, the proposed project would eliminate vistas of the marina (Parcel 9U only) when viewed from Via Marina that is considered a Scenic Highway and the project would alter the visual character of the property to a more intensive developed use. The proposed hotel and timeshare resort project is compliant with height standards approved by the CCC, the LCP-prescribed building height standards and is consistent with the County's desire to recycle Phase I marina development and intensify land uses within the marina.¹⁷ However, because the Woodfin Suite Hotel and Timeshare Resort structure, although consistent with the provisions of the LCP in regard to building height (see discussion in **Section 5.17, Land Use and Planning**), could be considered out of character with the contemporary structures recently approved, present or under construction, impacts are considered significant and unavoidable.

Analysis: Viewing Location Seven, Easterly View of Parcel 9U as Observed from Via Marina – As illustrated on **Figure 5.6-87, Pre- and Post-Development View of Site (Parcels 9U) as Observed from Mid-Block Via Marina**, similar to Viewing Location One, foreground views would be dominated by structures of the Woodfin Suite Hotel and Timeshare Resort structure in the northern portion of Parcel 9U. The Woodfin Suite Hotel and Timeshare Resort building would ~~obstruct~~ eliminate existing views ~~of~~ of the western portions of Marina del Rey Basin B. Due to the proximity of this viewing location to the site, building shape, color, and architectural style would be readily distinguishable. When viewed from this location, the height of the Woodfin Suite Hotel and Timeshare Resort structure would cause the structure to ~~stand out in contrast to~~ be viewed more readily than existing and proposed structures on the westerly side of the marina. As stated above, ~~the only~~ others structure of similar size ~~is~~ are the 15-story Archstone apartment building on Via Dolce to the northwest, the 20-story Regatta condominiums, the 19-story Azzurra condominiums, and the 18-story Cove condominiums, all on Marina Pointe Drive to the northeast, which were found to be consistent with the City of Los Angeles local coastal program. The view corridor south of the Woodfin Suite Hotel and Timeshare Resort would provide direct vistas of boat masts that are present in Marina del Rey Basin B and the more distant residential development. Although consistent with height provisions that were approved by the CCC and the County of Los Angeles as defined in the Marina del Rey LUP, the height of the building would be a dominant visual element that would define this portion of the marina.

¹⁷ See pp. 8-3 and 8-4 of the LUP.

Prominent Visual Features: Currently, the most noticeable features visible from this viewpoint include the portions of the vacant nature of Parcel 9U. As defined above, the height of the proposed structures would obscure views ~~of trees, boat masts~~ and structures in the background. Once complete, the most dominant visual feature would be the architectural forms of the new Woodfin Suite Hotel and Timeshare Resort structure in the northern portion of Parcel 9U fronting on Via Marina. Over time, project landscaping proposed as part of each project would ~~partially improve~~ complement the visual ~~character~~ impact of the new development in this area.

Character of Impacts: The proposed Woodfin Suite Hotel and Timeshare Resort structure would appear taller than other existing or proposed structures located immediately to the west and north. As noted, the Woodfin Suite Hotel and Timeshare Resort structure is consistent with the stated height guidelines as approved by the CCC and as defined in the LUP. However, the 225-foot hotel structure would be substantially taller than other new (Phase II) construction that is present east of the project site on Marina del Rey Parcel 12R as well as other projects approved for development to the north on nearby Marina del Rey Parcels 15, 100, and 101. The tallest structures approved would be the ~~75- to 100-foot~~ structures recently approved on Parcels 100 and 101. The hotel and timeshare resort structure would also be substantially taller than the older, lower-height residential structures in the local vicinity of the project site that do not exceed three stories. Therefore, due to the height disparity between the proposed hotel and timeshare structure and other planned and existing development in the vicinity of the project site, the Woodfin Suite Hotel and Timeshare Resort structure ~~could be considered out of character with its surroundings~~ would be considered among the most prominent buildings in the marina.

Level of Impact: Site development would not alter any ~~defined~~ significant visual feature. However, the proposed Parcel 9U development project would ~~obstruct~~ eliminate some of the existing views-vistas of the marina (~~Parcel 9U only~~) when viewed from Via Marina and would alter the visual character of the property to a more intensive developed use. The Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort structures would result in a significant intensification of development on their respective project sites. The land use changes accommodated in the 1996 updated Marina del Rey LCP, including the provision of an expanded view corridor on Parcel 9U to accommodate a maximum 225-foot building height, complied with CEQA and Coastal Act section 302521, which requires that coastal development be sited to protect the scenic and visual qualities of the coastal zone and community character. Therefore, this issue already has been considered. Although the proposed ~~apartment buildings and~~ hotel and timeshare resort ~~is~~ are compliant with past CCC approvals and the LCP-prescribed building height standards and are consistent with the County's desire to recycle Phase I marina

development and intensify land uses within the marina,¹⁸ the Woodfin Suite Hotel and Timeshare Resort structure could be considered out of character with the contemporary structures present or under construction within the marina as well as out of character with the older, lower-height residential structures in the ~~local~~-immediate vicinity of the project site. Therefore, the Woodfin Suite Hotel and Timeshare Resort building, although consistent with the provisions of the LCP in regard to building height (see discussion in **Section 5.17, Land Use and Planning**), could appear out of character in comparison to adjacent uses in terms of height and mass when viewed from this viewing location. This is considered a potentially significant impact.

Analysis: Parcel 9U Viewing Location One, Southerly View of the Site as Observed from Mother's Beach – As illustrated in **Figure 5.6-10, Pre- and Post-Development View of the Site as Observed from Mother's Beach**, the Woodfin Suite Hotel and Timeshare Resort structure would be seen from Mother's Beach. Although the hotel tower would be visible from Mother's Beach, views from this location to the west, north, and northeast include several other high rise buildings as well, including the 15-story Archstone building, the adjacent Marriott Hotel, the three 13-story Marina City Club buildings, the 18-, 19-, and 20-story Cove, Azzurra, and Regatta condominium buildings. The hotel tower therefore is not out of character when compared with the other similarly sized structures in view from this distant location. Additionally, due to the panoramic nature of the view from this location (the tower will be located no closer than approximately 1,900 feet from Mother's Beach), the hotel tower will occupy only a small percentage of the available viewshed and will not block views of valued resources. ~~clearly visible above the tops of existing intervening trees and one and two-story buildings. The structure would be noticeably taller than surrounding buildings and landscape features. However, because of its distance from the Mother's Beach vantage point, it would occupy a small portion of the available field of view and would not block views of valued visual resources. In addition, there are several other tall high rise buildings that are clearly visible from the same vantage point – the 15 story Archstone building, the adjacent Marriott Hotel, the three 13-story Marina City Club buildings, the 18-, 19-, and 20-story Cove, Azzurra, and Regatta condominium buildings.~~

Prominent Visual Features: The Woodfin Suite Hotel and Timeshare Resort structure would become one of several tall structures visible from the dominant visual features from this viewing location, along together with existing mature trees and landscaping. The existing one-story buildings along Panay Way would become secondary in views from this vantage.

¹⁸ See pp. 8-3 and 8-4 of the LUP.

Character and Surroundings Impacts: The proposed Woodfin Suite Hotel and Timeshare Resort structure would be similar to other tall structures in area as seen from noticeably taller than other existing or proposed structures in the immediate area, although other tall buildings are visible in the distance in some views from Mother's Beach (not shown in Figure 5.6-9). Due to the panoramic nature of the view from this location, the hotel tower will occupy only a small percentage of the available viewshed and will not block views of valued resources. However, the project site's distance from Mother's Beach reduces (compresses) the apparent height, and thus the visual impact, of the structure.

Level of Impact: Because of the project site's distance from Mother's Beach, and the resulting small percentage of viewshed impacted by the hotel tower, impacts from this vantage point would be less than significant.

Analysis: Parcel 9U Viewing Location Two, Southeasterly View of the Site as Observed from Panay Way – As illustrated on Figure 5.6-11, Pre- and Post-Development View of the Site as Observed from Panay Way, there are no available views of the project site from this viewpoint as the scene depicts only the apartment structure at this location. Views south and southeast are blocked by nearly contiguous apartment buildings on the southern side of Panay Way. In this way, the Woodfin Suite hotel and Timeshare Resort would not obscure any views.

Prominent Visual Features: The existing apartment buildings along Panay Way are the dominant feature. This will continue to be the prominent visual feature post-construction of Woodfin Suite Hotel and Timeshare Resort as that structure will not be visible.

Character and Surroundings Impacts: The proposed Woodfin Suite Hotel and Timeshare Resort structure would be noticeably taller than other existing or proposed structures in the immediate area, although the building would not be visible from Panay Way (Figure 5.6-11).

Level of Impact: Because of the project site's inconspicuousness from Panay Way, impacts would be less than significant.

Analysis: Parcel 9U Viewing Location Three, Southeasterly View of the Site (Parcel 9U) as Observed from Tahiti Way – As illustrated on Figure 5.6-12, Pre- and Post-Development View of the Site (9U) as Observed From Tahiti Way, the Woodfin Suite Hotel and Timeshare Resort structure would be visible in the distance beyond the apartment buildings and trees lining Tahiti Way. Although the Tahiti Way apartment buildings are only four stories tall, their proximity to vantage points along Tahiti Way means they partially obscure views of the more distant resort structure. As a result, the resort does not appear out of character or scale with other development in the area when viewed from this vantage.

Prominent Visual Features: The existing apartment buildings and trees along Tahiti Way would remain the dominant visual features in the viewshed from Tahiti Way vantage, since distance to the project site diminishes the visual impact of the proposed resort building. The resort would be visually subordinate to the intervening apartment buildings and trees when viewed from Tahiti Way.

Character and Surroundings Impacts: The proposed Woodfin Suite Hotel and Timeshare Resort structure is considerably taller than the apartment buildings along Tahiti Way (225 feet versus approximately 35 to 40 feet), but its apparent height is diminished because of distance to the project site. Moreover, the proposed resort would appear shorter than the palms and other trees lining Tahiti Way, again because of distance.

Level of Impact: Because of the presence of four-story apartment buildings and trees along Tahiti Way and the distance to the project site, impacts would be less than significant.

Analysis: Parcel 9U Viewing Location Four, Northwesterly View of the Site as Observed from North Jetty Trail – As illustrated on Figure 5.6-13, **Pre- and Post-Development View of the Site (9U) as Observed from North Jetty Trail**, the proposed Woodfin Suite Hotel and Timeshare Resort structure is barely visible above the tops of the two- and five-story apartment buildings and trees lining Northwest Passage. Because of apparent compression of height with distance, the structure appears to be approximately the same height as the five-story apartment buildings and trees, and does not stand out visually.

Prominent Visual Features: The two- and five-story apartment buildings and trees lining Northwest Passage remain the dominant visual features in the viewshed available from North Jetty Trail, and the proposed resort structure would be a minor visual feature in the field of view.

Character and Surroundings Impacts: The proposed Woodfin Suite Hotel and Timeshare Resort structure is considerably taller than the apartment buildings along Northwest Passage (225 feet versus approximately 50 feet), but its apparent height is diminished because of distance. The resort structure would appear shorter than the tallest trees on Northwest Passage.

Level of Impact: Because of the presence of apartment buildings and trees along Northwest Passage and the distance to the project site, impacts would be less than significant.

Analysis: Parcel 9U Viewing Location Five, Northwesterly View of the Site as Observed from South Jetty Trail – As illustrated on Figure 5.6-14, **Pre- and Post-Development View of the Site (9U) as Observed from South Jetty Trail**, the proposed Woodfin Suite Hotel and Timeshare Resort structure is only partially visible above the tops of the two- and five-story apartment buildings and trees lining

Northwest Passage (similar to views from North Jetty Trail). Because of apparent compression of height with distance, the structure appears to be approximately the same height as the five-story apartment buildings and trees, and does not stand out visually.

Prominent Visual Features: The two- and five-story apartment buildings and trees lining Northwest Passage remain the dominant visual features in the viewshed available from South Jetty Trail, and the proposed resort structure would be a minor visual feature in the field of view.

Character and Surroundings Impacts: The proposed Woodfin Suite Hotel and Timeshare Resort structure is considerably taller than the apartment buildings along Northwest Passage (225 feet versus approximately 50 feet), but its apparent height is diminished because of distance.

Level of Impact: Because of the presence of apartment buildings and trees along Northwest Passage and the distance to the project site, impacts would be less than significant.

Analysis: Parcel 9U Viewing Location Six, Northwesterly View of the Site as Observed from Fisherman's Village – As illustrated on **Figure 5.6-15, Pre- and Post-Development View of the Site (Parcel 9U) as Observed from Fisherman's Village**, the proposed Woodfin Suite Hotel and Timeshare Resort structure, along with other high-rise buildings such as the Marina City Club and the Ritz Carlton Hotel, would be clearly visible above the existing apartment buildings at the end of Tahiti Way on the mole between Basins A and B. Due to the distant location of the hotel tower from this viewing point (the hotel tower will be located no closer than approximately 3,200 feet—over 0.5 mile—from Fisherman's Village), the hotel tower will occupy only a small percentage of the available viewshed and will not block views of valued resources.

~~No other tall buildings are visible near the project site, but the distance from Fisherman's Village to the project site reduces the apparent height of the resort structure, and thus its visual impact from this viewing location. In addition, other high rise buildings, the Marina City Club and the Ritz Carlton Hotel are visible across the water to the north.~~

Prominent Visual Features: The inner harbor and associated boat activity and Basins A and B remain the dominant visual features in views from this vantage. The proposed resort building is clearly visible, but occupies a relatively small portion of the panoramic field of view.

Character and Surroundings Impacts: The proposed Woodfin Suite Hotel and Timeshare Resort structure is considerably taller than the apartment buildings along Tahiti Way, although it is similar in size to other high-rise buildings such as the Marina City Club and the Ritz Carlton Hotel ~~although its apparent height is diminished because of distance. Moreover, a number of apartment buildings and~~

~~commercial establishments, including mid-rises, are visible in the field of view from this vantage, and~~
The hotel tower portion of the proposed project occupies a relatively small portion of the available viewshed, and will fit into the panorama of existing buildings. Therefore, the proposed resort structure is not out of character with surrounding development.

Level of Impact: The intervening presence of the inner harbor, associated boat activity, and Basins A and B, as well as the apartment buildings along Tahiti Way, reduce the visual impact of the building from this viewing location to less than potentially significant.

Analysis: Parcel 9U Viewing Location Seven, Westerly View of the Site as Observed from Burton Chace Park – As illustrated on **Figure 5.6-16, Pre- and Post-Development View of the Site (9U) as Observed from Burton Chace Park**, the proposed Woodfin Suite Hotel and Timeshare Resort structure would be barely visible above the existing five-story apartment building at the end of Marquesas Way on the mole between Basins A and B. No other tall buildings are visible near the project site, but the distance from the park to the project site reduces the apparent height of the resort structure, and thus its visual impact from this viewing location.

Prominent Visual Features: The inner harbor, Basins B and C, and the five-story apartment building at the end of Marquesas Way on the mole between Basins B and C remain the prominent visual features as viewed from this vantage.

Character and Surroundings Impacts: The height of the proposed Woodfin Suite Hotel and Timeshare Resort structure is diminished because of distance from Burton Chace Park. Moreover, because of the intervening five-story apartment building at the end of Marquesas Way, the proposed resort structure is not out of character with surrounding development.

Level of Impact: Because of the presence of the apartment buildings along Marquesas Way and the distance to the project site, impacts would be less than significant.

Analysis: Parcel 9U Viewing Location Eight, Southwesterly View of the Site as Observed from Bali Way – As illustrated on **Figure 5.6-17, Pre- and Post-Development View of the Site as Observed from Bali Way**, demonstrates that views toward the project site from Bali Way are largely blocked by the presence of the three-story Marina del Rey Hotel buildings and dense ornamental plantings lining Bali Way. However, there are locations at the Marina del Rey Hotel site where Parcel 9U is visible. Hotel rooms have panoramic views that include the project site to the south. The blocked view of the Woodfin Suite Hotel and Timeshare Resort preclude any visual impact from this vantage point.

Prominent Visual Features: The Marina del Rey Hotel (from Bali Way) and its associated landscaping with mature trees are the prominent features. Because of the density of landscape materials and buildings, the post-construction structures of the Woodfin Suite Hotel and Timeshare Resort would not be visible.

Character and Surroundings Impacts: The height of the proposed Woodfin Suite Hotel and Timeshare Resort structure is not evident from the Marina del Rey Hotel on Bali Way. Moreover, because of the lush landscaping materials, the proposed resort structure would be hidden from view.

Level of Impact: Because of the project site cannot be clearly seen from this location, impacts would be less than significant.

More Distant Viewing Locations:

Parcel 9U Viewing Location One, Southerly View of the Site as Observed from Mother's Beach – As illustrated on Figure 5.6-10, Pre- and Post-Development View of the Site as Observed from Mother's Beach, the 225-foot tall Woodfin Suite Hotel and Timeshare Resort tower would be seen prominent from Mother's Beach. Although the hotel tower would be visible from Mother's Beach, ~~When viewed from this location, the height of the Woodfin Suite Hotel and Timeshare Resort tower structure would cause it to stand out on the horizon in contrast to existing and proposed structures in the area. However, when viewed in context of other perspectives,~~ views from this location to the west, north, and northeast include several other high rise buildings, including the 15-story Archstone building, the adjacent 10-story Marriott Hotel, the three 13-story Marina City Club buildings, the 14-story Ritz Carlton Hotel, the 18-, 19- and 20-story Cove, Azzurra, and Regatta condominium buildings. The hotel tower therefore is not out of character when compared with the other similarly sized structures in view from this distant location. Additionally, due to the panoramic nature of the view from this location, the hotel tower will occupy only a small percentage of the available viewshed and will not block views of valued resources. ~~Although consistent with height provisions that were approved by the CCC and the County of Los Angeles as defined in the Marina del Rey LUP, the height of the building would be a dominant visual element that would define this portion of the marina. Because of its distance from the Mother's Beach vantage point, it would occupy a small portion of the available field of view and would not block views of valued resources.~~

Parcel 9U Viewing Location Two, Southeasterly View of the Site as Observed from Panay Way – As illustrated on Figure 5.6-11, Pre- and Post-Development View of the Site as Observed from Panay Way, there are no available views of the project site from this viewpoint as the scene depicts only the apartment structure at this location. Views south and southeast are blocked by nearly contiguous apartment

buildings on the southern side of Panay Way. Therefore, the Woodfin Suite hotel and Timeshare Resort would not be visible from this location.

Parcel 9U Viewing Location Three, Westerly View of the Site as Observed from Tahiti Way – As illustrated on Figure 5.6-12, Pre- and Post-Development View of the Site as Observed from Tahiti Way, views of the project site at Via Marina are mostly obstructed from the eastern terminus of Tahiti Way. Apartment buildings lining the north side of Tahiti Way dominate the field of view and limit distant views from this viewpoint. Palms and other street trees lining the roadway also serve to screen views. Only a portion of the Woodfin Suite Hotel and Timeshare Resort would be visible from this view location.

Parcel 9U Viewing Location Four, Northwesterly View of the Site as Observed from North Jetty Trail – As illustrated on Figure 5.6-13, Pre- and Post-Development View of the Site as Observed from North Jetty Trail, from this vantage point, views of the project site, across the open water of the channel, are essentially obscured by two-story waterfront buildings near the terminus of Northwest Passage and five-story buildings just to the north on Old Harbor Lane. Mature landscape trees in the foreground characterize this view. Only a very small portion of the Woodfin Suite Hotel and Timeshare Resort structure would be visible between the trees from this location and would not be a prominent feature.

Parcel 9U Viewing Location Five, Northwesterly View of the Site as Observed from South Jetty Trail – As illustrated on Figure 5.6-14, Pre- and Post-Development View of the Site as Observed from South Jetty Trail, the panoramic views from this location, allow some visibility of the project site but a small portion of the available field of view. Ballona Creek Channel and the North Jetty Trail are the most prominent visual features from this vantage, as is the waterfront across the ship channel. Mature trees and other ornamental landscaping are visible along the waterfront. The upper stories of the Woodfin Suite Hotel and Timeshare Resort tower structure would be visible through the landscape materials but would not be a prominent feature on the horizon.

Parcel 9U Viewing Location Six, Northwesterly View of the Site as Observed from Fisherman's Village – As illustrated on Figure 5.6-15, Pre- and Post-Development View of the Site as Observed from Fisherman's Village, panoramic views of the marina's inner harbor and Basins A and B are characteristic of this viewpoint. Distant apartment buildings lining Via Marina to the west are visible across the water, and other high-rise buildings, the Marina City Club and the Ritz Carlton Hotel, are visible across the water to the north. The project site is partially blocked from this viewpoint by the intervening four-story apartment building at the eastern terminus of Tahiti Way. However, the upper portion of the Woodfin Suite Hotel and Timeshare Resort tower would be clearly visible on the horizon.

Parcel 9U Viewing Location Seven, Westerly View of the Site as Observed from Burton Chace Park – As illustrated on Figure 5.6-16, Pre- and Post-Development View of the Site as Observed from Burton

Chace Park, similar to the Fisherman's Village viewpoint, panoramic views of the marina's inner harbor and Basins B and C are visible from the park. The park is almost due east of Parcels 10R and FF and the mole occupied by Parcel 12, with Basins B and C to the south and north, respectively. Views west from Burton Chace Park are almost entirely obscured by the existing five-story apartment building at the end of Marquesas Way, near the tip of the mole. Palms and other trees lining Tahiti Way to the south can be seen, as can the anchored boats in the two basins. The height of the Parcel 12 five-story buildings obscure a direct line of sight of the Woodfin Suite Hotel and Timeshare Resort structure with only the very top floors of the tower being visible.

Parcel 9U Viewing Location Eight, Southwesterly View of the Site as Observed from Bali Way – As illustrated on Figure 5.6-17, Pre- and Post-Development View of the Site as Observed from Bali Way, demonstrates that views toward the project site from Bali Way are largely blocked by the presence of the three-story Marina del Rey Hotel buildings and dense ornamental plantings lining Bali Way. Hotel rooms have panoramic views that include the project site to the south. The blocked view of the Woodfin Suite Hotel and Timeshare Resort greatly limit any visual impact from this vantage point.

Prominent Visual Features

More Distant Viewing Locations:

Parcel 9U Viewing Location One, Southerly View of the Site as Observed from Mother's Beach features mature trees and landscaping, along with single story buildings along Panay Way south of Mother's Beach. As discussed above, although the hotel tower would be visible from Mother's Beach, views from this location to the west, north, and northeast include several other high rise buildings as well, such as the 15-story Archstone building, the adjacent 10-story Marriott Hotel, the three 13-story Marina City Club buildings, the 14-story Ritz Carlton Hotel, the 18-, 19- and 20-story Cove, Azzurra, and Regatta condominium buildings. The hotel tower therefore is not out of character when compared with the other similarly sized structures in view from this distant location. Additionally, due to the panoramic nature of the view from this location, the hotel tower will occupy only a small percentage of the available viewshed and will not block views of valued resources.

Parcel 9U Viewing Location Two, Southeasterly View of the Site as Observed from Panay Way is the existing apartment buildings along Panay Way. This will continue to be the prominent visual feature post-construction of Woodfin Suite Hotel and Timeshare Resort as that structure will not be visible.

Parcel 9U Viewing Location Three, Westerly View of the Site as Observed from Tahiti Way is the existing apartment buildings, street trees along Tahiti Way. This will continue to be the prominent visual feature post-construction of Woodfin Suite Hotel and Timeshare Resort as only a small portion of the structure will be visible.

Parcel 9U Viewing Location Four, Northwesterly View of the Site as Observed from North Jetty Trail has an open water channel in the foreground, with mature landscape trees prominent in the distant foreground. The existing two-story and five-story apartment buildings are only discernible structures. Only a very small portion of the proposed project structures would be visible between the trees from this location.

Parcel 9U Viewing Location Five, Northwesterly View of the Site as Observed from South Jetty Trail has the Ballona Creek Channel as the most conspicuous feature. The mature trees and existing two-story and five-story apartment buildings on Northwest Passage and Old Harbor Lane, respectively are also prominent. The top of the Woodfin Suite Hotel and Timeshare Resort tower would appear on the horizon above the landscape trees.

Parcel 9U Viewing Location Six, Northwesterly View of the Site as Observed from Fisherman's Village shows the inner harbor, Basins A and B, and the existing four-story apartment building on Tahiti Way. Because of the low stature of the existing buildings, the Woodfin Suite Hotel and Timeshare Resort structure, along with other high-rise buildings such as the Marina City Club and the Ritz Carlton Hotel, will be highly visible on the horizon above the existing apartments. Due to the distant location of the hotel tower from this viewing point, the hotel tower will occupy only a small percentage of the available viewshed and will not block views of valued resources.

Parcel 9U Viewing Location Seven, Westerly View of the Site as Observed from Burton Chace Park has views of the inner harbor, Basins B and C, and the five-story apartment building at the end of Marquesas Way on the mole between Basins B and C. Because of the height of the new apartment buildings on Parcel 12, just the very top floors of the Woodfin Suite Hotel and Timeshare Resort would be observable.

Parcel 9U Viewing Location Eight, Southwesterly View of the Site as Observed from Bali Way depicts the Marina del Rey Hotel (from Bali Way) and its associated landscaping with mature trees. Because of the density of landscape materials and buildings, the post-construction structures of the Woodfin Suite Hotel and Timeshare Resort would not be visible. However, there are locations at the Marina del Rey Hotel site where Parcel 9U is visible.

Character of Impacts: The proposed Woodfin Suite Hotel and Timeshare Resort structure would appear taller than other immediately adjacent existing or proposed structures when the views are not obstructed by structures, landscaping or distance. As noted, the Woodfin Suite Hotel and Timeshare Resort structure is consistent with the stated height guidelines as approved by CCC and the County of Los Angeles as defined in the Marina del Rey LUP. The height of the building would be a dominant visual element as seen from the immediately adjacent viewing locations, but would only be another structure in the

panoramic view that comes from more distant viewing locations such as Mother's Beach and Fisherman's Village.

Level of Impact: Site development of the Woodfin Suite Hotel and Timeshare Resort would not alter any defined significant visual feature, especially of the scenic Marina. The proposed project (Parcel 9U) would not eliminate views of the marina from the distant viewing locations across the marina from the proposed Woodfin Suite Hotel and Timeshare Resort project site. While the height of the proposed structure would alter the visual character of the property, the design is consistent with the Marina del Rey LCP. The Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort structures would result in a significant intensification of development on the project sites. The land use changes accommodated in the 1996 updated Marina del Rey LCP, including the provision of an expanded view corridor on Parcel 9U to accommodate a maximum 225-foot building height, complied with CEQA and Coastal Act section 302521, which requires that coastal development be sited to protect the scenic and visual qualities of the coastal zone and community character. Therefore, this issue already has been considered. Although, the proposed apartment buildings and hotel and timeshare resort are compliant with past CCC approvals, the LCP-prescribed building height standards and are consistent with the County's desire to recycle Phase I marina development and intensify land uses within the marina (see discussion in Section 5.17, Land Use and Planning). The Woodfin Suite Hotel and Timeshare Resort building could appear out of character in comparison to immediately adjacent uses in terms of height and mass, as the structure will dominate a larger percentage of the available viewshed. In contrast, the hotel tower occupies only a very small portion of the viewshed available from more distant locations, such as Mother's Beach and Fisherman's Village, and the panoramic view from these locations includes other structures of similar size, height, and mass. Consequently, there are potentially significant view impacts on immediately adjacent locations, but no potential view impacts on more distant viewing locations.

Mitigation: To mitigate impacts associated with the height and mass of the proposed Woodfin Suite Hotel and Timeshare resort project from Viewing Locations One, Two, and Seven, the following mitigation measures are proposed.

- 5.6-1:** A deed restriction shall be placed on the southern portion of Parcel 9U requiring that the wetland park be retained as natural open space.
- 5.6-2:** On the street level of the project landscaping to the satisfaction of the County of Los Angeles Design Control Board shall be implemented to reduce visual impacts of the project when viewed from adjacent public rights of way~~this location~~. Further, if approved by the Design Control Board, areas of landscaping shall be included on

terraces and balconies ~~that could be~~ incorporated into the design of the hotel structure and associated parking structure.

5.6-3: Articulation and variations in color or building materials to the satisfaction of the County of Los Angeles Design Control Board ~~could~~ shall be incorporated into the lower levels of the hotel and parking structure to. ~~These actions would~~ reduce visual resource impacts on Via Marina

Conclusion: Significant after mitigation.

5.6.3.3.4.4 Threshold: Is the project likely to create substantial sun shadow, light or glare problems?

Analysis: The shade and shadow created by an object blocking sunlight varies dependent upon the time of year and time of day. This variation is a result of the sun's azimuth (the position of the earth in its annual orbit relative to the sun, due to the tilted axis of the earth) and altitude (the position of the earth in its daily rotation relative to the sun). Because the sun is lowest in the southern sky during the winter, project development would cast the longest shadow during this season (the worst-case condition). During the summer months, the sun is directly overhead, and the shadow length is more limited. Shade-sensitive uses such as residences and public parks are considered to be sensitive receptors with respect to shade and shadow.

The series of Figures 5.6-26A-C, Shade and Shadow Effects; Woodfin Suite Hotel and Timeshare Resort – Summer Solstice, 9:00 AM through 5:00 PM, Figures 5.6-27A-C, Shade and Shadow Effects; Woodfin Suite Hotel and Timeshare Resort – Autumnal Equinox, 9:00 AM through 5:00 PM, and Figures 5.6-28A-C, Shade and Shadow Effects; Woodfin Suite Hotel and Timeshare Resort – Winter Solstice, 9:00 AM through 3:00 PM, depicts post-development site conditions for the Woodfin Suite Hotel and Timeshare Resort project hourly from 9:00 AM through 5:00 PM (3:00 PM in winter) on the summer solstice (June 21), the autumnal equinox (September 21), and the winter solstice (December 21), respectively. These figures represent the times of the year when shades would be at their shortest (summer solstice) to when shadows are longest (Winter Solstice).

As shown in Figures 5.6-28A-C, during the winter solstice the Woodfin Suite Hotel and Timeshare Resort would cast shadows throughout the day on the project's proposed residential uses to the north on Parcels 10R and FF The Woodfin Suite Hotel and Timeshare Resort would cast shadows on portions of Via Marina in the morning only and small portions of the western portion of Marina del Rey Basin B in the afternoon only. No off-site sensitive receptors would be shaded during the Winter Solstice.

As shown in Figures 5.6-26A-C and 5.6-27A-C, during the summer solstice and autumnal equinox the Woodfin Suite Hotel and Timeshare Resort would cast shadows from between 9:00 AM until sometime after 10:00 AM on a portion of the existing residential uses west of the project. No other sensitive receptors would be shaded. The Woodfin Suite Hotel and Timeshare Resort would also cast shadows on portions of Via Marina in the morning only and small portions of the western portion of Marina del Rey Basin B in the afternoon only. The northern portion of the proposed wetland park would receive some shading from the Woodfin Suite Hotel and Timeshare Resort structure in the later afternoon.

~~is directed towards the winter condition, since eight months out of the year the project would only cast minimal shade or shadow onto adjacent land area.~~

~~Figure 5.6-19, Shade and Shadow Effects; Woodfin Suite Hotel and Timeshare Resort – Winter Solstice, 9:00 AM and 3:00 PM, depicts post development site conditions for the Woodfin Suite Hotel and Timeshare Resort project during 9:00 AM and 3:00 PM in the winter solstice (December 21)~~

Structures proposed on the project site utilize a variety of exterior surface treatments. To reduce potential glare or reflectivity impacts, these surfaces are intended to be non-reflective or oriented in a way that would result in limited off-site glare or reflectivity impacts. To verify limiting glare or reflectivity issues, this project has been reviewed and approved by the County of Los Angeles Design Control Board that is intended to review project design issues.

Level of Impact: County of Los Angeles Department of Regional Planning thresholds defines a significance threshold that states, "Is the project likely to create substantial sun shadow, light or glare problems?" ~~As defined in Figure 5.6-19~~ As shown on Figures 5.6-26A-C and 5.6-27A-C, the Woodfin Suite Hotel and Timeshare Resort would cast shadows in the non-winter months on small portions of the existing residential uses to the west across Via Marina, but the duration of these shadows would be limited (i.e., less than 2 hours). Given the limited extent and duration of the shadows, the project would not result in substantial sun shadow problems. Therefore, the project's shade and shadow impacts would be less than significant. For the reasons set forth above, the project's glare impacts would also be less than significant.

Mitigation: As impacts are not considered significant, no mitigation measures are proposed or are required.

Conclusion: Not significant.

5.6.3.3.5 1.46-acre Public Park Project

As a component of the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project, a public park of approximately 1.46 acres will be developed within the southerly portion of Parcel 9U. The park will consist of a 0.47-acre restored wetland surrounded by a 0.99-acre upland buffer. Given that no structures are proposed, impacts on views from surrounding roadways are limited and view corridors are not appropriately considered for this project component. The impact of development of a wetland park on a portion of Parcel 9U is not considered further in this impact analysis.

5.6.3.3.6 Public-Serving Boat Space Project

Within the westerly portion of Marina del Rey Boat Basin B, a public-serving anchorage will be developed, containing approximately 542 lineal feet of dock space with berthing spaces for between 7 and 11 vessels (depending on the relative sizes of vessels using the public anchorage at any one time). An area for dinghy moorage will be provided at the northerly end of the public anchorage. The anchorage would be situated adjacent to the Parcel 9U bulkhead within Marina del Rey Basin B. Given that no structures are proposed, other than the docks that are largely constructed at water level, impacts on views from surrounding roadways or other public viewing areas are limited and view corridors are not appropriately considered for this project element. Due to the lack of any impact potential from the construction or operation of the public-serving boat spaces, the impact of development of between seven to 11 public-serving boat spaces is not considered further in this impact analysis.

5.6.4 CUMULATIVE IMPACTS

Cumulative projects are listed in **Section 4.0** of this draft EIR. With the exception of development recently approved or in construction on Parcels 100 and 101 that are considered in this analysis, most cumulative projects are outside of the viewshed affected by this project. Development proposed and subsequently approved on Parcels 100 and 101 was consistent with or substantially lower than height standards defined in the Marina del Rey LUP and were generally consistent with existing or approved structures near the project site(s).

It is possible that one of the related projects, the Venice Dual Force Main Project (Force Main Project), could be under construction at the same time as the proposed project. Depending on the ultimate alignment and construction technique chosen, the Force Main Project could involve the digging of trenches and/or pits as well as the staging of construction equipment at the intersection of Via Marina and Marquesas Way and along Via Marina in the vicinity of the project. The Marina del Rey LUP designates Via Marina as first priority for study as a scenic highway. The Force Main Project may also involve the removal of mature street trees along Via Marina. Utilizing the criteria of the lead agency of that

jurisdiction, the City of Los Angeles, the EIR for the Force Main Project concluded that that project would result in a temporary visual character impact due to substantial construction, including lane closures in the public rights-of-way and a long term impact due to the removal of mature street trees.

It is possible that project construction could occur at that same time as construction of the Force Main Project. However, unlike the Force Main Project, the Neptune Marina and Woodfin Suite Hotel and Timeshare Resort Project would not involve extensive construction in Via Marina, a scenic highway designated under the Marina del Rey LUP. The proposed project may require the removal of up to four mature street trees within the median on Via Marina, a designated scenic highway. However, Via Marina is designated as a scenic highway because it affords views of the Marina and not because it has mature trees in the median. Moreover, mature trees that will be removed will be replaced with new trees upon completion of infrastructure improvements along the Via Marina median. Therefore, the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project would not result in any significant visual quality impacts during construction, and cumulative impacts would be less than significant.

As noted above and in the Introduction (Section 2.3.2), the land use changes accommodated in the 1996 updated Marina LCP, including the provision of an expanded view corridor on Parcel 9U to accommodate a maximum 225-foot building height, complied with CEQA and Coastal Act section 302521, which requires that coastal development be sited to protect the scenic and visual qualities of the coastal zone and community character. Therefore, this issue already has been considered.

Nonetheless, out of an abundance of caution, this EIR analyzes the potential for the Woodfin Suite Hotel and Timeshare Resort Project to create significant visual impacts. When viewed panoramically, the Project will not create any visual impacts because the hotel and timeshare structure blends into a skyline that includes other buildings of substantially similar height. When viewed from a nearby location, however, the Woodfin Suite Hotel and Timeshare Resort Project would result in a significant visual impact because its height could be considered out of character with the existing and proposed development. If the Force Main Project results in the removal of mature street trees adjacent to Parcel 9U, such removal could add incremental to the Woodfin Suite Hotel and Timeshare Resort Project's visual effects. Therefore, Woodfin Suite Hotel and Timeshare Resort Project's, together with the Force Main Project, is conservatively considered to result in a significant cumulative impact.

The 1996 LCP, as certified, presents a design approach for several relatively tall buildings for the Marina del Rey area which serve to identify and frame the skyline in order to facilitate for more open space and view corridors to the Marina at the street level. Parcels 9U, 100/101, 112/113, and 145 are all entitled to propose projects with heights up to 225 feet. To the extent that any of these other parcels have proposed

in the future structures up to 225-feet in height, the urban design aspects of such proposal would have been considered and allowed by the current LCP.

Interfaces between tall buildings and lower two-, three-, and four-story buildings abound in the highly urbanized Los Angeles area as limited land resources are available to satisfy the demand for such uses. The proposed 225 feet height of the Woodfin Suite Hotel and Timeshare Resort has a corresponding *positive* cumulative impact on view corridors and open space by concentrating the development footprint. In doing so, the project represents a more efficient form of development for its intensity. For all of these reasons, cumulative impacts with respect to these projects were not considered significant.

The proposed project was determined to result in less than significant shadow effects on off-land uses as well as less than significant light and glare effects. Moreover, as previously stated, most of the cumulative projects are not in proximity to the project sites. With respect to shadow effects, cumulative project that are in proximity to the project site would not be expected to affect the same land uses affected by the proposed project. For these reasons, shadow, light and glare effects would be less than cumulatively considerable and therefore less than significant.

Cumulative Mitigation Measures: Impacts to visual qualities are largely created on the sites of the individual related projects. As Phase II Marina del Rey development becomes more prominent, the existing visual character of the marina will be altered. In the future, larger structures will become more commonplace within Marina del Rey, which will increase the development intensity. Over time, the project's height and mass will become more consistent with the character of the area as new uses build out. To minimize impacts on the visual resources environment as future projects are proposed, all proposed development within the marina is subject to review and approval by the DCB, which is responsible for the enforcement of development standards within Marina del Rey.

Conclusion: Not significant.

5.6.5 UNAVOIDABLE SIGNIFICANT IMPACTS

5.6.5.1 Neptune Marina Parcel 10R Project

Site development would alter the visual character of the site by incrementally increasing building height and mass. The project would also be visible along Via Marina, a roadway that is designated as first priority for study scenic highway by the Marina del Rey LUP. However, because (1) the project improves views of the marina (as no views to the Marina currently are provided through the existing Neptune Marina Apartments at Parcel 10R, but view corridors to the water will be provided over the site in the proposed project); (2) the proposed project is consistent with the building height classifications for

Parcel 10R; (3) the project is consistent with all required view corridors; (4) the project would not directly or indirectly affect water views of the marina or any other natural visual feature; (5) the project has been reviewed and conceptually approved by the Design Control Board; and (6) the project is consistent with the scale and character of development envisioned as part of Marina del Rey Phase II development proximal to Via Marina, the Neptune Marina Parcel 10R project would not have significant impacts on visual resources. Structures proposed on the project site utilize a variety of exterior surface treatments. To reduce potential glare or reflectivity impacts, these surfaces are intended to be non-reflective or oriented in a way that would result in limited off-site glare or reflectivity impacts. To verify limiting glare or reflectivity issues, this project has been reviewed and approved by the County of Los Angeles Design Control Board that is intended to review project design issues. Given the information provided above, impacts associated with the Neptune Marina Parcel 10R project are not considered significant. Shadow impacts are also considered less than significant.

5.6.5.2 Neptune Marina Parcel FF Project

With respect to Neptune Marina Parcel FF, the project does not affect views of the marina from Via Marina; the project is consistent with all required view corridors; the project would not directly or indirectly affect water views of the marina or any other natural visual feature; the project has been reviewed and conceptually approved by the Design Control Board; and the project is consistent with the scale and character of development envisioned as part of Marina del Rey Phase II development proximal to Via Marina. As noted, the current LCP-prescribed height limitation for Parcel FF is 25 feet. However, as described above, the County and Legacy Partners are requesting a joint LCP amendment to change the Parcel FF height classification from its current Height Category 1 classification to Height Category 3. Upon the California Coastal Commission's certification of this proposed LCP amendment, the proposed 55-foot-tall apartment building will be consistent with the LCP height category for Parcel FF, as amended. Further, structures proposed on the project site utilize a variety of exterior surface treatments. To reduce potential glare or reflectivity impacts, these surfaces are intended to be non-reflective or oriented in a way that would result in limited off-site glare or reflectivity impacts. To verify limiting glare or reflectivity issues, this project has been reviewed and approved by the County of Los Angeles Design Control Board that is intended to review project design issues. Shadow impacts are also considered less than significant.

Given the information provided above, impacts associated with the Neptune Marina Parcel FF project are not considered significant.

5.6.5.3 Woodfin Suite Hotel and Timeshare Resort Parcel 9U Project

With respect to development on Parcel 9U, the project is fully consistent with the 225-foot building height limit approved by the CCC and prescribed for Parcel 9U in the certified LCP (development on Parcel 9U would not exceed 225 feet from the finished pad elevation, exclusive of appurtenant, screened roof-top equipment, parapets and architectural features); see discussion in **Section 5.17, Land Use and Planning**. The project is consistent with all required view corridors; and the project has been reviewed and conceptually approved by the Design Control Board. Structures proposed on the project site utilize a variety of exterior surface treatments. To reduce potential glare or reflectivity impacts, these surfaces are intended to be non-reflective or oriented in a way that would result in limited off-site glare or reflectivity impacts. To verify limiting glare or reflectivity issues, this project has been reviewed and approved by the County of Los Angeles Design Control Board that is intended to review project design issues. Shadow impacts are also considered less than significant.

However, ~~the project would directly affect vistas of the marina from Via Marina a defined Scenic Highway that is considered visually important. Further~~ the project's proposed height is considered to be out of character with existing as well as recently approved projects ~~near~~ in the immediate vicinity of Parcel 9U, and from a limited perspective at two more distant locations, Mother's Beach and Fisherman's Village, although there are also several other high-rise buildings visible on the horizon from those locations. Therefore, visual impacts associated with the Woodfin Suite Hotel and Timeshare Resort project proposed on Parcel 9U are considered significant.

5.7 TRAFFIC/ACCESS

SUMMARY

Following completion and occupancy, the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project (project) could generate a total of approximately 3,104 net new daily trips, including 253 net new trips during the AM peak hour and 228 net new trips during the PM peak hour. A total of 1,019 parking spaces will be provided for the 526 residential units (including guest parking), with an additional 131 spaces for boat slip parking. A maximum of approximately 360 parking spaces including 339 valet-only spaces and 21 “self-park” spaces will be provided separately for the proposed hotel.

Prior to mitigation, project traffic could produce significant direct traffic impacts at four nearby intersections: Admiralty Way and Via Marina; Washington Boulevard and Via Marina/Ocean Avenue; Lincoln Boulevard and Mindanao Way, and Admiralty Way and Mindanao Way. Mitigation measures are recommended in this section to reduce this potential impact to a less than significant level.

Prior to mitigation, cumulative traffic would significantly impact twelve intersections: Admiralty Way and Via Marina; Washington Boulevard and Via Marina/Ocean Avenue; Admiralty Way and Palawan Way; Washington Boulevard and Palawan Way; Washington Boulevard and Lincoln Boulevard; Lincoln Boulevard and Marina Expressway; Lincoln Boulevard and Bali Way; Lincoln Boulevard and Mindanao Way; Lincoln Boulevard and Fiji Way; Admiralty Way and Bali Way; Admiralty Way and Mindanao Way; and Marina Expressway EB and Mindanao Way. Mitigation measures are recommended in this section to reduce this potential cumulative impact to a less than significant level. However, if these or other equally effective measures are not installed, significant cumulative traffic impacts would remain.

The project would be required to pay the traffic mitigation fees to the County of Los Angeles pursuant to the Marina del Rey Specific Plan Transportation Improvement Program (TIP). This fee is intended to address regionally significant impacts and/or impacts resulting from cumulative development in and around the Marina, by providing “fair share” contributions to planned roadway improvements identified in the Marina del Rey Land Use Plan (LUP). The fee is based on the amount of project PM peak-hour trips generated in the Marina, as well as the trips that leave the Marina (regional trips).

The County’s traffic mitigation fee structure is currently \$5,690 per PM peak-hour trip. Based on the expected project trip generation for the project of 228 net PM peak-hour trips, the proposed project would be required to pay \$1,297,320 in trip mitigation fees (\$716,940 attributable to the planned residential and anchorage developments on Parcels 10R and FF and \$580,380 attributable to the planned hotel/timeshare resort development on Parcel 9U). After payment of mitigation fees, impacts for the project would be less than significant; however, temporary significant impacts would remain if implementation of the prescribed mitigation measures are delayed or not implemented.

5.7.1 INTRODUCTION

This section presents an overview of existing traffic and access characteristics in the Marina del Rey area. It also discusses potential impacts associated with development of the Neptune Marina Apartments and Anchorage/Woodfin Suites Hotel and Timeshare Resort Project (project). Existing conditions are described followed by an impact analysis for the project. The impact analysis presents a discussion of the project as a whole, and then analyzes impacts of the individual parcel developments (Parcels 10R, FF, and 9U). This section also includes a discussion of the cumulative impacts of the project in conjunction with other related projects. Where impacts are identified, mitigation measures are recommended to reduce such impacts to acceptable levels.

5.7.2 METHODOLOGY

This section summarizes the findings of a traffic report prepared by Crain & Associates for the Neptune Marina Apartments and Anchorage/Woodfin Suites Hotel and Timeshare Resort Project in December 2007. A complete copy of this traffic report is included in **Appendix 5.7** of this EIR.

Traffic volume data were obtained from recent counts conducted in years 2006 and 2007 by The Traffic Solution (an independent traffic data collection company) and Crain & Associates (the firm that prepared the traffic study), except for the counts at the intersection of Washington Boulevard and Palawan Way that were conducted in October 2005. (Traffic counts were also collected in 2007 at the intersection of Washington Boulevard and Palawan Way; however, the 2007 counts were found to be lower than the 2005 counts. To be conservative, the higher 2005 counts were used for this intersection.) Additionally, San Diego Freeway and Marina Freeway/Expressway count data were obtained from the California Department of Transportation (Caltrans). Where necessary, counts were supplemented by traffic data collected by the Los Angeles County Department of Public Works (LACDPW) or the Los Angeles City Department of Transportation (LADOT). Other data pertaining to intersection geometrics, parking restrictions and signal operations were obtained through recent field surveys in the project study area.

5.7.2.1 Traffic Study Intersections

An analysis of current traffic conditions was conducted on the streets and highways serving the project area. Detailed traffic analyses for the project were performed at the following 17 intersections.

1. Via Marina/Tahiti Way
2. Via Marina/Marquesas Way
3. Via Marina/Panay Way
4. Admiralty Way/Via Marina
5. Washington Boulevard/Ocean Avenue/Via Marina

6. Admiralty Way/Palawan Way
7. Washington Boulevard/Palawan Way
8. Lincoln Boulevard/Washington Boulevard
9. Lincoln Boulevard/Marina Expressway (SR-90)
10. Lincoln Boulevard/Bali Way
11. Lincoln Boulevard/Mindanao Way
12. Lincoln Boulevard/Fiji Way
13. Admiralty Way/Bali Way
14. Admiralty Way/Mindanao Way
15. Admiralty Way/Fiji Way
16. Marina Expressway (SR-90) westbound/Mindanao Way
17. Marina Expressway (SR-90) eastbound/Mindanao Way

These project area intersections (see **Figure 5.7-1, Study Intersection Locations**) are expected to be most directly affected by project traffic generation. Intersections in the project area are within the jurisdiction of both the County and City of Los Angeles. All analyzed intersections are traffic signal controlled and exhibit typical two- or three-signal phases, with the exception of the intersection of Washington Boulevard and Palawan Way, which is a “tee” intersection, and is STOP sign controlled along Palawan Way.

The methodology used to study traffic operations at each project study area intersection was based on procedures outlined in Circular Number 212 of the Transportation Research Board.¹ The traffic analysis ~~has~~ shall be reviewed and approved by the Los Angeles County Department of Public Works ~~prior to any formal public hearings on the project.~~

5.7.2.2 Traffic Generation Methodology

Vehicle trip generation rates for various types of developments within Marina del Rey are specified in Appendix G (TIP) of the Marina del Rey Local Implementation Program (LIP), which is in effect for the project site. This document provides the PM peak-hour trip rates for the proposed project’s residential (apartment) uses. The TIP does not specify daily or AM peak-hour trip generation rates for the proposed uses. However, the traffic study upon which the TIP PM peak-hour rates were derived does identify AM peak-hour rates.² As these rates are consistent with the trip generation methodology utilized for the PM

¹ Transportation Research Board, *Interim Materials on Highway Capacity*, Circular Number 212, Washington, D.C., 1980.

² DKS Associates in Association with Gruen Associates, Table 2-11, *Marina del Rey Traffic Study Final Report*, January 17, 1991.

peak hour, the AM rates from the traffic study were also used. Daily trip rates were calculated based on the 6th Edition of the *Trip Generation Manual*, published by the Institute of Transportation Engineers (ITE),³ which is the current industry standard for trip generation data. Daily trip generation factors for the proposed project uses were calculated based on the ratio of peak-hour-to-daily rates for the ITE data, applied to the peak-hour TIP rates.

Trip rates used in the traffic analysis for the proposed projects are listed in **Table 5.7-1, Project Trip Generation Rates**.

**Table 5.7-1
Project Trip Generation Rates**

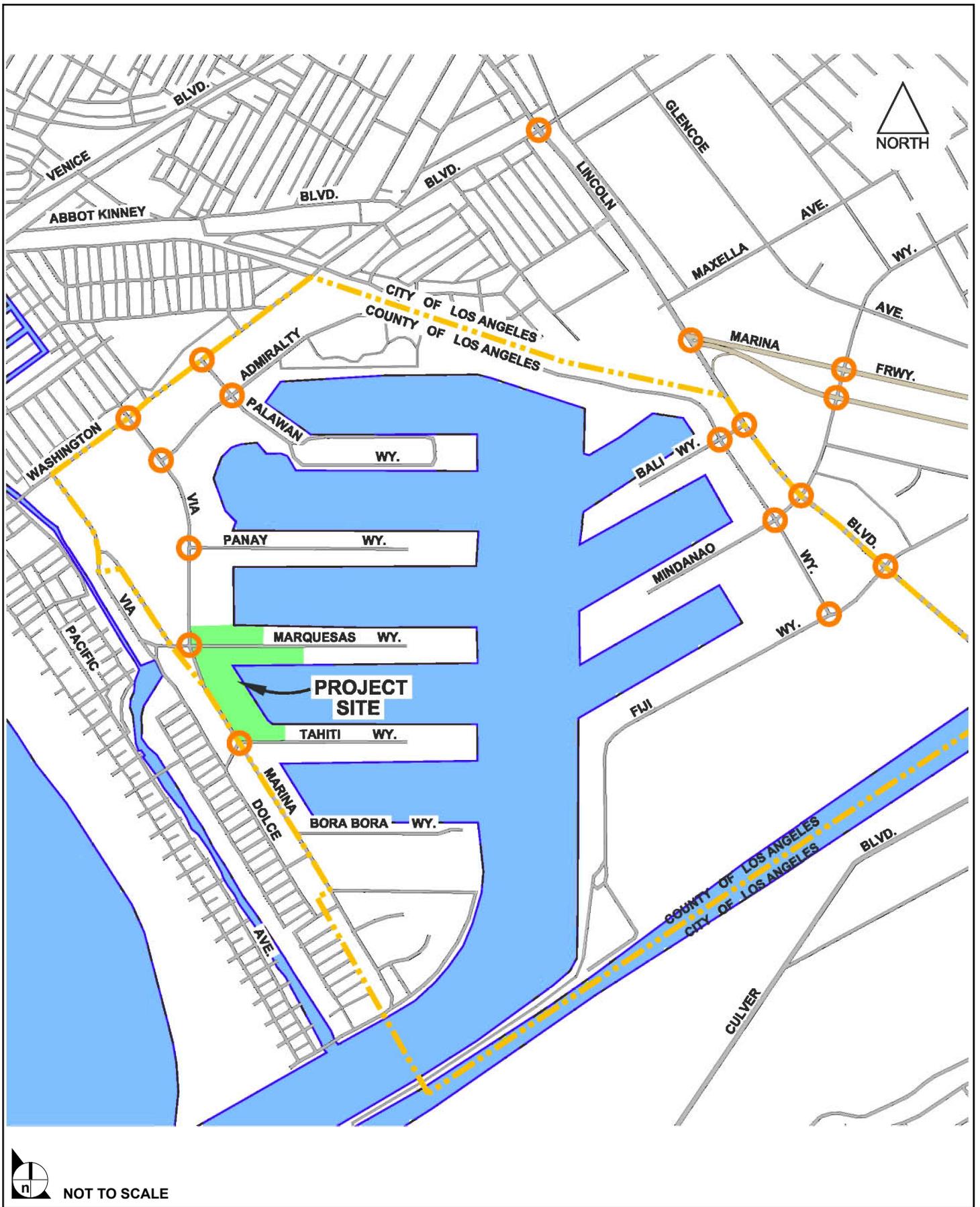
Apartments (per dwelling unit)			
Daily:	T = 3.960(U)		
AM Peak Hour	T = 0.349(U)	I/B = 18%	O/B = 82%
PM Peak Hour	T = 0.326(U)	I/B = 68%	O/B = 32%
Hotel (per room)			
Daily:	T = 5.339 (R)		
AM Peak Hour	T = 0.406 (R)	I/B = 54%	O/B = 46%
PM Peak Hour	T = 0.353 (R)	I/B = 45%	O/B = 55%
Boat Slips (per berth)			
Daily:	T = 2.883 (S)		
AM Peak Hour	T = 0.126 (S)	I/B = 34%	O/B = 66%
PM Peak Hour	T = 0.137 (S)	I/B = 36%	O/B = 64%

T = Trip Ends; U = Dwelling Unit; R = Hotel Rooms; S = Boat Slips; I/B = Inbound Trip Percent; O/B = Outbound Trip Percent.

5.7.2.3 Critical Movement Analysis Methodology

Impacts for the 17 study intersections were assessed using Critical Movement Analysis (CMA) as required by the County of Los Angeles Traffic Impact Analysis Report Guidelines. In the discussion of CMA for signalized intersections, procedures have been developed for determining operating characteristics of an intersection in terms of the Level of Service provided for different levels of traffic volume and other variables, such as the number of signal phases. The term “Level of Service” (LOS) describes the quality of traffic flow. The following is a description of the operating characteristics for each LOS category.

³ Institute of Transportation Engineers, *Trip Generation*, 6th Edition, Washington, D.C., 1997.



NOT TO SCALE

SOURCE: Crain & Associates - May 2007

FIGURE 5.7-1

Study Intersection Locations

As shown in **Table 5.7-2, Level of Service Operating Characteristics**, LOS A to C operate quite well. LOS D typically is the level for which a metropolitan area street system is designed. Level E represents volumes at or near the capacity of the highway, which might result in stoppages of momentary duration and fairly unstable flow. LOS F occurs when an intersection is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

**Table 5.7-2
Level of Service Operating Characteristics**

Level of Service	Range of Description of Operating Characteristics
A	Uncongested operations; all vehicles clear in a single cycle.
B	Same as above.
C	Light congestion; occasional backups on critical approaches.
D	Congestion on critical approaches, but intersection functional. Vehicles required to wait through more than one cycle during short peaks. No long-standing lines formed.
E	Severe congestion with some long-standing lines on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.
F	Forced flow with stoppages of long duration.

Critical movement volumes determine the LOS of an intersection. The values indicated in **Table 5.7-3, Critical Movement Volume Ranges for Determining Levels of Service**, were used in this impact analysis to determine the applicable LOS.

**Table 5.7-3
Critical Movement Volume Ranges¹ for Determining Levels of Service**

Level of Service	Two Phase	Three Phase	Four or More Phases
A	900	855	825
B	1,050	1,000	965
C	1,200	1,140	1,100
D	1,350	1,275	1,225
E	1,500	1,425	1,375
F	----- Not Applicable -----		

¹ For planning applications only (i.e., not appropriate for operations and design applications).

“Capacity” represents the maximum total hourly vehicle volume movement in the critical lanes, which have a reasonable expectation of passing through an intersection under prevailing roadway and traffic conditions. The CMA indices used in this study were calculated by dividing the sum of critical movement volumes (Table 5.7-3, above) by the appropriate capacity value for the type of signal control present or proposed at the study area intersections. The LOS corresponding to a range of CMA values is shown in Table 5.7-4, Level of Service as a Function of CMA Values.

Table 5.7-4
Level of Service as a Function of CMA Values

Level of Service	CMA Values
A	≤ 0.60
B	$>0.60 \leq 0.70$
C	$>0.70 \leq 0.80$
D	$>0.80 \leq 0.90$
E	$>0.90 \leq 1.00$
F	>1.00

5.7.3 PROJECT SETTING

Below is a summary of existing roadways in the vicinity of the proposed project area. For a more detailed description on these roadways, see the traffic report prepared by Crain & Associates and provided in Appendix 5.7.

5.7.3.1 Freeways

The San Diego Freeway (Interstate 405). This freeway traverses north-south through the Greater Los Angeles metropolitan area and currently carries in excess of 298,000 vehicles per day (VPD). This freeway provides convenient project access, via the regional freeway system, to all other areas of the Los Angeles region.

- The Marina Freeway/Expressway (State Route 90). This portion of the Marina Freeway carries more than 75,000 VPD and is a short regional facility serving a roughly east-west alignment between Slauson Avenue (east of Sepulveda Boulevard) and Lincoln Boulevard.

With the exception of High Occupancy Vehicle (HOV) lane additions, no significant highway improvements in the project area were identified by either the County or City of Los Angeles as ongoing or likely to be completed within the year 2013 project development timeline. Therefore, for purposes of

this analysis of future traffic conditions, as discussed in the following section, no improvements to the existing freeway/expressway system in the study area were assumed. This assumption results in a “worst-case” analysis and more readily identifies locations where improvements should be made in order to provide sufficient roadway capacity to accommodate project traffic.

5.7.3.2 Streets and Highways

All of the study intersections are traffic signal controlled, with the exception of Washington Boulevard and Palawan Way, which is a tee intersection, STOP sign controlled along Palawan Way.

- Washington Boulevard. An east-west Major Highway located to the north of the project site.
- Admiralty Way. A four-lane collector facility, serving as a frontage road around the north and east portions of the Marina, between Via Marina on the west and Fiji Way on the southeast.
- Via Marina. A north-south facility that serves the western portion of Marina del Rey. This roadway also forms the western boundary of the project site and serves as the main access roadway for the project.
- Lincoln Boulevard. In the project area, this roadway is striped to provide a six-lane roadway with left-turn channelization (designated or permissive left-turn lanes) at most intersections.
- Tahiti Way. A short two-lane local street that provides access to the Marina del Rey “Basin A” and “Basin B” areas.
- Marquesas Way. This two-lane facility is located opposite Via Dolce at Via Marina and provides access to the “Basin B” and “Basin C” areas.
- Panay Way. Designated a local street, provides one lane in each direction and access to the Marina del Rey “Basin C” and “Basin D” areas.
- Palawan Way. Designated a local street, provides two lanes per direction on the segment between Admiralty Way and Washington Boulevard, separated by a raised median island.
- Bali Way. A short local street providing access from Lincoln Boulevard and Admiralty Way to the Marina del Rey “Basin F” and “Basin G” areas. Bali Way provides a single lane in each direction.
- Mindanao Way. A Secondary Highway providing two lanes in each direction, although some sections are widened to permit additional traffic lanes and/or turn-lane channelization, particularly at the SR-90 and Lincoln Boulevard intersections.
- Fiji Way. Designated a local street, provides one lane per direction plus on-street parking from east of Lincoln Boulevard to the eastern terminus at La Villa Marina.

5.7.3.3 Public Transit

The Los Angeles County Metropolitan Transportation Authority (Metro) has established an extensive grid system of bus routes throughout the Los Angeles region. Marina del Rey and adjacent communities, as well as the cities of Culver City and Santa Monica, are particularly well served by public transit. The most important bus routes serving the project area are described below.

- Metro Line 108. This bus line provides service between Marina del Rey on the west and the Pico Rivera community on the east. In the study area, Line 108 operates on a loop route through the Marina. Between the Marina and Pico Rivera, this line travels primarily along Mindanao Way/Short Avenue, Centinela Avenue, Jefferson Boulevard, and Slauson Avenue. The route travels to Fox Hills Mall and through the office development area between Centinela Avenue and Slauson Avenue, east of Sepulveda Boulevard, providing a link between the proposed project and potential shopping and employment locations. Buses operate on this line on weekdays with headways of approximately 30 to 45 minutes. Weekend and holiday service is also provided on a limited schedule. Headways on the weekend and holidays are approximately 60 minutes throughout the day.
- LADOT Express Line 437. This line, a service of the LADOT, operates between Marina del Rey on the west and Downtown Los Angeles on the east. In the project vicinity, Line 437 has several bus stops along Via Marina including a stop at Marquesas Way. In the vicinity of Marina del Rey, this line travels along Pacific Avenue, Via Marina, and Admiralty Way. Buses on this route continue on Mindanao Way and Alla Road to Culver Boulevard through Culver City. This line operates in the eastbound to Downtown Los Angeles during the morning peak period and in the westbound from Downtown Los Angeles to Culver City, Marina del Rey, and Venice during the afternoon peak periods. Headways for this bus route near the project site are generally about 15 to 30 minutes.
- Culver City Bus Line 1. This bus line runs between the Venice community on the west and the West Los Angeles Transit Center at Fairfax Avenue on the east. Line 1 travels south from Windward Avenue along Pacific Avenue to Washington Boulevard, turning east and continuing along Washington Boulevard through Mar Vista and Culver City to the West Los Angeles Transit Center. In the project vicinity, this line provides a stop along Washington Boulevard at Via Marina. Line 1 buses operate on weekdays, with limited weekend and holiday service. Weekday headways at the Washington Boulevard/Via Marina stop are approximately every 15 to 30 minutes throughout the day.

In addition to these key transit routes that are within walking distance of the project site, other bus routes that also serve the Marina del Rey community (e.g., along or near Lincoln Boulevard) include Culver City Lines 2 and 7, and the Santa Monica Big Blue Bus Line 3 and Rapid 3. Many more bus routes are available via transfers to other routes or transit providers. When these transfer opportunities are considered, all areas within the Los Angeles region are accessible via public transit. Thus, it is possible that some of the trips generated by the proposed project could utilize public transit.

5.7.4 EXISTING CONDITIONS

5.7.4.1 Existing Traffic Volumes

Existing (2007) traffic volumes during the AM and PM peak periods for the study intersections are shown on **Figure 5.7-2, Existing (2007) Traffic Volumes – AM Peak Hour**, and **Figure 5.7-3, Existing (2007) Traffic Volumes – PM Peak Hour**, respectively.

5.7.4.2 Project Trip Distribution and Traffic Assignment

Primary factors affecting trip distribution are the relative distribution of employment, educational and retail centers that would be used by the residents and guests of the project. Another key factor in trip distribution is the availability of roadway access to and from the site. Data from the Los Angeles Regional Transportation Study (LARTS) forecasts, as well as information presented in the current Los Angeles County Congestion Management Plan (CMP), were analyzed in order to estimate regional traffic distribution. Lastly, actual vehicle turning movements in and around the project vicinity were observed and general geographic trip distribution characteristics were developed.

The percentage split of trips which are applicable to the Neptune Marina Apartments and Anchorage/Woodfin Suites Hotel and Timeshare Resort Project, by direction, is shown in **Table 5.7-5**.

**Table 5.7-5
Directional Trip Distribution**

Direction	Percentage of Trips
North	25%
East	35%
South	35%
West	5%
Total	100%

5.7.4.3 Critical Movement Analysis

CMA values and the corresponding LOS for existing (2005) traffic conditions for AM and PM peak-hour conditions for the 17 study intersections are shown below in **Table 5.7-6, Critical Movement Analysis (2007) Summary**. The values in **Table 5.7-6** show that most intersections in the project study area are operating at acceptable levels of service. However, several key locations, particularly the intersection of Lincoln Boulevard and Washington Boulevard and at the intersection of Lincoln Boulevard and Mindanao Way, exhibit conditions at or near capacity, creating several “bottlenecks” to smooth traffic flow along this important transportation corridor.

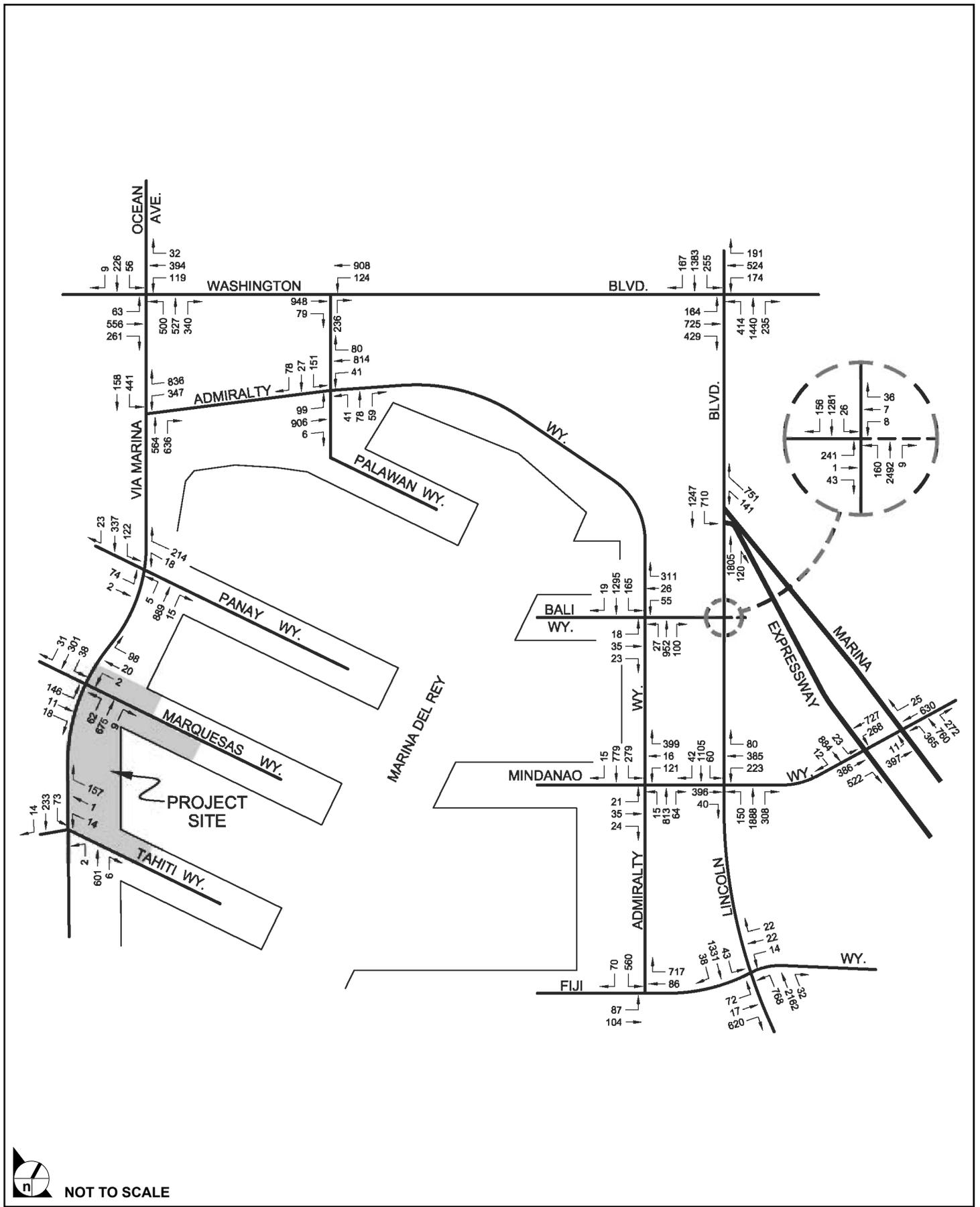
5.7.4.4 Traffic Capacity of Marina del Rey

As described in the Environmental Setting chapter of this EIR, all new development within Marina del Rey is regulated by the Marina del Rey Land Use Plan (LUP), which is a component of the certified Los Angeles County Marina del Rey Local Coastal Program.⁴ This document specifies the amount of allowable new development within Marina del Rey, based on the amount of additional traffic generated and mitigation measures to be installed incrementally with the new development. Marina del Rey development, as defined by the LUP, is divided into two phases: Phase I and Phase II. Phase I defines the existing condition and is the amount of development considered to be “existing” at the present time. Phase II defines the future conditions and defines development intensities above and beyond the amount of existing Marina del Rey development.

**Table 5.7-6
Critical Movement Analysis (2007) Summary**

No.	Intersection	AM Peak Hour		PM Peak Hour	
		CMA	LOS	CMA	LOS
1.	Via Marina/Tahiti Way	0.264	A	0.171	A
2.	Via Marina/Marquesas Way	0.260	A	0.180	A
3.	Via Marina/Panay Way	0.346	A	0.253	A
4.	Admiralty Way/Via Marina	0.696	B	0.746	C
5.	Washington Blvd./Ocean Ave./Via Marina	0.710	C	0.762	C
6.	Admiralty Way/Palawan Way	0.429	A	0.480	A
7.	Washington Blvd./Palawan Way	0.640	B	0.716	C
8.	Lincoln Blvd./Washington Blvd.	0.775	C	1.337	F
9.	Lincoln Blvd./Marina Expressway (SR-90)	0.679	B	0.721	C
10.	Lincoln Blvd./Bali Way	0.305	A	0.498	A
11.	Lincoln Blvd./Mindanao Way	0.635	B	0.669	B
12.	Lincoln Blvd./Fiji Way	0.554	A	0.575	A
13.	Admiralty Way/Bali Way	0.365	A	0.424	A
14.	Admiralty Way/Mindanao Way	0.531	A	0.724	C
15.	Admiralty Way/Fiji Way	0.245	A	0.345	A
16.	Marina Expressway (SR-90) WB/Mindanao Way	0.405	A	0.531	A
17.	Marina Expressway (SR-90) EB/Mindanao Way	0.615	B	0.738	C

⁴ *Marina del Rey Land Use Plan*, County of Los Angeles Development of Regional Planning, Certified February 8, 1996.



 NOT TO SCALE

SOURCE: Crain & Associates - May 2007

FIGURE 5.7-2

Existing (2007) Traffic Volumes - AM Peak Hour

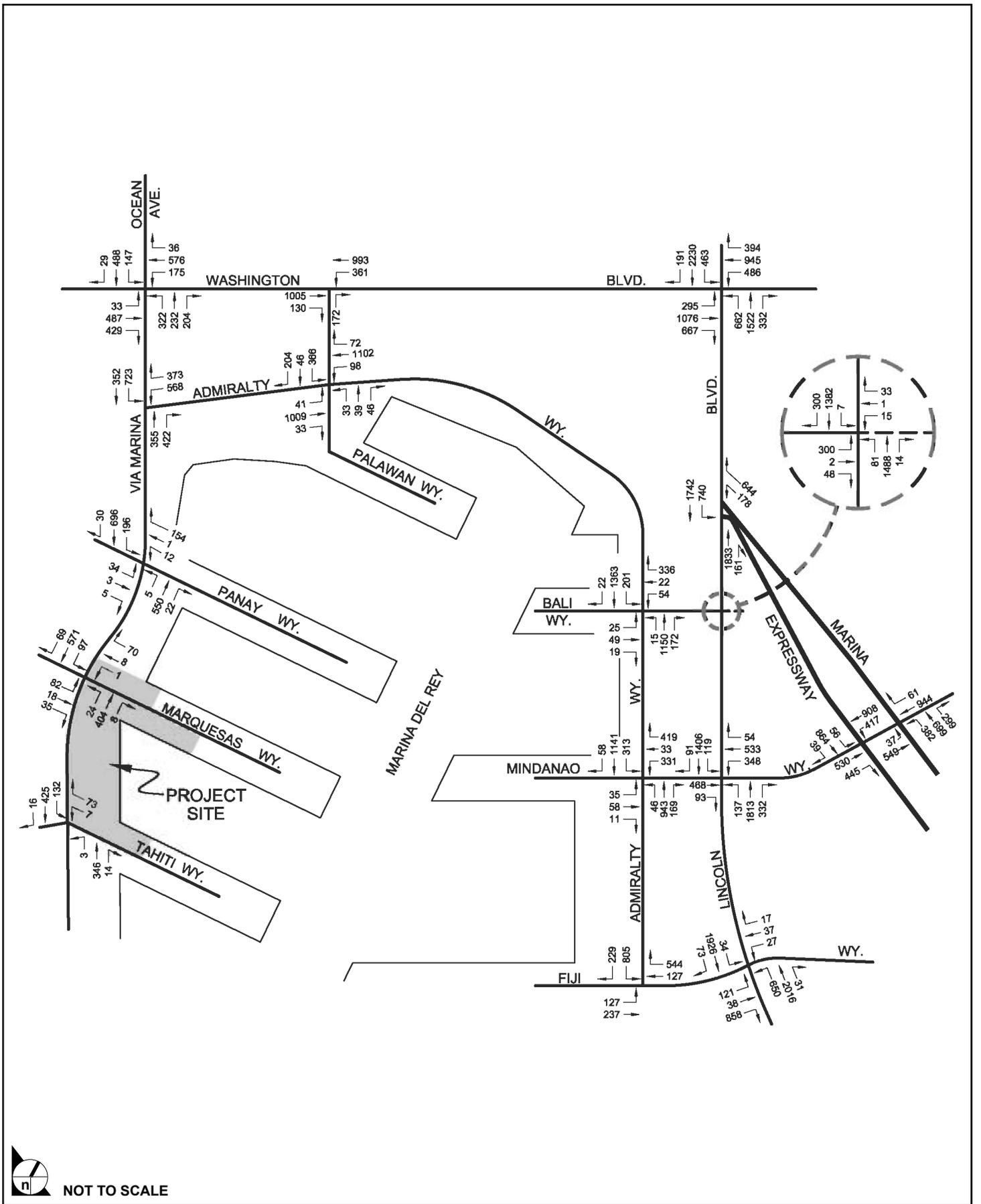


FIGURE 5.7-3

Existing (2007) Traffic Volumes - PM Peak Hour

The Phase II Buildout development is allocated to 14 “development zones” within the Marina, with the development potential within each development zone based upon each zone’s capacity to accommodate traffic. This determination is, in turn, based upon a traffic study conducted to assess development potential within the Marina, and to identify traffic and circulation improvements (mitigation measures) necessary to accommodate the increased traffic levels. As described previously in this report, the proposed development occurs within two of the Marina’s development zones, Zone 2 (Parcel 9U – “Tahiti Development Zone”) and Zone 3 (Parcels 10R and FF – “Marquesas Development Zone”). The total allowable Phase II (or future) development in the Marina del Rey is summarized in **Table 5.7-7, Total Allowable Phase II Marina del Rey Development**, while the amount of development potential within DZ 2 and DZ 3 is specified in **Table 5.7-8, Phase II Development Potential Allocated to Development Zone 2 and Zone 3**.

The determination of compliance with the LUP’s development levels, and consequently, the Circulation Element of the ~~plan~~ Plan, is based upon a comparison of the number of trips generated by the allowable development for DZ 2 and DZ 3 (shown in **Table 5.7-8**) to the number of trips generated by the proposed project as well as any other development approved or proposed within those zones.

**Table 5.7-7
Total Allowable Phase II Marina del Rey Development**

Land Use	Units
Residential	2,420
Congregate Care	75 rooms
Hotel	1,070 rooms
Specialty Retail	208,500 sq. ft.
Restaurant	1,875 seats
Boat Slip	348 slips
Office: Regular	32,000 sq. ft.
Department of Beaches and Harbors	26,000 sq. ft.
Conference Room (within Hotel)	40,000 sq. ft.
Marine Science	3,000 sq. ft.
Library	3,000 sq. ft.

Since the adoption of the Marina LUP in 1996, approval for or actual construction of various projects throughout the marina has occurred, using up some of the originally allowable Phase II development potential. No additional development has been approved within DZ 2. However, one development (i.e., ~~Marina Two~~ the “Esprit I Apartments” on Parcel 12, which is the parcel adjoining Parcel 10R on Marquesas Way) has been approved within DZ 3; that residential project, ~~now under construction~~ which

is recently occupied on the adjoining Parcel 12 on Marquesas Way, utilized all but three (3) of the DZ 3's 320-unit residential allocation.

Table 5.7-8
Phase II Development Potential Originally Allocated to Development Zone 2 and Zone 3

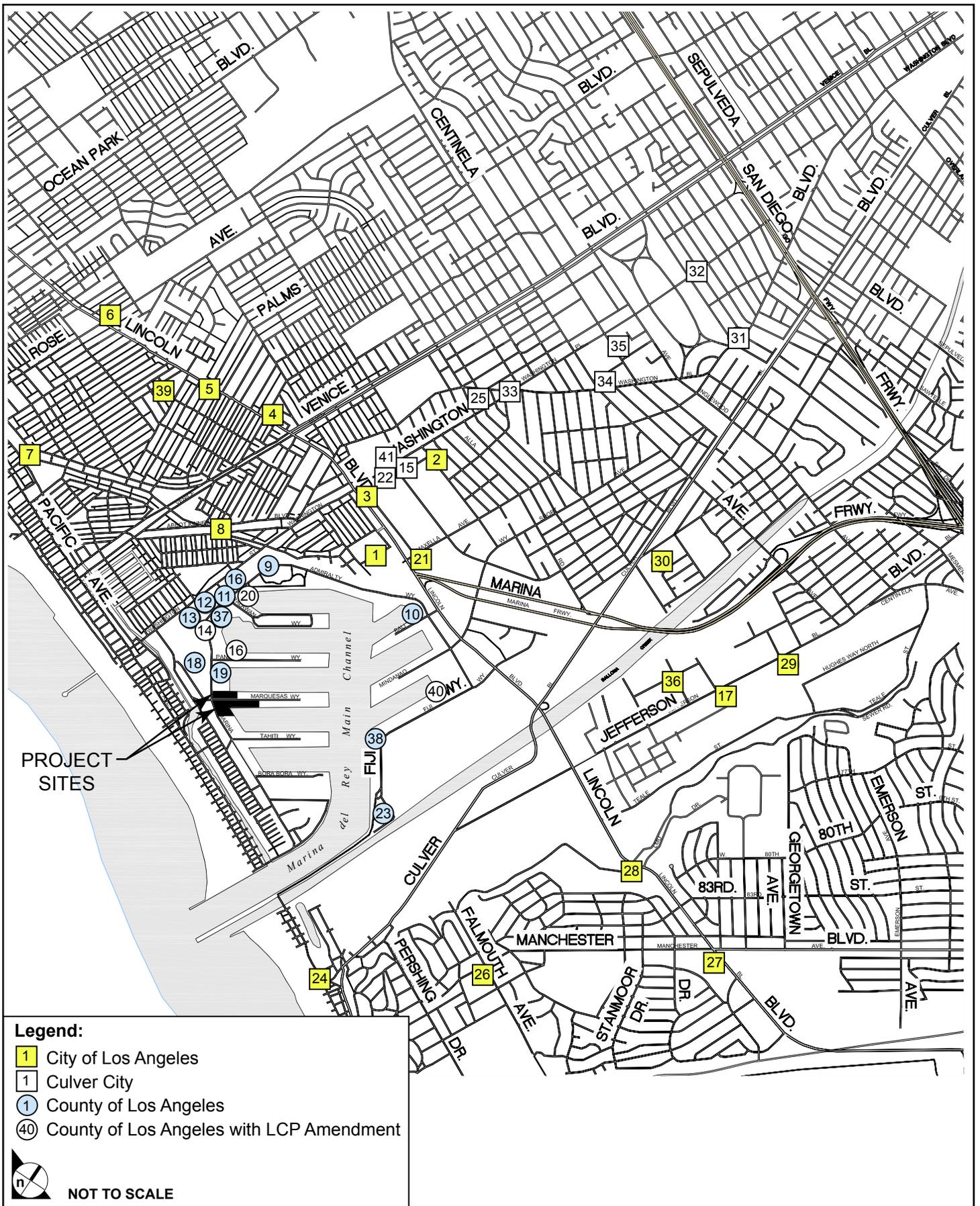
Tahiti Development Zone 2
275 Dwelling Units
288 Hotel Rooms
76 Boat Slips
Marquesas Development Zone 3
320 Dwelling Units
15,000 sq. ft. Visitor-serving Commercial
76 Boat Slips

Notes: Non-Priority coastal development may be converted to Hotel, Visitor-Serving Commercial, or Marina Commercial uses consistent with the conversion provisions of subsection C5 of Section 22.46.1090.

5.7.4.5 Related Projects in the Marina del Rey Area

Listings of potential related projects located in the study area were obtained from the Los Angeles Regional Planning Department, the LADOT, and from the Cities of Santa Monica and Culver City. From a review of these lists, it was determined that traffic from 41 projects near the study site could produce additional traffic at the study intersections for the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project. These related projects are shown in **Figure 5.7-4, Related Projects Location Map**, and are described below in **Table 5.7-9, Related Projects Descriptions and Trip Generation**. Estimates of the daily and peak-hour traffic expected to be generated by these related projects are summarized in the table as well. The trip-making estimates for the related projects are based on Coastal Transportation Corridor Specific Plan (CTCSP) PM trip rates, supplemented by data obtained from the 6th Edition ITE *Trip Generation Manual*⁵ rates and equations, or from previously prepared traffic studies or other environmental documentation. Related project traffic was assigned to the area roadway system using a procedure identical to the methodology described previously for determining the proposed project's traffic assignments.

5 Institute of Transportation Engineers, *Trip Generation Manual*, 6th Edition, Washington, D.C., 1997.



SOURCE: Crain & Associates – March 2007

FIGURE 5.7-4

Related Projects Location Map

5.7.5 ENVIRONMENTAL IMPACTS

5.7.5.1 Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project Improvements

Implementation of the proposed Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project would result in the development of 526 residential dwelling units, 174 private and seven to 11 public-serving boat spaces, and a restored public wetland and upland park area. There are 136 existing apartments and 198 boat spaces presently on site. Therefore, completion of the proposed Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project would result in a net increase of 390 apartment units, a net decrease of up to 17 boat spaces, a 1.46-acre public park that includes a 0.47-acre restored wetland and 0.99-acre upland buffer.

**Table 5.7-9
Related Projects Descriptions and Trip Generation**

Map No.	Description	Daily	AM Peak Hour		PM Peak Hour	
			I/B	O/B	I/B	O/B
1.	298 du Apartment (24,000 sf Light Manufacturing) (21,600 sf Office) (40,000 sf Auto Service/Repair)	860	(70)	103	47	(79)
2.	140 du Condominium	820	11	51	66	33
3.	98 du Condominium 6,020 sf Retail Net Total	574 <u>267</u> 841	7 <u>4</u> 11	36 <u>3</u> 39	46 <u>13</u> 59	23 <u>17</u> 40
4.	6 vfp Service Station w/Convenience Store	977	30	30	11	11
5.	188,600 sf Retail 280 du Apartment Net Total	10,257 <u>1,882</u> 12,139	140 <u>29</u> 169	89 <u>114</u> 203	501 <u>127</u> 636	543 <u>69</u> 613
6.	8,800 sf Shopping Center (addition)	378	5	4	61	67
7.	57 rm Hotel 1,200 sf Retail 4,300 sf Restaurant	757	19	11	33	24
8.	15,180 sf Office	167	21	3	7	36
9.	600 du Condominium	3,516	45	219	133	63

Map No.	Description	Daily	AM Peak Hour		PM Peak Hour	
			I/B	O/B	I/B	O/B
10.	158 du Condominium 3,178 sf Specialty Retail (48,000 sf Car Rental Facility)	386	0	47	53	18
11.	179 du Apartment (64 du Apartment)	650 <u>(233)</u>	11 <u>(4)</u>	51 <u>(18)</u>	34 <u>(12)</u>	24 <u>(9)</u>
	Net Total	417	7	33	22	15
12.	6,236 sf Retail (5,750 sf Retail)	18	1	0	1	1
13.	72 du Apartment 368 st Restaurant 16,352 sf Retail 7,888 sf Office (9,180 sf Office) (165 sf Restaurant)	1,360	23	42	77	58
14.	147 rm Hotel	1,201	50	32	23	29
15.	41 du Condominium	240	3	15	14	7
16.	114 du Congregate Care Retirement Facility 5,000 sf Retail 6,000 sf Marine Commercial Office (6,000 sf Health Club)	387 <u>(109)</u> 278	5 <u>4</u> 9	5 <u>(2)</u> 3	10 <u>(10)</u> 10	21 <u>(1)</u> 20
17.	3,206,950 sf Office 3,246 du Condominium 35,000 sf Retail 120,000 sf Community Serving Uses	38,733	2,455	1,540	1,777	3,217
18.	544 du Apartment (202 du Apartment)	2,154 <u>(1,354)</u>	34 <u>(13)</u>	156 <u>(57)</u>	120 <u>(45)</u>	57 <u>(21)</u>
	Net Total	800	21	99	75	36
19.	940 du Apartment 82 du Senior Apartment 4,000 sf Retail 6,000 sf Commercial 439 sl Boat	1,785	31	140	106	46
20.	351 du Apartment 2 4,300 sf Retail 266 seat Restaurant (10,000 sf) (21,038 sf Restaurant)	2,359 1,077 761 <u>(3,052)</u>	36 17 4 <u>(17)</u>	143 12 4 <u>(15)</u>	78 46 45 <u>(179)</u>	36 62 22 <u>(88)</u>
	Net Total	1,145	40	144	(10)	32

Map No.	Description	Daily	AM Peak Hour		PM Peak Hour	
			I/B	O/B	I/B	O/B
21.	244 du Condominium 9,000 sf Shopping Center (21,038 sf Shopping Center)	903	11	84	73	10
22.	81 du Condominium 37,041 sf Retail 22 rm Motel 7,525 sf Retail 8,500 sf Industrial	1,401	11	32	83	75
23.	478 du Apartment 500 sf Retail 34 sl Boat (224 du Apartment)	1,106	17	32	83	75
24.	35 du Townhome 2,000 sf Retail 2,000 sf Restaurant	548	16	24	34	22
25.	12 du Live/Work 12 du Apartment Net Total	81 <u>81</u> 162	1 <u>1</u> 2	5 <u>5</u> 10	5 <u>5</u> 10	2 <u>2</u> 4
26.	204 du Apartment	1,371	21	83	93	50
27.	547 du Apartment 17,000 sf Shopping Center 4,000 sf Retail 5,000 sf High-Turnover Restaurant 3,000 sf Quality Restaurant (500 rm Hotel) (10,420 sf Retail) (10,590 sf Office) (4,800 sf High-Turnover Restaurant)	905	(128)	136	124	(10)
28.	120 du Single-family Residential	1,220	25	70	82	46
29.	175,000 sf Office 2,600 du Apartment 150,000 sf Retail 40,000 sf Community Serving Uses	24,220	577	1,049	1,275	1,027

Map No.	Description	Daily	AM Peak Hour		PM Peak Hour	
			I/B	O/B	I/B	O/B
30.	134,557 sf Warehouse	667	50	11	54	161
	1,357 sf Office	15	2	0	1	3
	(58,323 sf University of CA Laundry Building)	<u>(223)</u>	<u>(33)</u>	<u>(10)</u>	<u>(17)</u>	<u>(30)</u>
	Net Total	459	19	1	38	134
31.	2 du Apartment	13	0	1	1	0
	950 sf Office	37	4	1	14	66
	2,359 sf Retail	<u>105</u>	<u>2</u>	<u>1</u>	<u>3</u>	<u>3</u>
	Net Total	155	6	3	18	69
32.	20 du Senior Day Care Facility	43	1	0	2	1
	(9,970 sf Furniture manufacturing)	<u>(38)</u>	<u>(5)</u>	<u>(2)</u>	<u>(3)</u>	<u>(4)</u>
	Net Total	5	(4)	(2)	(1)	(3)
33.	4 du Condominium	23	0	2	2	1
34.	Phase A	535	8	6	15	18
	12,070 sf Commercial	352	4	22	21	10
	60 du Condominium					
	Phase B	172	3	2	5	6
	3,890 sf Commercial	<u>105</u>	<u>1</u>	<u>7</u>	<u>6</u>	<u>3</u>
	18 du Condominium	1,164	16	37	47	37
Net Total						
35.	70 du Assisted Living Facility	151	2	2	7	5
36.	420 st Private School (K-8)	NA	208	170	120	136
37.	111 rm Hotel	907	38	24	18	21
	(42 rm Hotel)	<u>(343)</u>	<u>(15)</u>	<u>(9)</u>	<u>(7)</u>	<u>(8)</u>
	Net Total	564	23	15	11	13
38.	132 rm Hotel	2,375	41	57	114	95
	1,230 sea Restaurant					
	24,250 sf Retail					
	5,200 sf Office					
	26 slip Boat					
	(12,984 sf Retail/Commercial)					
	(16,149 sf Restaurant)					
(17 slip Boat)						
39.	420 st High School	718	119	53	28	31
40.	345 Vessel Dry Stack Storage Facility	995	15	28	17	30
	30 Vessel Mast Up Storage Space	86	1	3	1	3
	1,500 sf Sheriff Boatwright Facility	-	-	-	-	-
	Net Total	1,081	16	31	18	33

Map No.	Description	Daily	AM Peak Hour		PM Peak Hour	
			I/B	O/B	I/B	O/B
41.	5,000 sf Retail	222	4	2	6	8
	19 du Condominium	<u>111</u>	<u>1</u>	<u>7</u>	<u>7</u>	<u>3</u>
	Net Total	333	5	9	13	11

I/B = inbound trips; O/B = outbound trips sf = square foot; du = dwelling unit; rm = room; ac = acre; sl = slips; p = pump.
 Note: Descriptions in parentheses represent land uses to be removed; net losses in trips are shown in parentheses.

5.7.5.2 Thresholds of Significance

State California Environmental Quality Act (CEQA) Guidelines, Appendix G, identifies criteria for determining whether a project's impacts are considered to have a significant effect on the environment. One of these criteria states that a project's traffic and circulation impacts are significant when the project will

- cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system.
- exceed, either individually or cumulatively, an LOS standard established by the county congestion management agency for designated roads and highways.

The LACDPW defines a significant traffic impact based on a "stepped scale" as defined in the Traffic Impact Analysis Report Guidelines. The impact definition recognizes that intersections at high volume-to-capacity ratios are more sensitive to additional traffic than those operating with available surplus capacity. A significant traffic impact is identified as

- an increase in the CMA value of 0.010 or more, when the final "With Project" LOS is E or F (CMA > 0.900);
- a CMA increase of 0.020 or more at LOS D (CMA > 0.800 to 0.900); and
- a CMA increase of 0.040 or more at LOS C (CMA > 0.700 to 0.800).

Additionally, the Los Angeles County EIR Guidelines consider a project to have an adverse impact on traffic when

- traffic generated by a project considered alone or cumulatively with other projects, if added to existing traffic volumes, exceeds the design capacity of an intersection or roadway, contributes to an unacceptable LOS, or exacerbates an existing congested condition; and/or
- project-generated traffic interferes with the existing traffic flow (e.g., due to the location of access roads, driveways, parking facilities); and/or

- proposed access locations do not provide for adequate safety (e.g., due to limited visibility on curving roadways); and/or
- non-residential uses generate commuter or truck traffic through a residential area; and/or
- project-generated traffic significantly increases on a residential street and alters its residential character.

With regard to Criteria Items 4 and 5 under the County EIR Guidelines, these criteria are not applicable to the project because the project does not contain non-residential uses which would generate commuter or significant truck traffic through a residential area, and because project-generated traffic would not significantly increase on residential streets or alter the character of residential streets. Criteria Item 3 of the County EIR guidelines is also not applicable because the project's driveways and access points are designed consistent with the applicable design standards of the County. Therefore, this project is evaluated relative to Criteria Item 1 and 2 using the standard of significance defined in the Traffic Impact Analysis Report Guidelines.

This analysis of the proposed project also looks at the potential impacts on the regional transportation system and uses the guidelines set forth in the CMP. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. According to the CMP, a traffic analysis is required at all arterial monitoring intersections where the proposed project would add 50 or more trips during either the AM or PM weekday peak hours. In addition, a traffic analysis is also required at all mainline freeway monitoring locations where the project would add 150 or more trips, in either direction, during either the AM or PM weekday peak hours. An analysis of parking demand and proposed supply is also presented.

5.7.5.3 Impact Analysis

5.7.5.3.1 Thresholds of Significance

The applicable thresholds of significance are listed below followed by analysis of the significance of any potential impacts. Mitigation measures are also identified which would reduce or avoid potentially significant adverse impacts, if applicable.

5.7.5.3.2 Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort

5.7.5.3.2.1 **Threshold: Would the project cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system?**

Threshold: Would the project exceed an LOS standard established by the county congestion management agency for designated roads and highways?

Threshold: Would the project cause an increase in the CMA value of 0.010 or more, when the final "With Project" LOS is E or F (CMA > 0.900); or cause an increase in the CMA of 0.020 or more at LOS D (CMA > 0.800 to 0.900); or cause an increase in the CMA of 0.040 or more at LOS C (CMA > 0.700 to 0.800)?

Threshold: Would the traffic generated by the project if added to existing traffic volumes, exceed the design capacity of an intersection or roadway, contribute to an unacceptable LOS, or exacerbate an existing congested condition?

Analysis: Demolition, Excavation/Grading and Construction Impacts: Consistent with the County's established methodologies, the majority of this analysis focuses on the long-term project traffic impacts of the project. These impacts will occur once the project has been completed and occupied. There also potentially will be some short-term traffic impacts occurring while the project is being constructed. The County will require the project to obtain building permits and other construction period permits (e.g., haul route approvals by Department of Public Works) for this construction activity. The impacts of the construction will be minimized by conditions placed upon these permits. For instance, the projects' approved haul routes will include conditions that restrict the routing and layover areas for trucks involved in the site excavation as condition of permit approval that will be required. Additionally, Worksite Traffic Control Plans will be developed and approved for activities in the public rights-of-way to assure that construction activity does not unduly interfere with traffic on the adjacent public roadways. Notwithstanding the above standard requirements, an analysis was conducted to assure that the short-

term traffic impacts during the construction period would not be significant and would not exceed the long-term impacts following project completion and occupancy.

Construction on four individual sites was considered—Parcel FF, Parcel 10R, Parcel 9U (hotel) and Parcel 9U (Wetland Park). The construction on these four sites will each be independent, but adjacent to each other and with overlapping time periods. Furthermore, the extent to which the project involves concurrent construction on all four sites is addressed by this EIR. Therefore, the construction impacts were considered in a single analysis. The first step in the analysis was to determine the level of activity anticipated on each site during each of the three standard phases of construction—Demolition/Excavation, Exterior Construction, and Interior Construction. The two major traffic impacts of construction activity are truck activities to and from the site (removal and delivery of construction materials) and automobile trips by construction workers (commute or otherwise). The number of trips from these two sources were estimated for each construction phase for each project component through a detailed process.

In order to estimate truck trips during the Demolition/Excavation phase, the anticipated amount of material to be removed from each site was first determined. This material includes both demolition debris from existing structures on the site and soil excavated from the site. The anticipated duration for this Demolition/Excavation phase was also determined in terms of workdays and resulting total months. The amount of daily removal of material was estimated by dividing the total amount of material to be removed from each site by the number of workdays. The number of truck trips were estimated by dividing the daily amount of material to be removed by the load size per truck. A separate analysis was conducted to determine the number of truck trips per day/hour during the Exterior and Interior Construction phases based on the amount of construction activity that would occur. A final step of using standard Passenger Car Equivalency (PCE) factors was used to convert truck trips into an equivalent number of passenger car trips for each phase period. *Transportation Research Circular No. 212* (Transportation Research Board) defines PCE for a vehicle as the number of through moving passenger cars it is equivalent to, based on the vehicle's headway and delay creating effects.

To estimate automobile trips that would occur at each site, the first step was to estimate the number of workers who will be employed at each site. The standard Institute of Transportation Engineers (ITE) rates for trips at an industrial site per worker was then applied to these estimates. It should be noted, however, that these rates include not only workers, but visitors and other automobile trips as well as truck trips. As construction sites normally do not attract many visitors and most truck trips are accounted for separately, the application of these rates is conservative and may overstate actual trips.

Once the number of each type of trip anticipated to be generated on a daily and peak hour basis to and from each site was determined, the total trips in PCE were added together. The trip generation for each site will vary by construction phase. Moreover, construction on the four sites, while overlapping, will

have different durations and start times for each phase. The construction phase durations are discussed in **Section 3.1.3.1.7, Construction Program: Neptune Marina Project**, and in **Table 3.0-4, Neptune Marina-Woodfin Suite Hotel and Timeshare Resort Project Construction Assumptions**. The resulting PCE trip generation for each time period for all four sites is shown in **Table 5.7-10, Peak Project Construction Trip Generation**. As this table shows, during much of the construction period, the short-term trip generation for the four combined sites will be much lower than that analyzed for the long-term traffic impacts of the completed project. Even during the overall peak level of activity during the spring through fall of 2012, the total generation will remain below the analyzed level for the completed project on a daily basis as well as during both peak hours.

During the construction of the project-serving sewer infrastructure within Marquesas Way (for the Parcel 10R project component), travel on Marquesas Way will for a limited time be periodically restricted to a single travel lane. However, the County will review and approve a construction management plan to control traffic flow during construction and export of the cut materials so that no significant delays or detours would occur. In addition to the project infrastructure improvements, there exists the possibility for the Venice Dual Force Sewer Main upgrade to be under construction while the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort is actively under demolition or construction. These simultaneous construction activities could cause access disruption along both Via Marina and Marquesas Way. The Venice Dual Force Marina project could be constructed in Via Marina, the consequence of which would be the reduction to a single travel lane in each direction, which may result in delays during the peak commuting periods.

The installation of the project water lines on Via Marina extending into Parcels FF, 10R and possibly 9U will also need to occur for approximately 6-8 weeks during the project construction period. This installation will require that one lane be closed during off-peak hours along this roadway. However, all lanes would remain open during peak time periods (7:00-9:00 AM and 4:00-6:00 PM) and at least one travel lane in each direction would remain open at all times. The project would be required to obtain and implement a Worksite Traffic Control (WTC) Plan, as mentioned earlier, for all work within the right-of-way. While inconvenient, this is not considered a significant impact because it would be a short duration and haul trucks will use the roadways during off peak times.

Operational Impacts: The thresholds listed above relate to long-term traffic generated by the project and ~~if whether~~ that traffic would cause an increase in level of service at surrounding intersections or roadway segments. To establish the LOS for each intersection analyzed, project trip generation was calculated. According to the trip generation rates provided in **Table 5.7-1**, the project is expected to generate approximately 3,104 net new trips per day. Of this total, an estimated 253 trips would occur during the morning peak hour, and 228 new trips would occur during the evening peak hour. These new trips would be added to the project area roadway network once the existing development is removed and the

proposed project is completed and fully occupied. Estimated trip generation figures for the project are provided in **Table 5.7-10~~11~~, Project Trip Generation**.

The general geographic trip distribution percentages from **Table 5.7-5** were then assigned to specific travel routes in the study area and are assumed to be the same during both the AM and PM peak hours. Using the directional distribution percentages shown in **Figures 5.7-5, 5.7-6, and 5.7-7 Trip Distribution Percentages (Parcels 10R, FF, and 9U, respectively)**, the number of trips along each roadway were calculated. These “roadway” trips were then assigned to specific routes serving the project. The results of this traffic assignment provide the necessary level of detail to conduct the future traffic analysis. Traffic assignments for the AM and PM peak-hour project traffic on the nearby street system are shown in **Figure 5.7-8, Traffic Volumes – Net Project Traffic – AM Peak Hour**, and **Figure 5.7-9, Traffic Volumes – Net Project Traffic – PM Peak Hour**.

Table 5.7-10
Peak Project Construction Trip Generation

Land Uses	Daily	AM Peak Hour	PM Peak Hour
PARCEL 10R			
Construction Trips (PCE)	809	111	107
Existing Trips (Removed)	(1,069)	(70)	(69)
<i>Net New Trips (Parcel 10R)</i>	<i>-260</i>	<i>41</i>	<i>38</i>
PARCEL FF	432	59	57
PARCEL 9U (Hotel/Timeshare and Wetland Park)	<u>437</u>	<u>62</u>	<u>59</u>
<i>Total Net Trips (Parcels 10R, FF, and 9U)*</i>	<i>609</i>	<i>162</i>	<i>154</i>

Note: Net construction trips during the daily, AM peak hour and PM peak hour periods would be less than the net trip generation of the completed project (3,104 daily, 253 AM peak hour and 228 PM peak hour trips). In addition, some of the construction workers' commute trips would likely occur outside of the AM peak hour. Similarly, construction would likely end prior to the PM peak hour. Thus, the construction trips during the AM and PM peak hours are considered worst case.

** Takes into account trip credit for existing site uses to be removed.*

Table 5.7-10~~11~~
Project Trip Generation

Land Uses	Daily	AM Peak Hour		PM Peak Hour	
		In	Out	In	Out
PARCEL 10R					
Proposed Land Uses					
400 Apartments Units	1,584	25	115	88	42
174 Boat Slips	502	7	15	9	15
Subtotal New Trips	2,086	32	130	97	57

		AM Peak Hour		PM Peak Hour	
Existing Land Uses (Removed)					
136 Apartments Units	539	8	39	30	14
184 Boat Slips	530	8	15	9	16
Subtotal Existing Trips	1,069	16	54	39	30
<i>Net New Trips (Parcel 10R)</i>	<i>1,017</i>	<i>16</i>	<i>76</i>	<i>58</i>	<i>27</i>
PARCEL FF					
Proposed Land Uses					
126 Apartments Units	499	8	36	28	13
Existing Land Uses (Removed)					
None	0	0	0	0	0
<i>Net New Trips (Parcel FF)</i>	<i>499</i>	<i>8</i>	<i>36</i>	<i>28</i>	<i>13</i>
PARCEL 9U					
Proposed Land Uses					
288 Room Hotel	1,538	63	54	46	56
1.1 Acre Public Park	50	0	0	0	0
Subtotal New Trips	1,588	63	54	46	56
Existing Land Uses (Removed)					
None	0	0	0	0	0
<i>Net New Trips (Parcel 9U)</i>	<i>1,588</i>	<i>63</i>	<i>54</i>	<i>46</i>	<i>56</i>
Total Net Trips (Parcels 10R, FF, and 9U)	3,104	87	166	132	96

Future “With Project” Traffic Conditions

The analysis of future (i.e., existing + ambient growth + project) traffic conditions in the project area was performed using the same CMA procedures described previously in this report. For future project conditions, the roadway system was considered to have no improvements beyond existing conditions. Traffic volumes for the analysis were developed as follows:

- Future-year traffic volumes for the project vicinity were determined by applying a 0.6 percent per year ambient growth factor to the 2007 traffic counts, to estimate area traffic growth.

Traffic volumes generated by the project were combined with these benchmark “Without Project” volumes to form the “With Project” traffic conditions and to determine traffic impacts directly attributable to the proposed development. The 2013 baseline Without Project AM and PM peak-hour traffic volumes for the project are shown in **Figure 5.7-10, Future (2013) Traffic Volumes without Project (Ambient Growth) – AM Peak Hour**, and **Figure 5.7-11, Future (2013) Traffic Volumes without Project (Ambient Growth) – PM Peak Hour**, respectively. Future year 2013 With Project traffic volumes are shown in **Figure 5.7-12, Future (2013) Traffic Volumes with Project – AM Peak Hour**, and **Figure 5.7-13,**

Future (2013) Traffic Volumes with Project – PM Peak Hour, for the AM and PM peak hours, respectively.

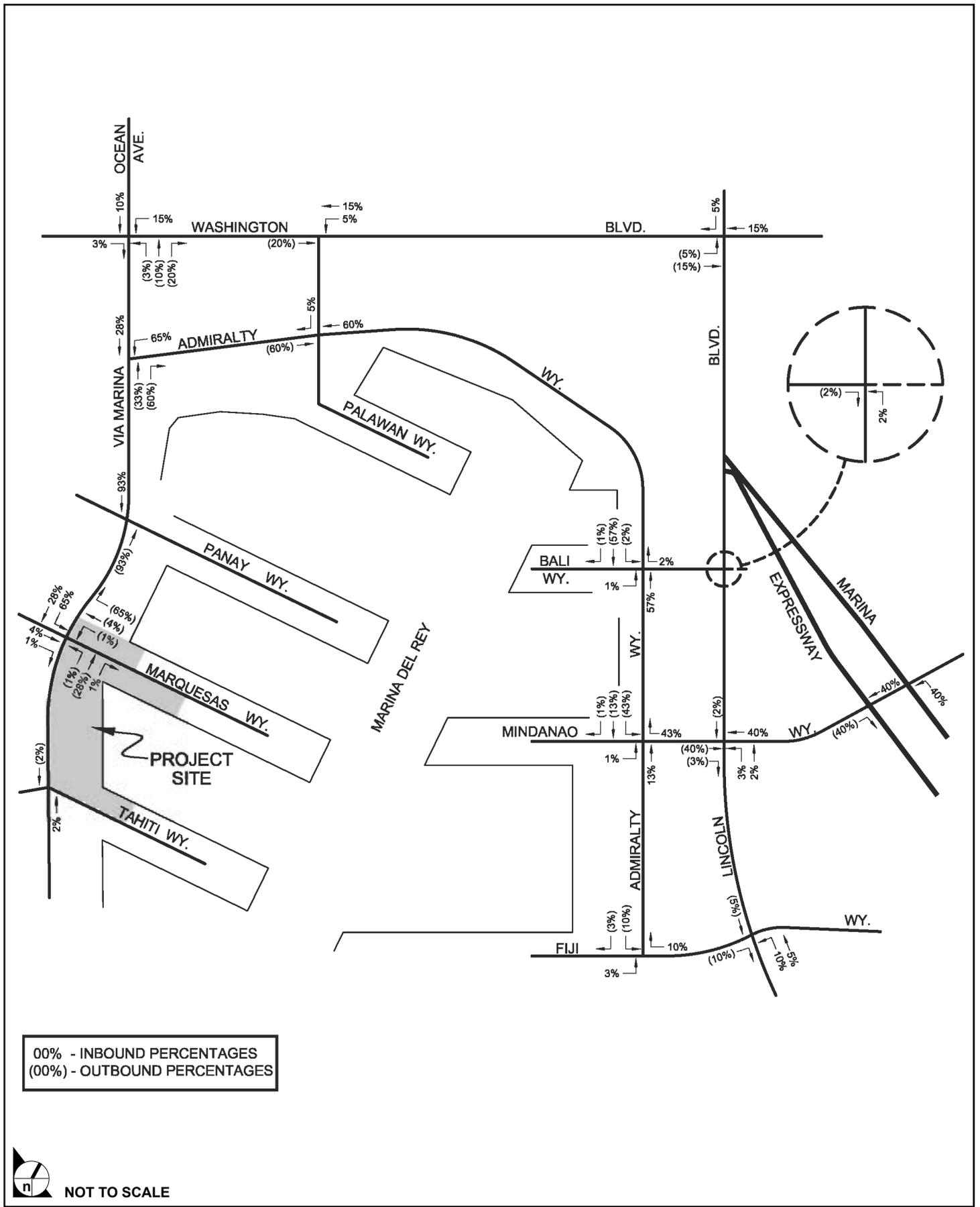
Study Area Intersection Impacts

The results of the CMA for future traffic conditions at the 17 study area intersections are summarized in **Table 5.7-1112, Summary of Critical Movement Analysis Future (2013) Traffic Conditions – Without and With Project – AM Peak Hour**, and **Table 5.7-1213, Summary of Critical Movement Analysis Future (2013) Traffic Conditions – Without and With Project – PM Peak Hour**. The table shows that both the Without Project and With Project intersection traffic conditions would range between LOS A and LOS F at the most congested study intersections during both the AM and PM peak hours. The incremental project traffic would significantly impact the LOS forecasts during the PM peak hours at three of the study intersections, Admiralty Way and Via Marina, Washington Boulevard at Ocean Avenue and Via Marina, and Admiralty Way and Mindanao Way. During the AM peak hour, only the Admiralty Way/Mindanao intersection would be significantly affected.

Table 5.7-1112
Summary of Critical Movement Analysis Future (2013) Traffic Conditions
Without and With Project – AM Peak Hour

No.	Intersection	Without Project		With Project		
		CMA	LOS	CMA	LOS	Impact
1.	Via Marina/Tahiti Way	0.276	A	0.276	A	+0.000
2.	Via Marina/Marquesas Way	0.271	A	0.333	A	+0.062
3.	Via Marina/Panay Way	0.360	A	0.388	A	+0.028
4.	Admiralty Way/Via Marina	0.730	C	0.749	C	+0.019
5.	Washington Blvd./Ocean Ave./Via Marina	0.744	C	0.774	C	+0.030
6.	Admiralty Way/Palawan Way	0.444	A	0.461	A	+0.017
7.	Washington Blvd./Palawan Way	0.668	B	0.682	B	+0.014
8.	Lincoln Blvd./Washington Blvd.	0.807	D	0.820	D	+0.013
9.	Lincoln Blvd./Marina Expressway (SR-90)	0.707	C	0.707	C	+0.000
10.	Lincoln Blvd./Bali Way	0.677	B	0.677	B	+0.000
11.	Lincoln Blvd./Mindanao Way	0.754	C	0.782	C	+0.028
12.	Lincoln Blvd./Fiji Way	0.613	B	0.619	B	+0.006
13.	Admiralty Way/Bali Way	0.480	A	0.510	A	+0.030
14.	Admiralty Way/Mindanao Way	0.654	B	0.712	C	+0.058*
15.	Admiralty Way/Fiji Way	0.266	A	0.272	A	+0.006
16.	Marina Expressway (SR-90) WB/Mindanao Way	0.423	A	0.428	A	+0.005
17.	Marina Expressway (SR-90) EB/Mindanao Way	0.641	B	0.657	B	+0.016

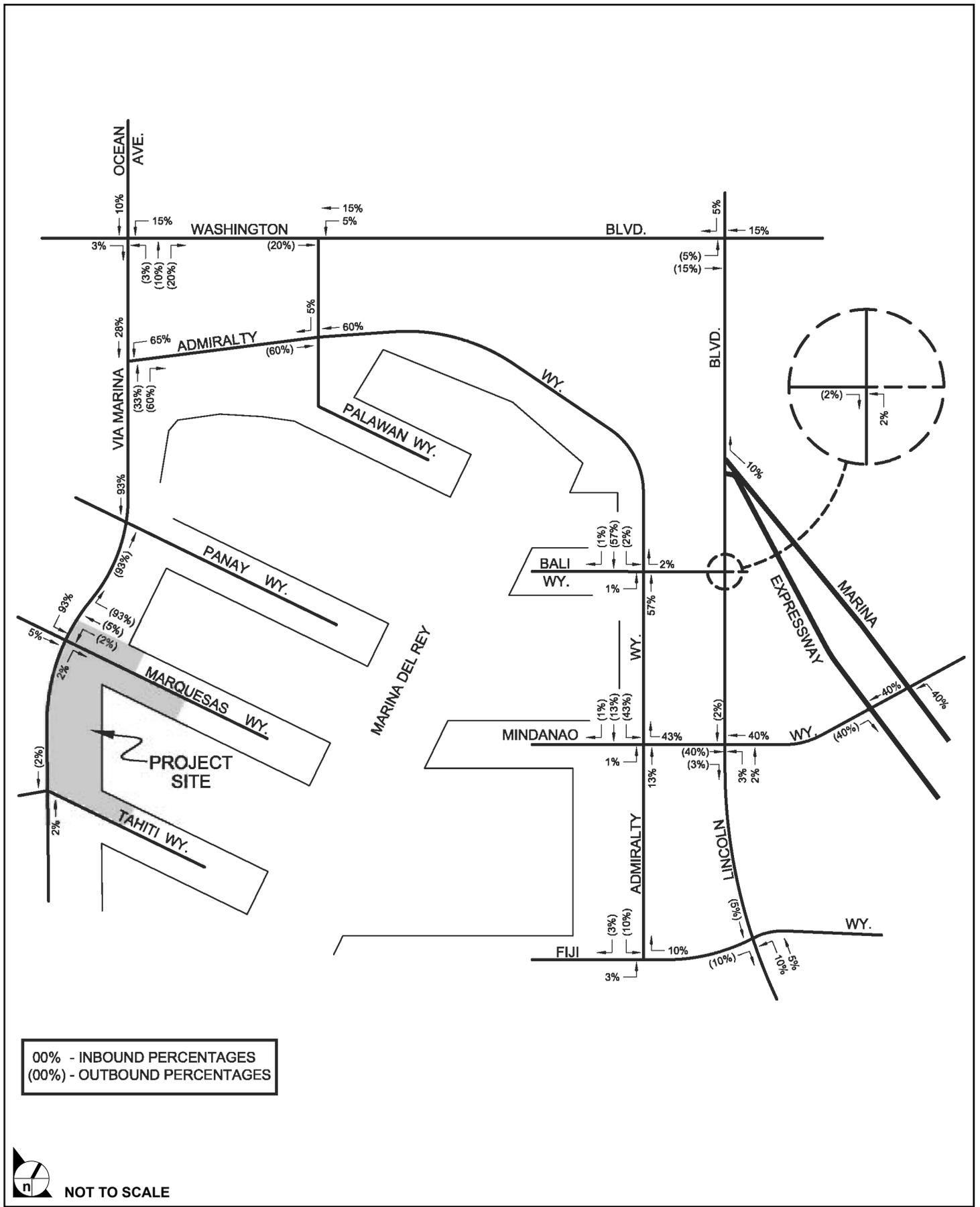
* Denotes significant impact, prior to mitigation.



SOURCE: Crain & Associates - May 2007

FIGURE 5.7-5

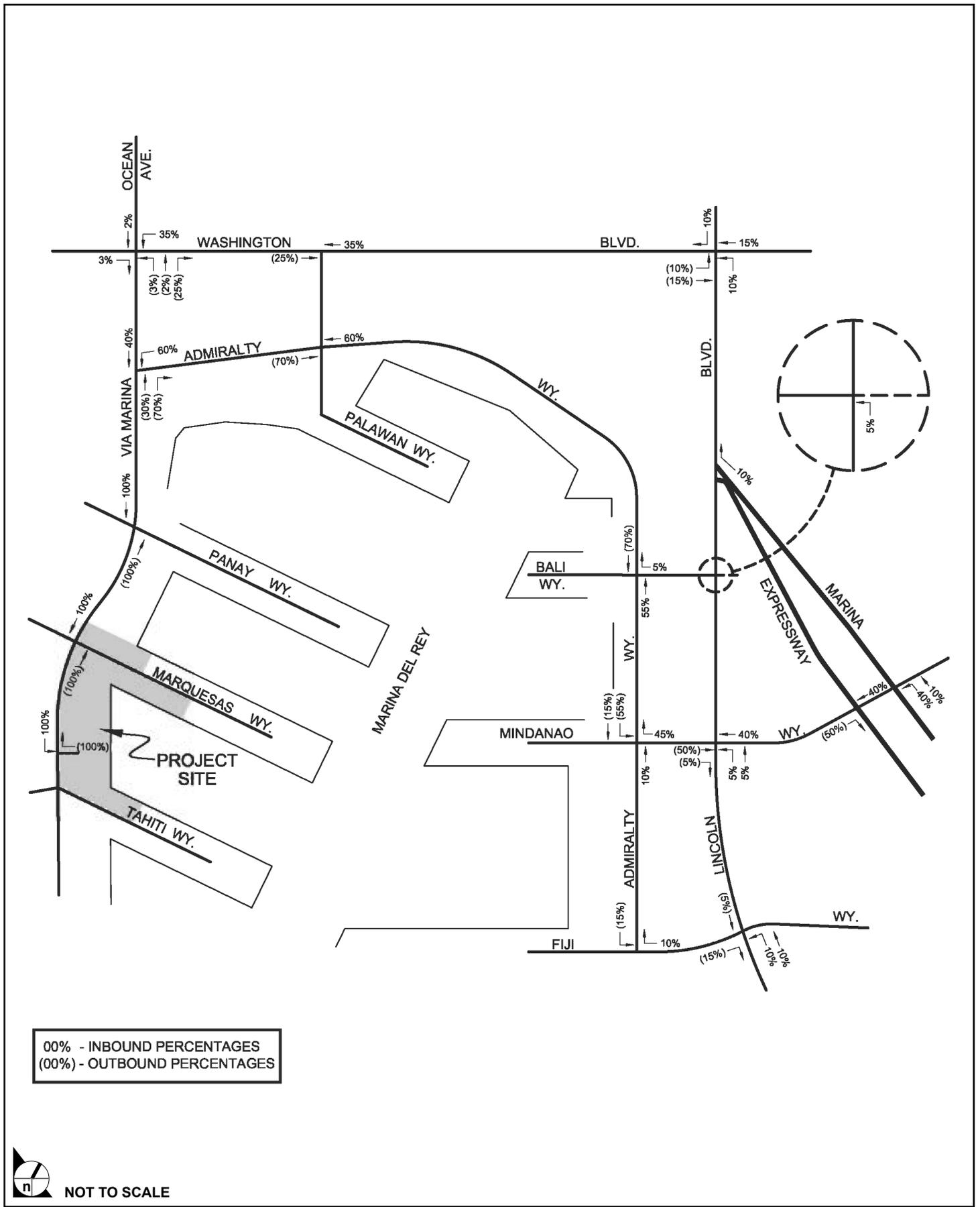
Trip Distribution Percentages (Parcel 10R)



SOURCE: Crain & Associates - May 2007

FIGURE 5.7-6

Trip Distribution Percentages (Parcel FF)



SOURCE: Crain & Associates - May 2007

FIGURE 5.7-7

Trip Distribution Percentages (Parcel 9U)

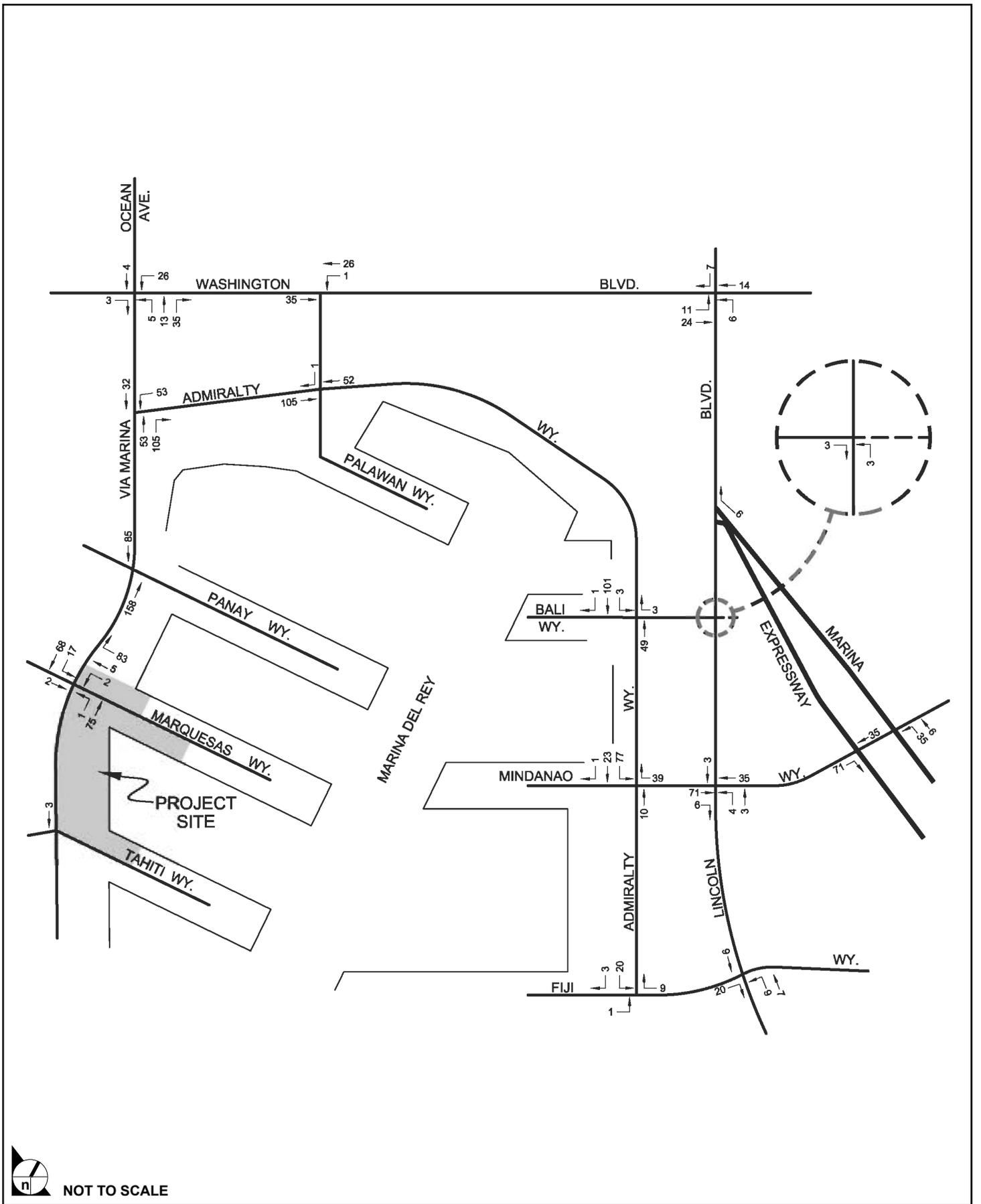


FIGURE 5.7-8

Traffic Volumes - Net Project Traffic - AM Peak Hour

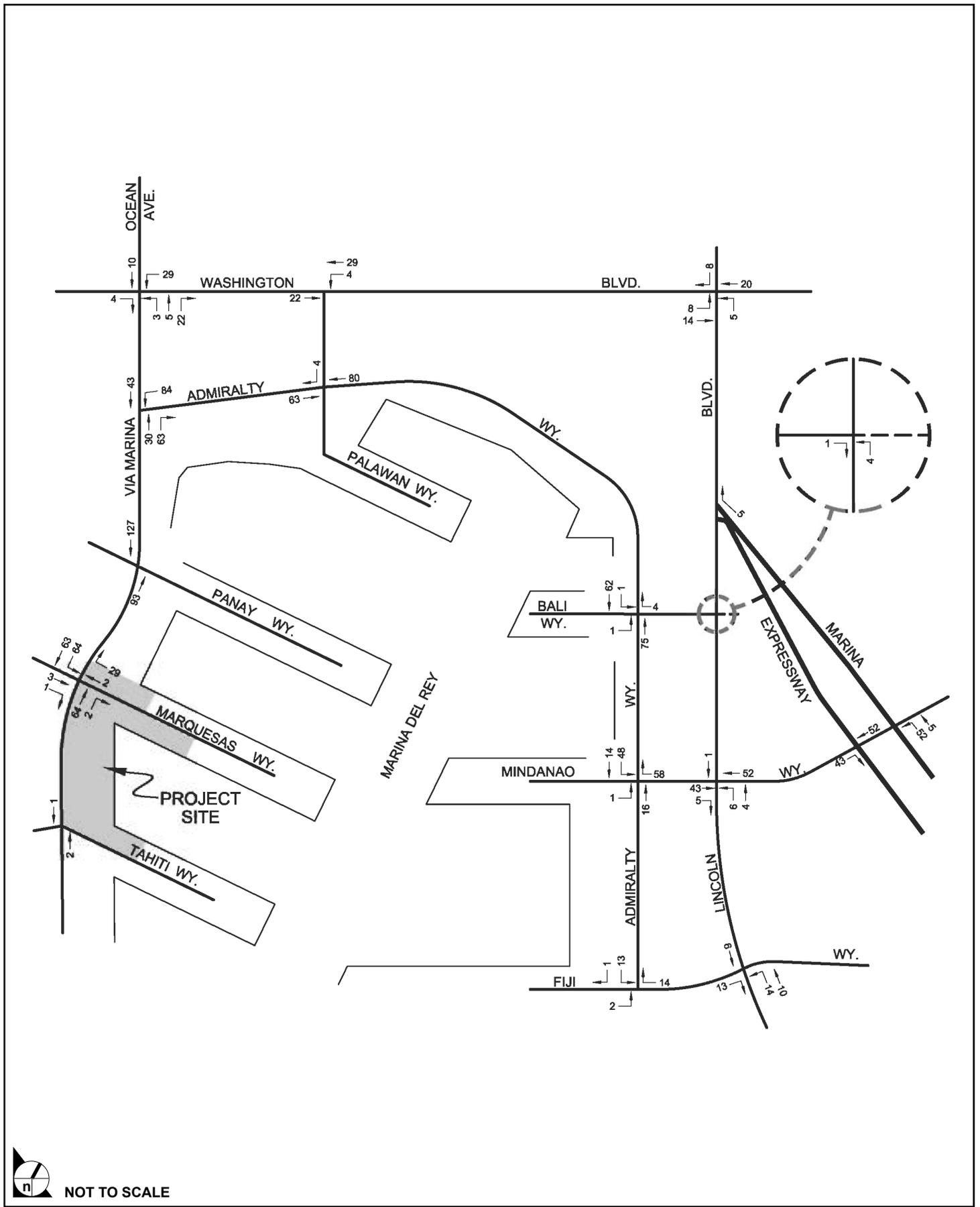


FIGURE 5.7-9

Traffic Volumes - Net Project Traffic - PM Peak Hour

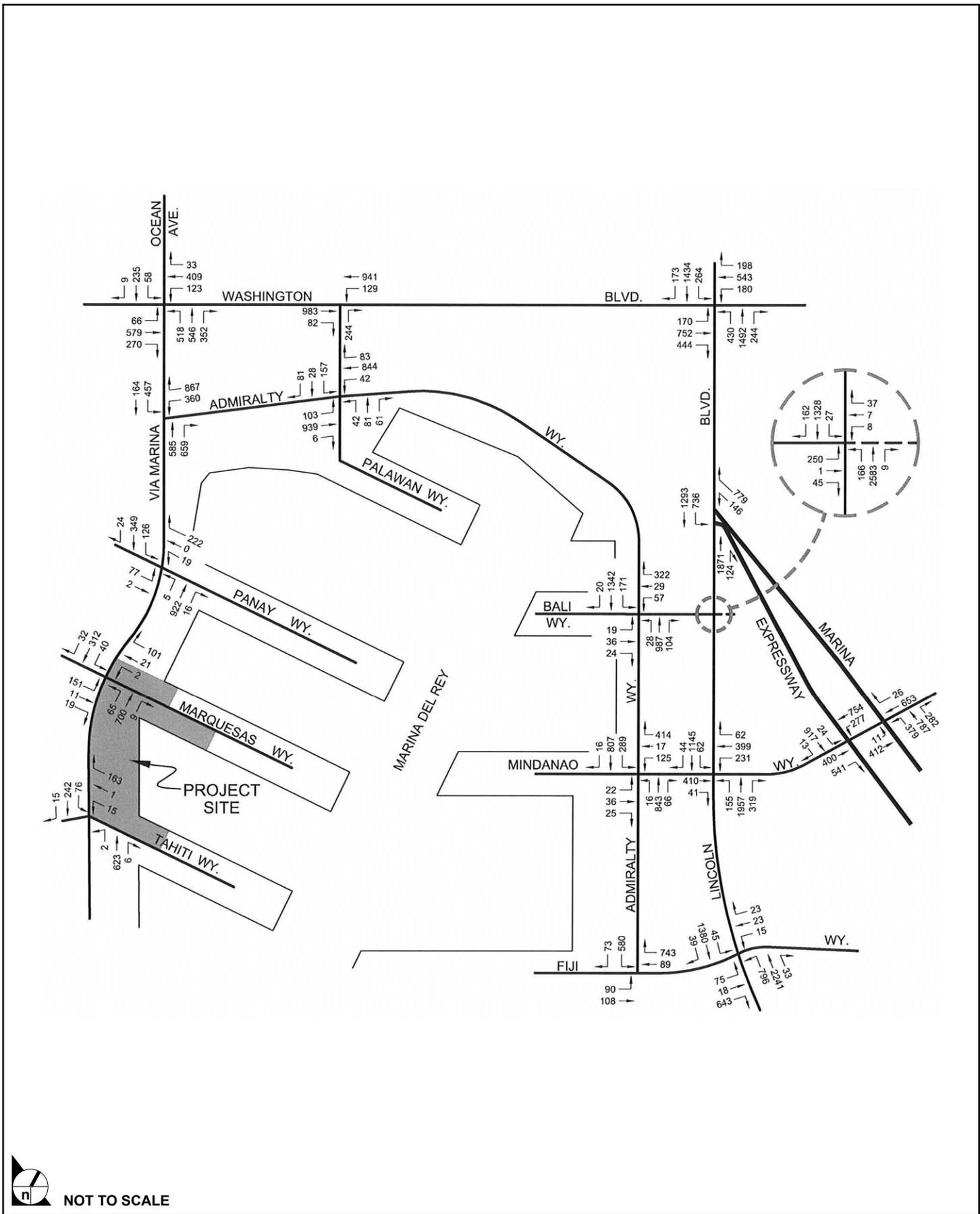
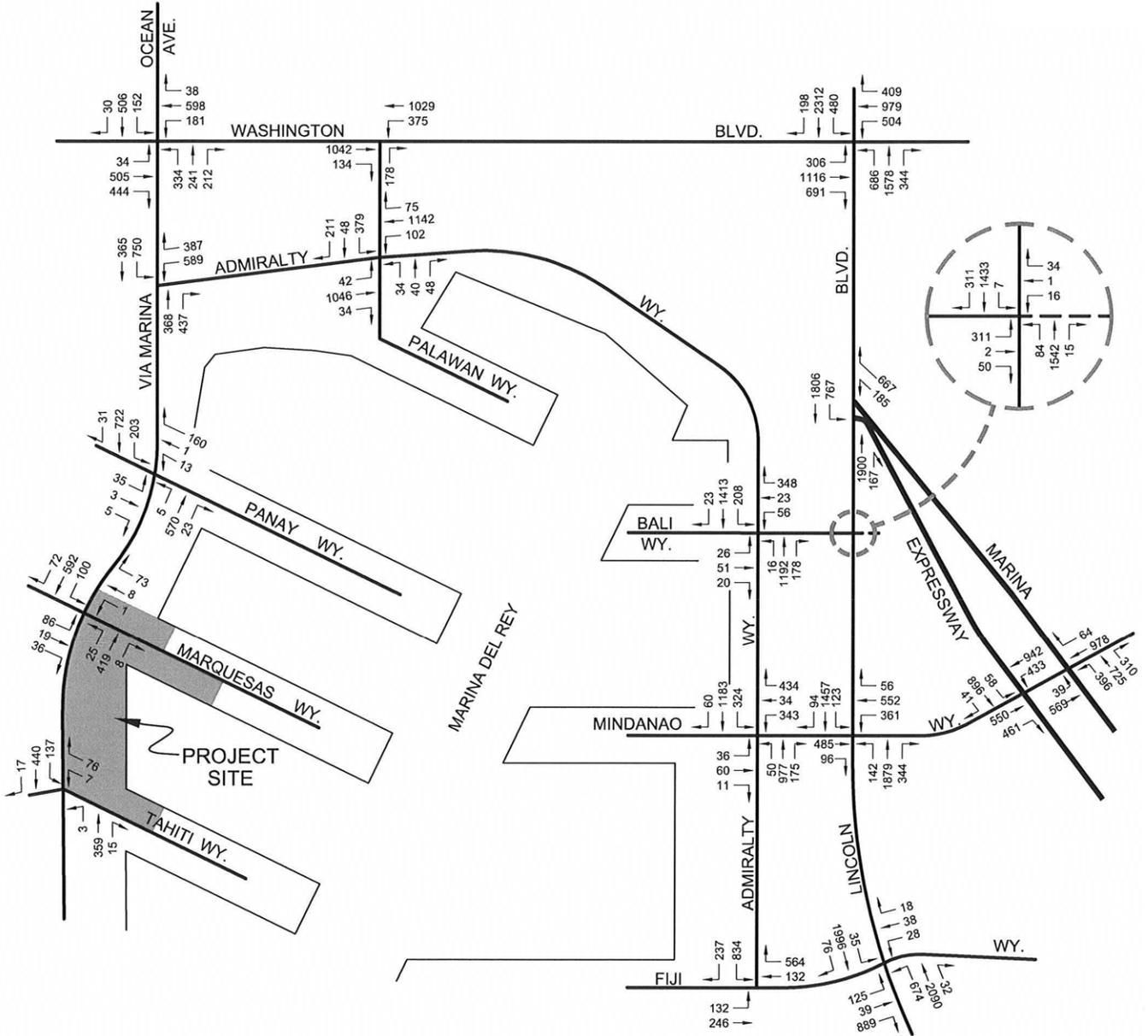


FIGURE 5.7-10

Future (2013) Traffic Volumes Without Project (Ambient Growth) - AM Peak Hour

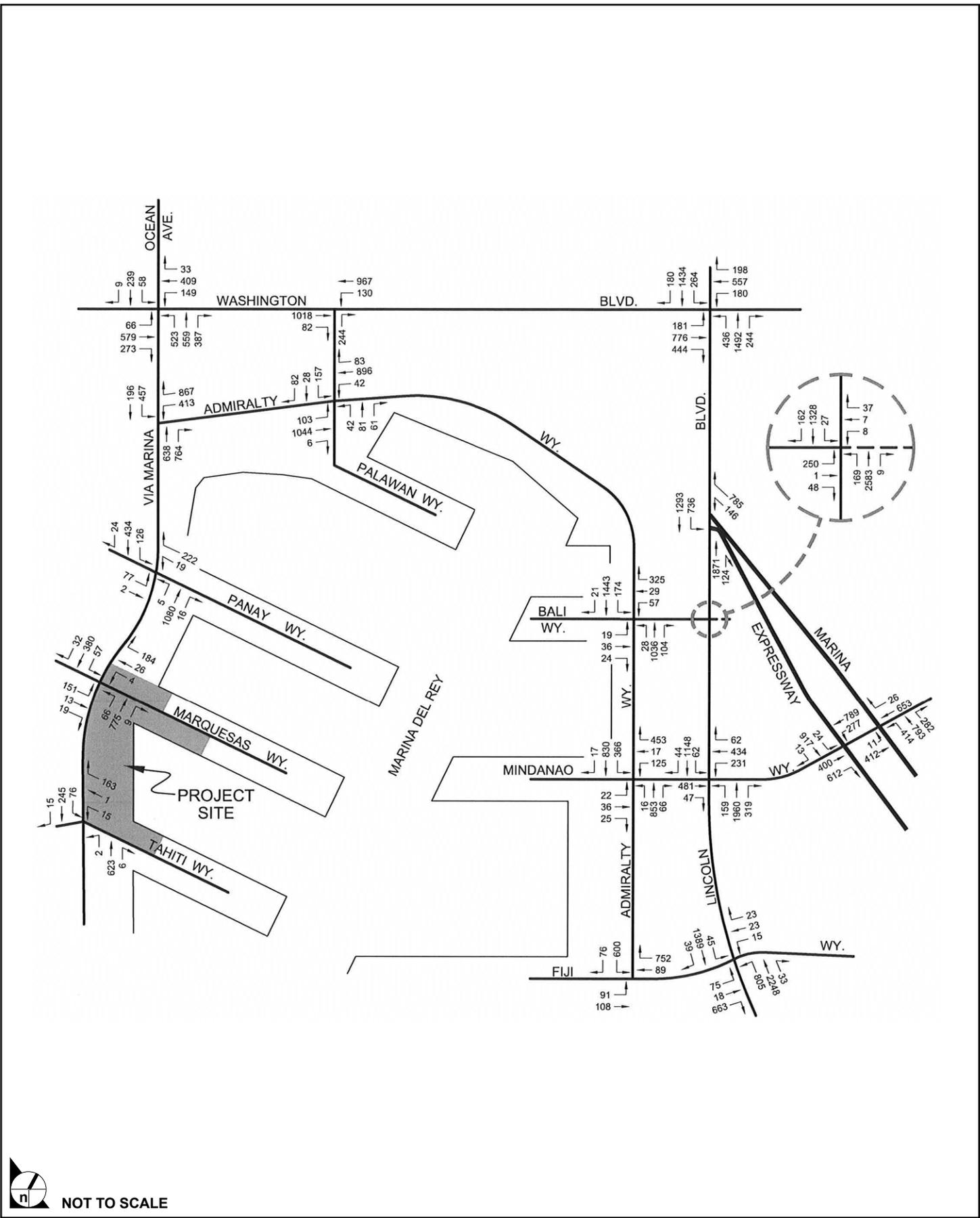


NOT TO SCALE

SOURCE: Crain & Associates - December 2007

FIGURE 5.7-11

Future (2013) Traffic Volumes Without Project (Ambient Growth) - PM Peak Hour



NOT TO SCALE

SOURCE: Crain & Associates - December 2007

FIGURE 5.7-12

Future (2013) Traffic Volumes With Project - AM Peak Hour

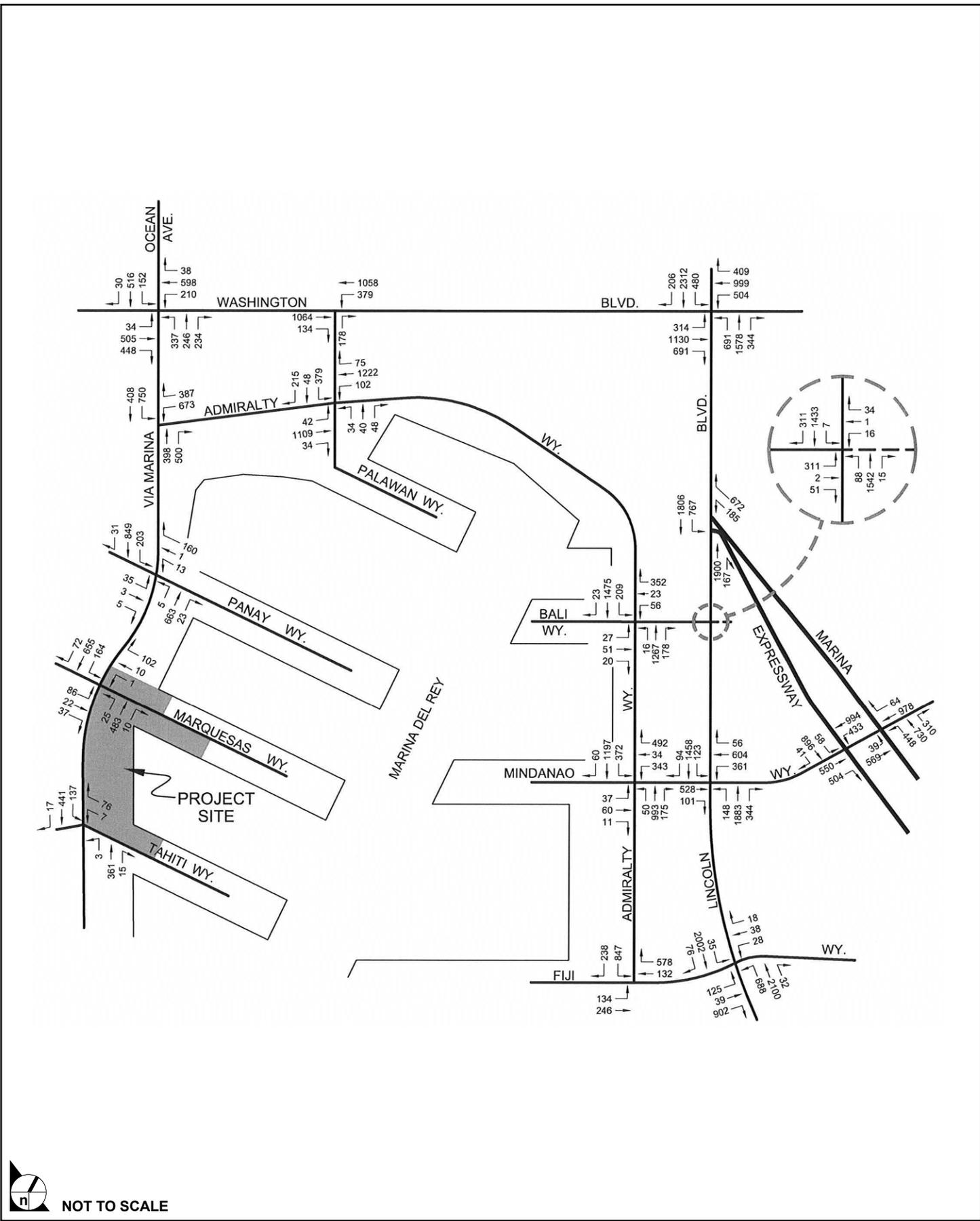


FIGURE 5.7-13

Future (2013) Traffic Volumes With Project - PM Peak Hour

Table 5.7-1213
Summary of Critical Movement Analysis Future (2013) Traffic Conditions
Without and With Project – PM Peak Hour

No.	Intersection	Without Project		With Project		
		CMA	LOS	CMA	LOS	Impact
1.	Via Marina/Tahiti Way	0.179	A	0.180	A	+0.001
2.	Via Marina/Marquesas Way	0.188	A	0.231	A	+0.043
3.	Via Marina/Panay Way	0.263	A	0.280	A	+0.017
4.	Admiralty Way/Via Marina	0.783	C	0.826	D	+0.043*
5.	Washington Blvd./Ocean Ave./Via Marina	0.799	C	0.831	D	+0.032*
6.	Admiralty Way/Palawan Way	0.629	B	0.655	B	+0.026
7.	Washington Blvd./Palawan Way	0.747	C	0.759	C	+0.012
8.	Lincoln Blvd./Washington Blvd.	1.390	F	1.399	F	+0.009
9.	Lincoln Blvd./Marina Expressway (SR-90)	0.751	C	0.751	C	+0.000
10.	Lincoln Blvd./Bali Way	0.534	A	0.537	A	+0.003
11.	Lincoln Blvd./Mindanao Way	0.884	D	0.901	E	+0.017*
12.	Lincoln Blvd./Fiji Way	0.762	C	0.769	C	+0.007
13.	Admiralty Way/Bali Way	0.602	B	0.631	B	+0.029
14.	Admiralty Way/Mindanao Way	0.772	C	0.835	D	+0.063*
15.	Admiralty Way/Fiji Way	0.386	A	0.390	A	+0.004
16.	Marina Expressway (SR-90) WB/Mindanao Way	0.555	A	0.569	A	+0.014
17.	Marina Expressway (SR-90) EB/Mindanao Way	0.769	C	0.779	C	+0.010

* Denotes significant impact, prior to mitigation.

Mitigation Measures: Through the implementation of area traffic improvement measures recommended in the adopted Marina del Rey Specific Plan Transportation Improvement Program (TIP) and the other measures identified below, project traffic related impacts (i.e., existing + ambient growth + project) traffic related impacts would be reduced to a less than significant level. The TIP includes specific detailed transportation and circulation improvements designed to fully mitigate the traffic generation of the Phase II development in Marina del Rey. In order to fund the recommended TIP roadway improvements, all projects developed within the Marina, including the proposed project, are required to pay a traffic mitigation fee imposed by the County of Los Angeles pursuant to the Marina del Rey Specific Plan Transportation Improvement Program. This fee is intended to fund the Category 1 (local Marina) and Category 3 (regional) roadway improvements described in the TIP, by providing fair share contributions toward the improvements, based on the amount of project PM peak hour trips. (Category 2 roadway improvements are reserved for Area A, which is DZ 15 and is part of the Playa Vista Development on the Marina.) These improvements address local traffic generated in and confined to the Marina, as well as

trips ~~which that~~ leave or pass through the Marina (regional trips). For new Phase 2 development projects in Marina del Rey, the County's traffic mitigation fee structure is currently \$5,690 per PM peak hour trip generated. Based on the expected net project trip generation of 228 PM peak hour trips, the project would be required to pay \$1,297,320 in trip mitigation fees (\$716,940 attributable to Legacy Partners and \$580,380 attributable to Woodfin). A portion of these fees is designated toward the Category 3 (regional) transportation improvements.

The County Department of Public Works has expressed that it prefers to implement the Marina del Rey TIP-recommended roadway improvements as a single major project in order to minimize traffic disruptions and construction time. Therefore, payment of the traffic impact mitigation fee is the recommended mitigation over the partial construction by this project of portions of the relevant TIP roadway improvements.

However, should the County decide that roadway improvement measures must be implemented earlier to assure that the project's direct significant impacts are reduced to less than significant levels on or before project occupancy, the following measures are recommended:

- **Admiralty Way and Via Marina** – Reconstruct the intersection to provide for a realignment of Admiralty Way as a through roadway with the southern leg of Via Marina, instead of widening the south side of Admiralty Way to accommodate a triple westbound left turn movement, and two lanes eastbound on Admiralty Way with a right-turn merge lane from northbound Via Marina as proposed under the Marina del Rey TIP Category 1 improvement. This improvement is identified in the Marina del Rey TIP as a Category 3 improvement, and will enhance traffic flow within the Marina.
- **Washington Boulevard and Via Marina/Ocean Avenue** – No feasible physical improvements are identified in the TIP that remain available to mitigate this potential direct project traffic impact. However, the County of Los Angeles Department of Public Works has identified an improvement at the nearby intersection of Washington Boulevard and Palawan Way that would provide additional egress from the Marina, reducing traffic volumes on the northbound approach of Via Marina at this intersection, and providing mitigation for the impacts. The proposed improvement would reconstruct the intersection of Washington Boulevard and Palawan Way to allow for dual northbound left-turns onto westbound Washington Boulevard, and install a new traffic signal at that intersection. The improvement will provide an additional means of accessing westbound Washington Boulevard from westbound Admiralty Way, reducing the existing high northbound volumes at Washington Boulevard and Via Marina/Ocean Avenue. (See "Washington Boulevard and Palawan Way" below for additional details.) It should be noted that this improvement is not included in the TIP. As such, the proposed project would be conditioned to contribute fair share funding to this improvement, above and beyond the previously identified traffic mitigation fees. The project's fair share proportion is 18.4 percent or approximately \$61,180, as determined by the County.
- **Lincoln Boulevard and Mindanao Way** – Widen the west side of Lincoln Boulevard both north and south of Mindanao Way, and relocate and narrow the median island on Lincoln Boulevard to provide a right-turn lane in the northbound direction. This improvement is identified in the Marina del Rey TIP as a Category 1 improvement, and will enhance traffic flow within the Marina.

- **Admiralty Way and Mindanao Way** – Install dual left-turn lanes on Admiralty Way for southbound travel at the approach to Mindanao Way and modify the traffic signal to provide a westbound right-turn phase concurrent with the southbound left-turn movement. The dual left-turn lanes on Admiralty Way will enhance egress from the Marina at Mindanao Way, has already been approved as part of a previous project (~~Marina Two~~ Esprit I Apartments), and would mitigate to less than significance the combined traffic impacts of both projects. It should be noted that this improvement is not included in the TIP. As such, the proposed project would be conditioned to contribute fair share funding to this improvement above and beyond the previously identified traffic mitigation fees. The project's fair share proportion would be negotiated between the ~~proposed project~~ project applicants and the County.

To determine the quantitative effect of these mitigation measures on the project-specific significant impact, a supplemental analysis was performed. This analysis utilized the same analysis procedures and techniques as were used in the preceding analysis of intersection conditions, with the exception that the proposed mitigation measures were assumed to be in place for the With Mitigation scenario. The results of the supplemental With Mitigation analysis are presented in **Table 5.7-13-14** and show that, once installed, these mitigation measures will reduce the traffic impacts of the proposed project to a less than significant level, and no additional project-specific traffic improvements are necessary. However, if any of the required measures or other measure of equal effectiveness are delayed or not implemented (because the County is unable to formally establish an enforceable TIP-type mechanism for collecting fair-share contributions or otherwise), a significant impact would remain.

Table 5.7-13-14
Summary of Critical Movement Analysis
Future (2013) Traffic Conditions – With Project Plus Mitigation

No.	Intersection	Without Project		With Project			With Mitigation		
		CMA	LOS	CMA	LOS	Impact	CMA	LOS	Impact
4.	Admiralty Way and Via Marina								
	AM Peak Hour	0.730	C	0.749	C	+0.019	0.637	B	-0.093
	PM Peak Hour	0.783	C	0.826	D	+0.043*	0.725	C	-0.047
5.	Washington Boulevard and Via Marina/Ocean Avenue								
	AM Peak Hour	0.744	C	0.774	C	+0.030	0.689	B	-0.055
	PM Peak Hour	0.799	C	0.831	D	+0.032*	0.791	C	-0.008
11.	Lincoln Boulevard and Mindanao Way								
	AM Peak Hour	0.754	C	0.782	C	+0.028	0.704	C	-0.050
	PM Peak Hour	0.884	D	0.901	E	+0.017*	0.819	D	-0.065
14.	Admiralty Way and Mindanao Way								
	AM Peak Hour	0.654	B	0.712	C	+0.058*	0.608	B	-0.046
	PM Peak Hour	0.772	C	0.835	D	+0.063*	0.734	C	-0.038

* Denotes significant impact, prior to mitigation.

Conclusion: Less than significant.

5.7.5.3.2.2 Threshold: Would project-generated traffic interfere with the existing traffic flow (e.g., due to the location of access roads, driveways, parking facilities).

Analysis: As discussed in the project description of this EIR, the proposed project would adhere to County standards regarding access roads and driveway locations.

According to the traffic distribution for the project that was reviewed and agreed to by the County Department of Public Works, Traffic and Lighting Division, approximately 5 percent of the project traffic is anticipated to access and depart from the project site using Via Dolce. Based on the trip generation from Table 5 of the traffic impact study, the project would contribute about eight net trips (about one trip every 7.5 minutes) during the AM peak hour and six net trips (about one trip every 10 minutes) during the PM peak hour to the traffic on Via Dolce. The segment of the roadway west of Via Marina currently carries about 288 trips during the AM peak hour and 236 trips during the PM peak hour. With cumulative project traffic, the roadway is anticipated to carry about 317 trips during the AM peak hour and 270 trips during the PM peak hour. As the project, traffic contribution on Via Dolce will be minimal and the peak-hour traffic volumes are and would continue to be well below its capacity, no significant project or cumulative traffic impact is expected to occur on this roadway.

As described in the previous section and in **Table 5.7-4415, Parking Tabulation for the Proposed Project Parcels 10R, FF, and 9U**, parking for the proposed project site (Parcels FF, 10R, and 9U) is generally provided in parking structures beneath or adjacent to each building. The project would also meet the County standards regarding parking requirements. The comparison of County Code requirements and proposed project parking is shown below.

As shown in **Table 5.7-4415**, the proposed development on Parcel 10R will require a total of 777 parking spaces for the residents and guests of the 400 apartments, plus an additional 131 spaces for boat slip parking needs, for a total of 908. The project will provide a minimum of 908 spaces to meet the total amount of parking required for the Parcel 10R development. **Table 5.7-44-15** shows that the residential development on Parcel FF will require a total of 242 parking spaces for the residents and guests of the 126 apartments. The project will provide 242 resident parking spaces including a minimum of 32 guest parking spaces on Parcel FF in order to meet the total amount of parking required for this parcel. Since the proposed project developments on Parcels 10R and FF meet parking requirements both on an overall basis and for each individual use, no parking spillover onto area streets or into the nearby neighborhoods is anticipated, and no parking-related impacts are expected as a result of the project components on these two parcels.

Table 5.7-1415
Parking Tabulation for the Proposed Project-Parcels 10R, FF, and 9U

Site	Type of Unit	Number of Units	Spaces Per Unit ¹	Total
<i>Parcel 10R</i>	1 Bedroom	246	1.50	369
	2 Bedroom	154	2.00	<u>308</u>
			Subtotal Resident Only	677
	Guests	400	0.25	<u>100</u>
			Subtotal Guests Only	<u>100</u>
	Boat Slips	174 slips	.75/slip	<u>131</u>
			Subtotal Boat Slips Only	<u>131</u>
			Total Required	908
			Total Parking Provided	908
	<i>Parcel FF</i>	1 Bedroom	94	1.50
2 Bedroom		24	2.00	<u>48</u>
			Subtotal Resident Only	210
Guests		126	0.25	<u>32</u>
			Subtotal Guests Only	<u>32</u>
			Total Required	242
		Total Parking Provided	242	
<i>Parcel 9U</i>	Hotel-2 Bedroom	83	1/unit	83
	Hotel-1 Bedroom	205	0.5/unit	103
	Sundry Shop	1,176 sq. ft	4/1,000 sq. ft.	5
	Spa	111 Occupants	1/3 Occupants	37
	Ballroom	347 Occupants	1/3 Occupants	116
	Meeting Room	227 Occupants	1/3 Occupants	76
	Restaurant	407 Occupants	1/3 Occupants	136
			Total Stand-Alone Rates	556²
			Total Parking Provided	360
			Project Parking Provided Total	1,510

¹ Pursuant to Los Angeles County Code.

² Stand-alone parking rate does not reflect the true demand of a full-scale hotel development. Major hotel developments typically have a variety of facilities and are designed to be 24-hour mixed-use facilities. According to the ULI Shared Parking document, parking demand for the hotel uses and the demand for the various uses include the guest rooms, meeting rooms, ballrooms, retail, spa and restaurant, peak at different times of the day. To require parking per code for each hotel use would result in excess parking. The shared parking analysis, included in **Appendix 5.7** of this EIR concluded that the maximum number of parking spaces required would be 345, during 9 PM and 10 PM on a typical summer weekend, resulting in 15 surplus spaces during the peak parking demand period.

³ Employee parking rates are included within the standard Los Angeles County parking rates and are accounted for within the table above.

As summarized in **Table 5.7-1415**, approximately 556 on-site parking spaces would be required for the proposed hotel/timeshare resort component on Parcel 9U if the resort's primary and accessory uses were analyzed as stand-alone facilities. However, stand-alone parking often does not reflect the true parking demand of a mixed-used development. Therefore, County Code allows for an analysis to be made of the

project uses on a shared parking basis. A shared parking analysis, prepared using Urban Land Institute (ULI) procedures as detailed in **Appendix 5.7**, concludes that the maximum parking demand for the project site would be approximately 345 parking spaces and would occur between 9:00 PM and 10:00 PM on a typical summer weekend, with a slightly lower maximum parking demand of 344 spaces on atypical summer weekday. The proposed hotel/timeshare resort will accommodate a total of 360 spaces including 21 fee-based self-park spaces located on the second parking level, and 339 valet spaces located on all other parking levels. Thus, no parking spillover onto area streets or into the nearby neighborhoods is anticipated, and no parking-related impacts are expected as a result of the proposed hotel/timeshare resort development on Parcel 9U.

Mitigation Measure: None required.

Conclusion: Less than significant.

5.7.5.3.2.3 Threshold: Would the proposed project cause an adverse impact to the existing regional transportation system.

Analysis: As mentioned previously, a traffic analysis is required at all arterial monitoring intersections where the proposed project would add 50 or more trips during either the AM or PM weekday peak hours. In addition, a traffic analysis is also required at all mainline freeway monitoring locations where the project would add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

One CMP intersection, Lincoln Boulevard and Marina Expressway, was identified in the project area. The proposed project is not expected to add 50 or more trips to this intersection during either the AM or PM weekday peak hours. However, this intersection was included as a study intersection and analyzed due to its close proximity to the project site. In addition, a traffic analysis is also required at all mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours. A review of the project's net trip generation assignments, as shown previously in **Figures 5.7-12** and **5.7-13**, indicates that the project is not expected to add substantial traffic volumes to the regional transportation system. The maximum amount of project traffic added to any particular freeway segment would occur along the eastbound Marina Expressway/Freeway east of Mindanao Way during the AM peak hour. During this time, the project would add approximately 71 trips, which is substantially less than the Los Angeles CMP threshold of 150 peak hour trips added to any freeway segment in a single direction. Based on this information, the impact criteria will not be exceeded, and no significant regional impacts on arterial monitoring intersections and mainline freeway locations would occur. Therefore, this is considered a less than significant impact.

According to the County of Los Angeles Congestion Management Program (CMP), the project including both the residential component (Parcels FF and 10R) and the hotel/timeshare resort component (Parcel 9U) could add new transit riders to existing transit facilities. The wetland park and public-serving boat slips addition to new transit riders would be negligible. Therefore, a transit impact analysis was performed per the CMP guidelines. The net project vehicular generation of 253 AM and 228 PM peak-hour trips were converted to 354 and 319 person trips, respectively, by applying the CMP person-trip conversion factor of 1.4. According to the CMP guidelines and given the transit level of accessibility to and from the site, it is estimated that approximately 3.5 percent of these project person trips would be assigned to transit. This amount of transit usage by the project (12 transit trips during the AM peak-hour and 11 transit trips during the PM peak-hour) would not be expected to result in a significant transit impact. The three buses that stop within walking distance (within 0.25 mile) from the project site and the two additional buses that also serve this portion of the Marina del Rey community (along Washington Boulevard) would be able to adequately accommodate this usage.

It should be noted that no transit trip credits were assumed for the analysis of project trip generation, as required by the County; transit ridership created by the project was calculated using the CMP transit rates in order to determine a worst case transit impact scenario. The hotel component of the project, however, proposes to establish a Transportation Demand Management (TDM) program to encourage transit use and to reduce potential traffic impacts. Even without taking into account the implementation of the hotel's TDM program, however, the project is not expected to result in a significant transit impact due to the trip generation of the hotel.

Mitigation Measure: None required.

Conclusion: Less than significant.

5.7.5.3.2.4 **Threshold: Would the project be consistent with the Marina del Rey Land Use Plan.**

Analysis: The portion of the project within DZ 2 consists of the 288-unit room hotel/timeshare resort on the northern portion of Parcel 9U and an approximately 1.46-acre public wetland park on the southern portion of the parcel. Parcel 9U is currently vacant. The 1.46-acre public wetland park is to replace the area of Parcel FF (located at the northeast corner of the intersection of Marquesas Way and Via Marina) designated as Open Space in the LCP. Although not specifically noted in the development allowances, public open space development within the Marina is encouraged and is considered to be compatible with the intent of the LUP development standards. The original development allowances for DZ 2 included a total of 275 dwelling units, 288 hotel rooms and 76 boat slips. Thus, the proposed project development in DZ 2, with 288 hotel/timeshare suites, accessory resort uses and a public park, would be consistent with the development allowances for this zone.

A portion of DZ 3 will also be developed as part of this project. The 136 existing apartments located on Parcel 10R along Via Marina and Marquesas Way will be removed. A total of 400 and 126 new apartments will be constructed on Parcels 10R and FF, respectively, for a total of 526 new apartments within DZ 3. Parcel FF is currently developed with an approximately 207201-space surface parking lot. The project will also remove a total of 198 existing boat spaces and develop 174 new boat slips adjacent to Parcel 10R. Thus, the proposed project will result in a net increase of 390 apartments, and a decrease of 24 boat slips within DZ 3.

The original development allowances for DZ 3 included a total of 320 dwelling units, a total of 15,000 square feet of visitor-serving retail, and 76 boat slips; however, the development potential for each development zone is granted on a “first come, first served” basis.

As noted previously, another project (~~Marina Two Esprit I Apartments~~) is ~~currently approved for development~~ has recently opened in DZ 3 pursuant to development approvals granted by the County and the Coastal Commission in ~~DZ 3~~. The ~~Marina Two Esprit I~~ project is developed at the terminus of Marquesas Way on Parcel 12, which abuts Parcel 10R to the east ~~included development on both Parcel 12, within DZ 3, and Parcel 15 within DZ 4. Only the DZ 3 portion of the development is pertinent to the proposed project.~~ Within DZ 3 (on Parcel 12), the ~~Marina Two Esprit I~~ project was approved to develop a total of 437 residential dwelling units, 2,000 square feet of visitor-serving retail, and 227 boat slips ~~on parcels; to make way for the Esprit I project, containing a total of 120 existing dwelling units, 5,600 square feet of visitor-serving retail, and 464 boat slips, all of which would were removed from Parcel 12. be removed.~~ The net effect of the ~~Marina Two Esprit I~~ project on the DZ 3 remaining allowable development is ~~was~~ the utilization of 317 dwelling units, ~~thereby~~ reducing the remaining allowable development potential for DZ 3 to ~~only~~ three (3) dwelling units. However, no change in the allowable development potential for the visitor-serving retail or boat slips would occur due to the ~~Marina Two Esprit I~~ project, since the approved development actually reduces the amount of visitor-serving retail on the site by 3,600 square feet, and the number of DZ 3 boat slips by 237 slips. Since the Phase II LUP development allowances were based on development beyond the existing conditions at the time of its adoption, the ~~Marina Two Esprit I~~ project's reductions in retail space and boat slips are not considered to affect the allowable Phase II development amounts for these uses, which remain at 15,000 square feet of visitor-serving retail and 76 boat slips, respectively.

Consequently, the proposed net increase of 264 dwelling units on Parcel 10R and 126 dwelling units on Parcel FF (390 net combined) is 387 dwelling units more than the three dwelling units currently available in DZ 3. Therefore, to facilitate these proposed projects on Parcels 10R and FF, the County is requesting an amendment to the LCP to transfer “unused” residential development ~~rights~~ units from other adjoining and/or nearby development zones to allow for the proposed increase in dwelling units within DZ 3.

The proposed project would transfer development allowances for Parcel 10R of approximately 261 dwelling units (out of an ~~allowable~~ total of 275 available dwelling units) from the abutting DZ 2. The transfer of 261 dwelling units from DZ 2 plus the 3 remaining allowable units for DZ 3 would allow for the development increase of 264 dwelling units on Parcel 10R. In addition, the proposed project would transfer development allowances from the remaining 14 dwelling units within DZ 2, and transfer 112 dwelling unit allowances from nearby DZ 1 (the “Bora Bora” DZ comprised of parcels at near the terminus of Via Marina) into DZ 3. As a result, DZ 2 would have no allowable dwelling units remaining. However, as noted earlier, this condition will not significantly affect development within DZ 2, since the only project proposed for this zone is the subject 288-room hotel/timeshare resort, which ~~is currently allowed~~ is consistent with the hotel room buildout potential of DZ 2. Thus, the proposed residential development allowance transfers from DZ 1 and DZ 2 would permit the entire proposed Parcel 10R and FF development within DZ 3 to be consistent with the development allowances described in the Marina del Rey LUP.

The Marina del Rey LUP also requires that proposed projects demonstrate compatibility with the Circulation Element of the Plan, based upon a comparison of the number of trips generated by the allowable development and the trips generated by the proposed project. As noted previously, the Phase II development potential for each ~~zone-DZ~~ is based upon the Marina’s ultimate capacity to accommodate traffic. To determine the compatibility of the proposed development with the Circulation Element, the PM peak hour trip generation potentials for both the proposed and allowable land uses were computed. The trip generation rates used in this comparison are specified in Table 2 of Appendix G, Transportation Improvement Program (TIP), of the Marina del Rey Local Implementation Program, which is, in turn, a part of the LUP. These trip rates were used to determine the number of trips attributable to the allowed Phase II development levels, and to assess the need for and effectiveness of the roadway improvements required as part of the Phase II development. The calculation of the number of allowable and proposed PM peak hour trips for DZ 2 and DZ 3 is summarized in **Table 5.7-15~~16~~, Development Zone 2 and 3 PM Peak-Hour Trips**.

Table 5.7-15~~16~~ shows that the project development proposed for DZ 2 is well within the allowable buildout trip limits for that zone, as determined based on the allowed development land uses specified in the LUP. No other developments have occurred under the Phase II Marina development for DZ 2, and as such, development of the proposed project including the residential development transfer of 275 dwelling units from DZ 2 to DZ 3 leaves 9.58 net allowable trips remaining for future development in this Zone.

Development Zone 3 exhibits a similar situation. The potential development listed in the Marina del Rey Land Use Plan ~~Development for Zone-DZ~~ 3 would allow a total of 180.50 net new PM trips. However, the approved ~~Marina Two Esprit I~~ project on Parcel 12 results in a net total of 49.59 trips, leaving

130.91 remaining allowable trips. The project development proposed for DZ 3 would produce a total of 125.88 net new PM peak-hour trips. In addition, the proposed residential development allowance transfer would increase the trip allowance by 126.16 trips. As a result, following development of the proposed project, the allowable trips available for future development for this Zone-DZ following the proposed project would be approximately 131.19 trips. As such, the proposed project is compatible with the trip generation limit identified in the Marina del Rey LUP for both Development Zones 2 and 3.

Additionally, overall development within the Marina is projected to remain well within established acceptable limits. The Marina del Rey Phase II Buildout development allowed by the LUP and the TIP, as summarized in **Table 5.7-7**, produces a total of 2,750 net new PM peak hour trips for the Marina, beyond those trips occurring at the time those documents were certified. The LUP and its supporting documents were updated and certified most recently in February of 1996. ~~Only four~~ Several projects have been developed to date under the allowed Phase II development, ~~although and~~ and several additional developments are pending, approved, or currently being constructed. The developed p Projects having been approved and constructed after certification of the Major Amendment to the MDR LCP in February 1996 include:

- Dolphin Marina-Marina congregate care apartments at Parcel 18 on Panay Way, within DZ 4 (5 PM peak hour trips);
- Dolphin Marina apartments at Parcel 18 on Panay Way, within DZ 4 (22 trips);
- and the Capri Apartments at Parcel 20 on Panay Way, Development within DZ 4 (41 trips);
- †The Villas at Marina Harbor Apartments at Parcel 112 at the intersection of Bora Bora Way and Via Marina Development, within DZ 1 (4 trips);
- The Marina Gateway Shopping Center renovation project on Parcel 97 at the intersection of Washington Boulevard and Via Marina, within DZ 5 (2 trips);
- The Marina Waterside Shopping Center rehabilitation project on and Parcelss 50 and 83, within DZ 9 (28 trips); result in an increase of 26.97 PM peak hour trips;
- The Villas at Admiralty Way Apartments at Parcel 140 at the intersection of Palawan Way and Admiralty Way, within DZ 5 (37 trips); and
- Esprit I apartments at Parcel 12 on Marquesas Way, within DZ 3 (52 trips).

These constructed projects comprise approximately, an increase of 25.80 PM peak hour trips, a decrease of 3.87 net PM peak hour trips, and an increase of 20.87 PM peak hour trips, respectively, for a total of 69.77 trips, which is about seven (2.57) percent (or 183 PM peak hour trips) of the total allowable Phase II trips. However, several development proposals, including the subject project, have been approved, are

~~under construction, for development and are pending construction~~ or are currently proceeding through the approval process (which includes the subject projects). These projects will also contribute toward the overall Marina trip cap. As shown in ~~Table 5.7-15~~Table 5.7-16, the proposed project will result in a net trip generation of approximately 227.54 PM peak hour trips.

The other currently approved ~~or~~, proposed, ~~or potential~~ (i.e., those for which development applications have been filed with the County) projects within the Marina include:

- ~~Marina Two~~Esprit II project on Parcel 15 (152.34 approved; 120.00 trips total trips on both Parcels 12 and 15)
- The Jamaica Bay Inn hotel expansion project on Parcel 27 (approved; 24.36 trips)
- Marina del Rey Fuel Dock redevelopment project on Parcel 1S (approved; 0 net additional trips)
- The Shores Apartments on Parcels 100 and 101 (approved; 111.49 trips)
- ~~Redevelopment of~~Marina West Shopping Center project on Parcels 95 (pending approval; 135.26120 trips)
- ~~The approved redevelopment of Parcel 97 (2.16 trips)~~
- ~~The Parcel 140 residential project (37.49 trips)~~
- Villa Venetia apartments project on Parcel 64 (pending approval; 87.39 trips on Parcel 64)
- ~~The Parcel 27 hotel expansion project (24.36 trips)~~
- Fisherman's Village redevelopment project~~Mixed use expansion development~~ on Parcels 55, 56 and W (pending approval; 209~~220~~ trips)
- ~~The approved Del Rey Shores Project (111.49 trips on both Parcels 100 and 101)~~
- ~~A proposed hotel project on~~Residence Inn hotel project on Parcel IR (pending approval; 51.89 trips)
- The Waterfront mixed residential/commercial project on Parcels 33/NR (pending approval; 22.07 trips)
- ~~The Boat Central/Pacific Marina Development~~ Dry Stack Boat Storage project on Parcels 52/GG (pending approval; 51.38 trips)
- ~~The proposed~~ Congregate-care Retirement Facility on Parcel OT and Holiday Harbor Courts project on Parcel 21 (pending approval; 30.54 trips)
- Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project on Parcels 10R, FF and 9U (pending approval; 228 trips)

These developments could potentially add a total of approximately ~~972.83~~1066.66 net new trips to the Marina. With buildout of the already developed projects (~~Dolphin Marina and the Parcels 20, 112 and 50/83 Developments~~) and the ~~above pending proposed~~ projects, a net total addition of approximately

1,212,681,249.667 PM trips, or approximately ~~44~~ 45.44 percent of the total of 2,750 PM peak hour trips allowed under the development and mitigation scenarios approved for Marina del Rey, would result.

This level of overall trip generation from the developed, approved and proposed Marina projects is less than the 50 percent development level at which Category 3 System-Wide Improvements (as described in the LCP), such as the Admiralty Way improvement to five lanes or the realignment of the intersection of Admiralty Way and Via Marina, are warranted before any additional development can occur. It should also be noted that the proposed project has identified several Category 3 improvements as mitigation measures for the cumulative traffic impacts, described in detail below.

Mitigation Measure: None required.

Conclusion: Less than significant.

Table 5.7-1516
Development Zone 2 and 3 PM Peak-Hour Trips

Development Zone 2		
Allowable Phase II Development (Without Proposed Project)		
275 dwelling units x 0.326 trips/unit	=	89.65 trips
288 hotel rooms x 3.53 trips/room	=	101.66 trips
76 boat slips x 0.126 trips/slip	=	<u>9.58 trips</u>
<i>Total Allowable Trips</i>		<i>200.89 trips</i>
Approved/Constructed Phase II Development		
None	=	<u>0.00 trips</u>
<i>Remaining Allowable Phase II Trips</i>		<i>200.89 trips</i>
Proposed Development (Parcel 9U)		
288 hotel units x 0.353 trips/unit	=	101.66 trips
1.46-acre park x 0.00 trips/acre	=	<u>0.00 trips</u>
<i>Net Parcel 9U Project Trips</i>	=	<i>101.66 trips</i>
Proposed Residential Development Allowance Transfers		
275 new dwelling units x 0.326 trips/unit (To DZ 3)		89.65 trips
<i>Total Transferred Residential Trips</i>		<i>89.65 trips</i>
Surplus/(Deficit) Development Zone 2 Allowable Trips		9.58 trips
Development Zone 3		
Allowable Phase II Development (Without Proposed Project)		
275 dwelling units x 0.326 trips/unit	=	104.32 trips
15,000 sq. ft. visitor-serving retail x 4.44 trips/KSF	=	66.60 trips
76 boat slips x 0.126 trips/slip	=	<u>9.58 trips</u>
<i>Total Allowable Trips</i>		<i>180.50 trips</i>

Approved Phase II Development (Parcel 12)		
402 new dwelling units x 0.326 trips/unit	=	131.05 trips
35 new senior dwelling units x 0.100 trips/unit	=	3.50 trips
2,000 sq. ft. visitor-serving retail x 4.44 trips/KSF	=	8.88 trips
227 boat slips x 0.126 trips/slip	=	<u>28.60</u>
<i>Total Approved</i>		<i>172.03 trips</i>
Less 120 existing dwelling units x 0.326 trips/unit	=	-39.12 trips
Approved Phase II Development (Parcel 12)		
Less 5,600 sq. ft. existing retail x 4.44 trips/KSF	=	-24.86 trips
Less 464 boat slips x 0.126 trips/slip	=	<u>-58.46 trips</u>
<i>Net Approved Trips</i>		<i>49.59 trips</i>
<i>Remaining Allowable Phase II Trips</i>		<i>130.91 trips</i>
Development Zone 3		
Proposed Development (Parcels 10R and FF)		
Parcel 10R		
400 new dwelling units x 0.326 trips/unit	=	130.40 trips
174 new boat slips x 0.126 trips/slip	=	<u>21.92 trips</u>
		152.32 trips
Less 136 existing dwelling units x 0.326 trips/unit	=	-44.34 trips
Less 184 existing boat slips x 0.126 trips/slip	=	<u>-23.18 trips</u>
<i>Net Parcel 10R Project Trips</i>	=	<i>84.80 trips</i>
Parcel FF		
126 new dwelling units x 0.326 trips/unit	=	<u>41.08 trips</u>
<i>Net Parcel FF Project Trips</i>	=	<i>41.08 trips</i>
Proposed Residential Development Allowance Transfers		
112 new dwelling units x 0.326 trips/unit (from DZ 1)	=	36.51 trips
275 new dwelling units x 0.326 trips/unit (from DZ 2)	=	<u>89.65 trips</u>
<i>Total Transferred Residential Trips</i>	=	<i>126.16 trips</i>
Surplus/(Deficit) Development Zone 3 Allowable Trips		131.19 trips

5.7.5.3.3 Neptune Marina Parcel 10R Project

The applicable thresholds of significance are listed below followed by analysis of the significance of any potential impacts. Mitigation measures are also identified which would reduce or avoid potentially significant adverse impacts, if applicable.

5.7.5.3.3.1 Threshold: Would the project cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system.

Threshold: Would the project exceed an LOS standard established by the county congestion management agency for designated roads and highways.

Threshold: Would the project cause an increase in the CMA value of 0.010 or more, when the final With Project LOS is E or F (CMA > 0.900); or cause an increase in the CMA of 0.020 or more at LOS D (CMA > 0.800 to 0.900); or cause an increase in the CMA of 0.040 or more at LOS C (CMA > 0.700 to 0.800).

Threshold: Would the traffic generated by the project if added to existing traffic volumes, exceed the design capacity of an intersection or roadway, contribute to an unacceptable LOS, or exacerbate an existing congested condition.

Analysis:

Demolition, Excavation and Construction Impacts. See analysis under **Section 5.7.5.3.2.1** above. Maximum daily construction traffic, after adjustment to PCE for truck traffic, (809 trips), would be less than the daily trips from the existing development (1069 trips). Maximum peak-hour trips would be greater (111 in the AM and 107 in the PM) than the existing peak hour trips (70 in the AM and 69 in the PM) but less than the impacts at buildout for the project as a whole. Because less than significant impacts were identified for the project as a whole, impacts associated with Parcel 10R itself would be less than significant as well.

The installation of the project water lines on Via Marina extending into Parcel 10R will need to occur for approximately 6–8 weeks during the project construction period. This installation will require that one lane be closed during off-peak hours along this roadway. However, all lanes would remain open during peak time periods (7:00–9:00 AM and 4:00–6:00 PM) and at least one travel lane in each direction would remain open at all times. The project would be required to obtain and implement a Worksite Traffic Control (WTC) Plan, as mentioned earlier, for all work within the right-of-way.

Operational Impacts: Using the trip generation rates provided in **Table 5.7-1**, Parcel 10R is expected to generate approximately ~~10171,045~~ net new trips per day. Of this total, an estimated 932 trips would occur during the morning peak hour, and ~~8586~~ new trips would occur during the evening peak hour. These new trips would be added to the project area roadway network once the existing development is removed and the proposed project is completed and fully occupied. Estimated trip generation figures for the project are provided in **Table 5.7-1011**.

These general geographic trip distribution percentages from **Table 5.7-5** were then assigned to specific travel routes in the study area and are assumed to be the same during both the AM and PM peak hours. Using the directional distribution percentages shown in **Figures 5.7-5, 5.7-6 and 5.7-7, Trip Distribution Percentages**, the number of trips along each roadway were calculated. These roadway trips were then assigned to specific routes serving the project. The results of this traffic assignment provide the necessary level of detail to conduct the future traffic analysis. Traffic assignments for the AM and PM peak-hour project traffic on the nearby street system are shown in **Figure 5.7-14, Traffic Volumes – Parcel 10R Residential Project Traffic – AM Peak Hour**, and **Figure 5.7-15, Traffic Volumes – Parcel 10R Residential Project Traffic – PM Peak Hour**.

Future “With Project” Traffic Conditions

The analysis of future conditions (i.e., existing + ambient growth + project) traffic in the project area was performed using the same CMA procedures described previously in this report. For future project conditions, the roadway system was considered to have no improvements beyond existing conditions. Traffic volumes for the analysis were developed as follows:

- Future-year traffic volumes for the project vicinity were determined by applying a 0.6 percent per year ambient growth factor to the 2007 traffic counts, to estimate area traffic growth.
- Traffic volumes generated by the project were combined with these benchmark Without Project volumes to form the With Project traffic conditions and to determine traffic impacts directly attributable to the proposed development.

The 2013 baseline Without Project AM and PM peak-hour traffic volumes for the project are shown in **Figure 5.7-8, Future (2013) Traffic Volumes without Project (Ambient Growth) – AM Peak Hour**, and **Figure 5.7-9, Future (2013) Traffic Volumes without Project (Ambient Growth) – PM Peak Hour**, respectively. Future year 2013 With Project traffic volumes are shown in **Figure 5.7-16, Future (2013) Traffic Volumes with Parcel 10R – AM Peak Hour**, and **Figure 5.7-17, Future (2013) Traffic Volumes with Parcel 10R – PM Peak Hour**, for the AM and PM peak hours, respectively.

Study Area Intersection Impacts

The results of the CMA for future traffic conditions at the 17 study area intersections are summarized in **Table 5.7-1617, Summary of Critical Movement Analysis Future (2013) Traffic Conditions – Without and With Project – AM Peak Hour**, and **Table 5.7-1718, Summary of Critical Movement Analysis Future (2013) Traffic Conditions – Without and With Project – PM Peak Hour**. The table shows that both the Without Project and With Project intersection traffic conditions would range between LOS A and LOS F at the most congested study intersections during both the AM and PM peak hours. The incremental project traffic would not cause the LOS at any intersection to degrade, which is considered a less than significant impact.

5.7.5.3.3.2 Threshold: Would project-generated traffic interfere with the existing traffic flow (e.g., due to the location of access roads, driveways, parking facilities).

Analysis: See analysis under **Section 5.7.5.3.2.2** above. Parcel 10R would generate fewer trips on Via Dolce than the project as a whole. In addition, Parcel 10R development would provide parking in accordance with County requirements. Parking related impacts for Parcel 10R were included in the overall analysis. Because less than significant impacts were identified for the project as a whole, impacts associated with Parcel 10R itself would be less than significant as well.

Mitigation Measure: None required.

Table 5.7-1617
Summary of Critical Movement Analysis Future (2013) Traffic Conditions
Without and With Project – AM Peak Hour

No.	Intersection	Without Project		With Project		
		CMA	LOS	CMA	LOS	Impact
1.	Via Marina/Tahiti Way	0.276	A	0.276	A	+0.000
2.	Via Marina/Marquesas Way	0.271	A	0.304	A	+0.033
3.	Via Marina/Panay Way	0.360	A	0.372	A	+0.012
4.	Admiralty Way/Via Marina	0.730	C	0.739	C	+0.009
5.	Washington Blvd./Ocean Ave./Via Marina	0.744	C	0.753	C	+0.009
6.	Admiralty Way/Palawan Way	0.444	A	0.447	A	+0.003
7.	Washington Blvd./Palawan Way	0.668	B	0.673	B	+0.005
8.	Lincoln Blvd./Washington Blvd.	0.807	D	0.811	D	+0.004
9.	Lincoln Blvd./Marina Expressway (SR-90)	0.707	C	0.707	C	+0.000
10.	Lincoln Blvd./Bali Way	0.677	B	0.677	B	+0.000
11.	Lincoln Blvd./Mindanao Way	0.754	C	0.765	C	+0.011
12.	Lincoln Blvd./Fiji Way	0.613	B	0.614	B	+0.001

No.	Intersection	Without Project		With Project		
		CMA	LOS	CMA	LOS	Impact
13.	Admiralty Way/Bali Way	0.480	A	0.489	A	+0.009
14.	Admiralty Way/Mindanao Way	0.654	B	0.672	B	+0.018
15.	Admiralty Way/Fiji Way	0.266	A	0.268	A	+0.002
16.	Marina Expressway (SR-90) WB/Mindanao Way	0.423	A	0.423	A	+0.000
17.	Marina Expressway (SR-90) EB/Mindanao Way	0.641	B	0.648	B	+0.007

* Denotes significant impact, prior to mitigation.

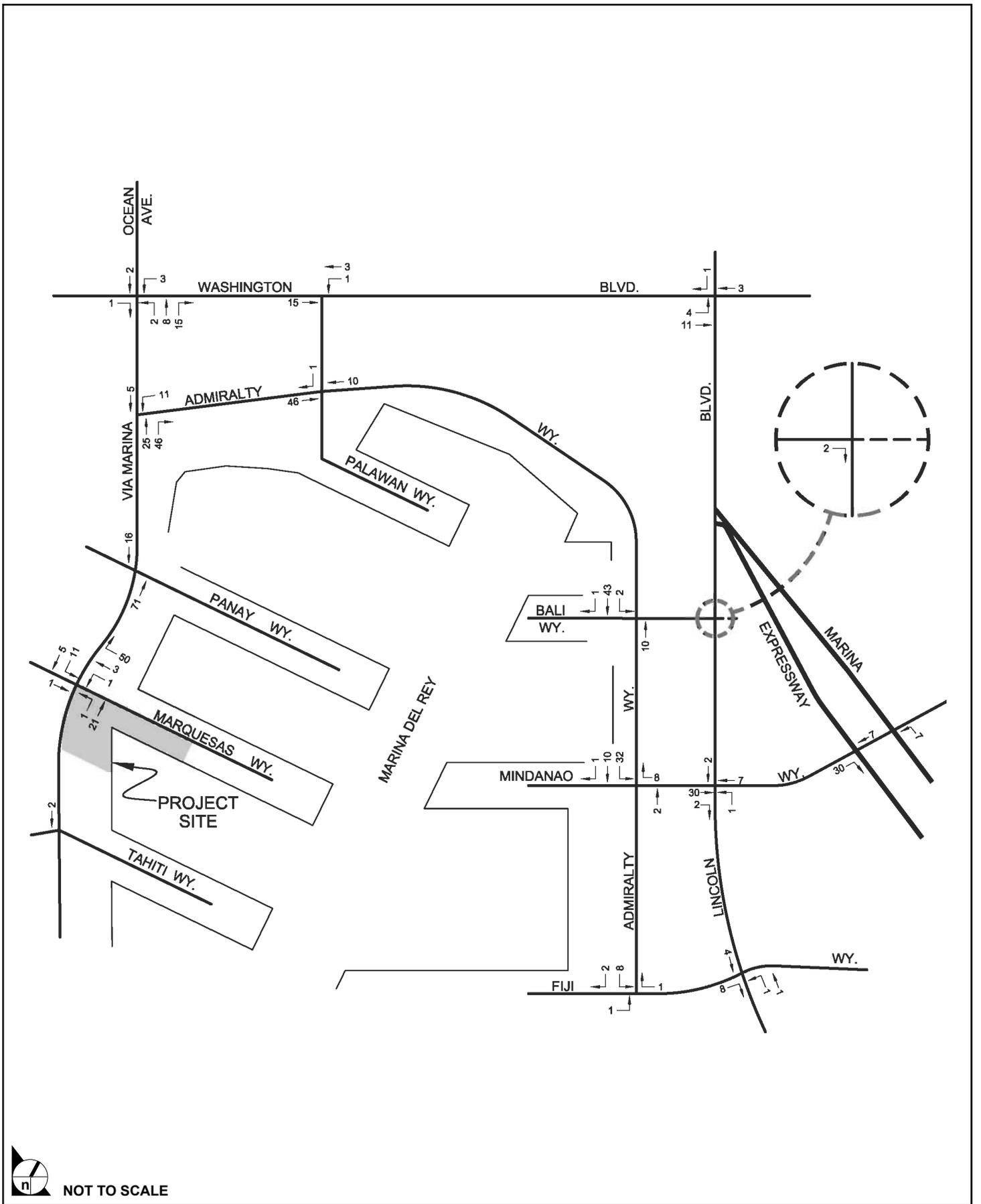


FIGURE 5.7-14

Traffic Volumes - Parcel 10R Residential Project Traffic - AM Peak Hour

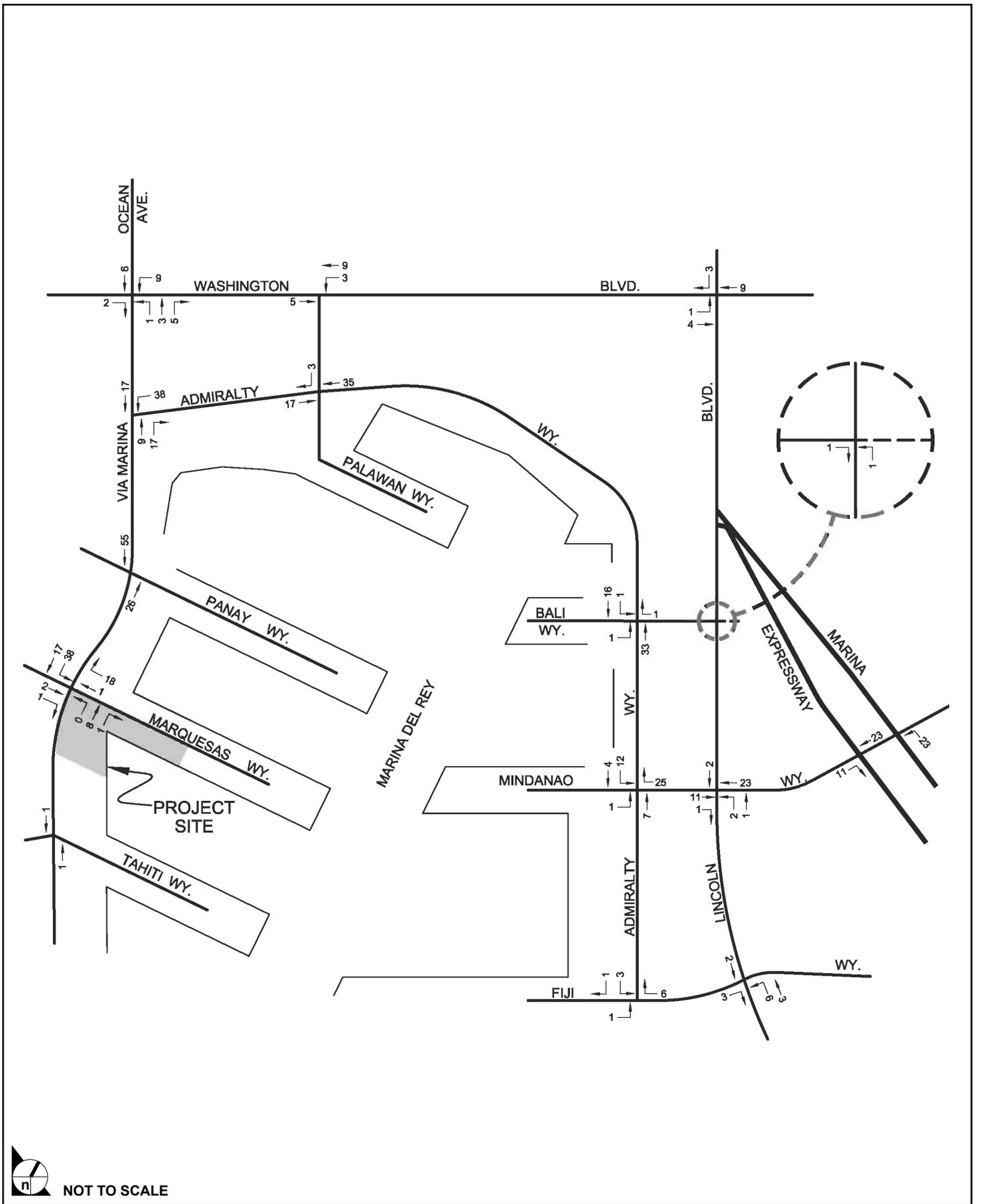
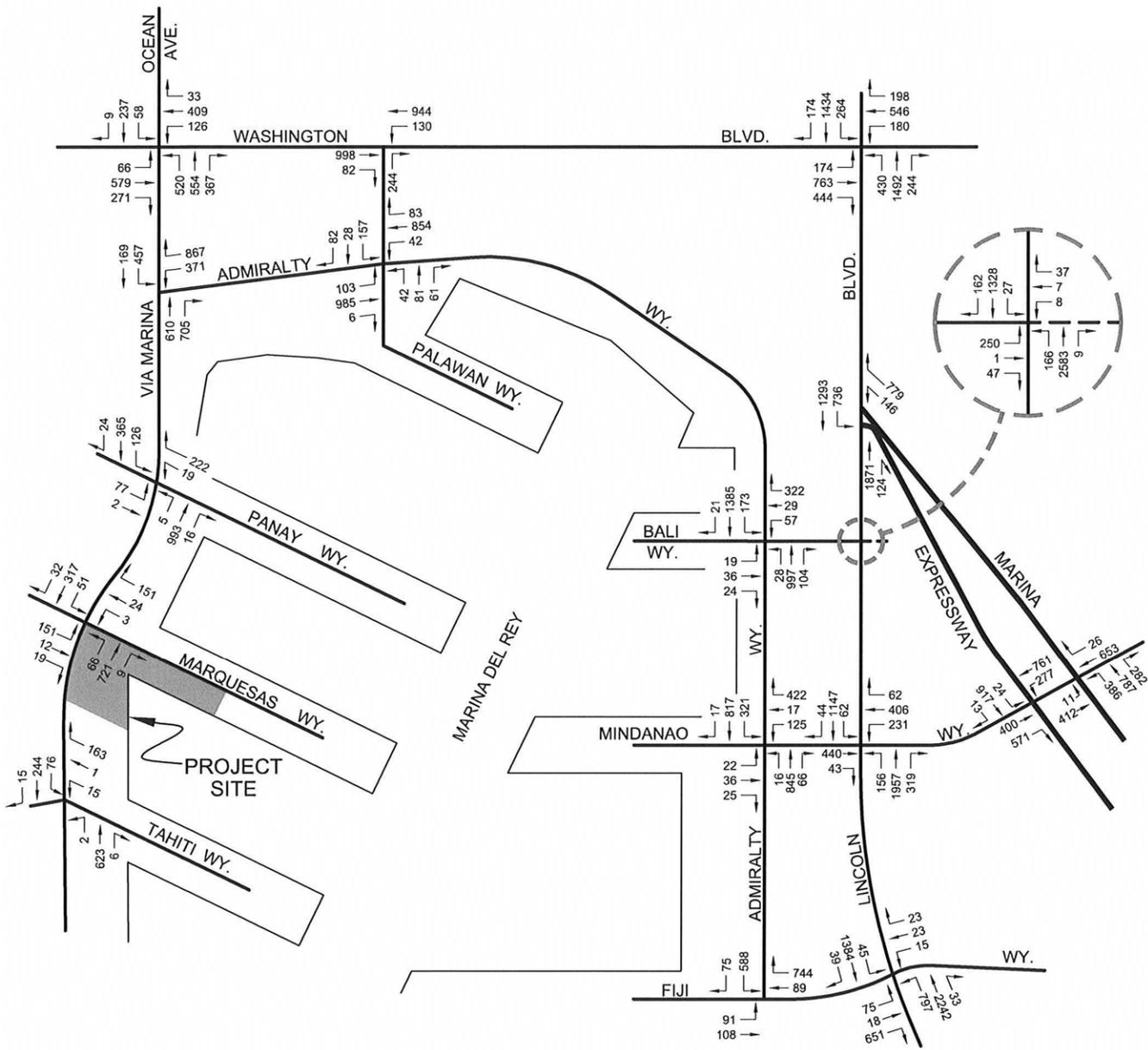


FIGURE 5.7-15

Traffic Volumes - Parcel 10R Residential Project Traffic - PM Peak Hour

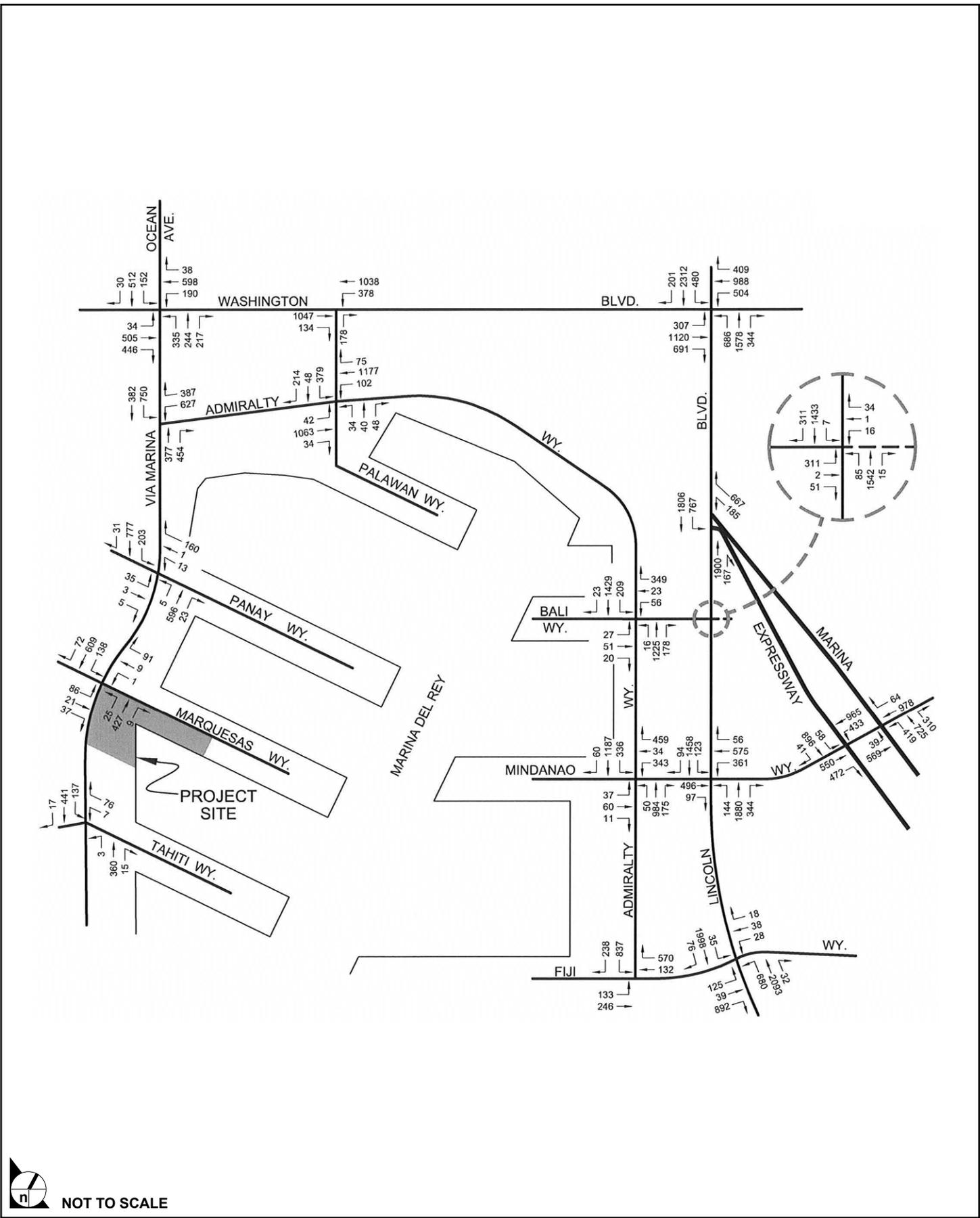


 NOT TO SCALE

SOURCE: Crain & Associates - December 2007

FIGURE 5.7-16

Future (2013) Traffic Volumes With Parcel 10R - AM Peak Hour



 NOT TO SCALE

SOURCE: Crain & Associates - December 2007

FIGURE 5.7-17

Future (2013) Traffic Volumes With Parcel 10R - PM Peak Hour

Table 5.7-1718
Summary of Critical Movement Analysis Future (2013) Traffic Conditions
Without and With Project – PM Peak Hour

No.	Intersection	Without Project		With Project		
		CMA	LOS	CMA	LOS	Impact
1.	Via Marina/Tahiti Way	0.179	A	0.179	A	+0.000
2.	Via Marina/Marquesas Way	0.188	A	0.209	A	+0.021
3.	Via Marina/Panay Way	0.263	A	0.268	A	+0.005
4.	Admiralty Way/Via Marina	0.783	C	0.800	C	+0.017
5.	Washington Blvd./Ocean Ave./Via Marina	0.799	C	0.812	D	+0.013
6.	Admiralty Way/Palawan Way	0.629	B	0.641	B	+0.012
7.	Washington Blvd./Palawan Way	0.747	C	0.752	C	+0.005
8.	Lincoln Blvd./Washington Blvd.	1.390	F	1.392	F	+0.002
9.	Lincoln Blvd./Marina Expressway (SR-90)	0.751	C	0.751	C	+0.000
10.	Lincoln Blvd./Bali Way	0.534	A	0.535	A	+0.001
11.	Lincoln Blvd./Mindanao Way	0.884	D	0.888	D	+0.004
12.	Lincoln Blvd./Fiji Way	0.762	C	0.765	C	+0.003
13.	Admiralty Way/Bali Way	0.602	B	0.616	B	+0.014
14.	Admiralty Way/Mindanao Way	0.772	C	0.797	C	+0.025
15.	Admiralty Way/Fiji Way	0.386	A	0.387	A	+0.001
16.	Marina Expressway (SR-90) WB/Mindanao Way	0.555	A	0.560	A	+0.005
17.	Marina Expressway (SR-90) EB/Mindanao Way	0.769	C	0.772	C	+0.003

* Denotes significant impact, prior to mitigation.

Mitigation Measure: None required.

Conclusion: ~~Less than significant.~~

Conclusion: Less than significant.

5.7.5.3.3.3 Threshold: Would the proposed project cause an adverse impact to the existing regional transportation system.

Analysis: See analysis under Section 5.7.5.3.2.3 above. Impacts to the existing regional transportation system for Parcel 10R, including impacts to transit system, were included in the overall analysis. Because less than significant impacts were identified for the project as a whole, impacts associated with Parcel 10R itself would be less than significant as well.

Mitigation Measure: None required.

Traffic/Access Impacts and Mitigation Measures: Neptune Marina Parcel 10R Project

Conclusion: Less than significant.

5.7.5.3.3.4 Threshold: Would the project be consistent with the Marina del Rey Land Use Plan.

Analysis: See analysis under **Section 5.7.5.3.2.4** above. Consistency with the Marina del Rey LUP for Parcel 10R was included in the overall analysis. Because less than significant impacts were identified for the project as a whole, impacts associated with Parcel 10R itself would be less than significant as well.

Mitigation Measure: None required.

Conclusion: Less than significant.

Traffic/Access Impacts and Mitigation Measures: Neptune Marina Parcel 10R Project

5.7.5.3.4 Neptune Marina Parcel FF Project

The applicable thresholds of significance are listed below followed by analysis of the significance of any potential impacts. Mitigation measures are also identified which would reduce or avoid potentially significant adverse impacts, if applicable.

5.7.5.3.4.1 Threshold: Would the project cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system.

Threshold: Would the project exceed an LOS standard established by the county congestion management agency for designated roads and highways.

Threshold: Would the project cause an increase in the CMA value of 0.010 or more, when the final "With Project" LOS is E or F (CMA > 0.900); or cause an increase in the CMA of 0.020 or more at LOS D (CMA > 0.800 to 0.900); or cause an increase in the CMA of 0.040 or more at LOS C (CMA > 0.700 to 0.800).

Threshold: Would the traffic generated by the project if added to existing traffic volumes, exceed the design capacity of an intersection or roadway, contribute to an unacceptable LOS, or exacerbate an existing congested condition.

Analysis:

Demolition, Excavation and Construction Impacts: See analysis under Section 5.7.5.3.2.1 above. Construction at Parcel FF would generate a maximum of 432 daily, 59 AM peak hour, and 57 PM peak hour trips, after adjustment to PCE for truck traffic. Because less than significant impacts were identified for the project as a whole, impacts associated with Parcel FF itself would be less than significant as well.

The installation of the project water lines on Via Marina extending into Parcel FF will need to occur for approximately 3-4 weeks during the project construction period. This installation will require that one lane be closed during off-peak hours along this roadway. However, all lanes would remain open during peak time periods (7:00-9:00 AM and 4:00-6:00 PM) and at least one travel lane in each direction would remain open at all times. The project would be required to obtain and implement a Worksite Traffic Control (WTC) Plan, as mentioned earlier, for all work within the right-of-way.

Operational Impacts: Using the trip generation rates provided in Table 5.7-1, the Parcel FF is expected to generate approximately 499 net new trips per day. Of this total, an estimated 44 trips would occur during the morning peak hour, and 41 new trips would occur during the evening peak hour. These new trips would be added to the project area roadway network once the existing development is removed and the proposed project is completed and fully occupied. Estimated trip generation figures for the project are provided in **Table 5.7-1011**.

These general geographic trip distribution percentages from **Table 5.7-5** were then assigned to specific travel routes in the study area and are assumed to be the same during both the AM and PM peak hours. Using the directional distribution percentages shown in **Figure 5.7-5, 5.7-6, and 5.7-7, Trip Distribution Percentages**, the number of trips along each roadway were calculated. These roadway trips were then assigned to specific routes serving the project. The results of this traffic assignment provide the necessary level of detail to conduct the future traffic analysis. Traffic assignments for the AM and PM peak-hour project traffic on the nearby street system are shown in **Figure 5.7-18, Traffic Volumes – Parcel FF Project Traffic – AM Peak Hour**, and **Figure 5.7-19, Traffic Volumes – Parcel FF Project Traffic – PM Peak Hour**.

Future “With Project” Traffic Conditions

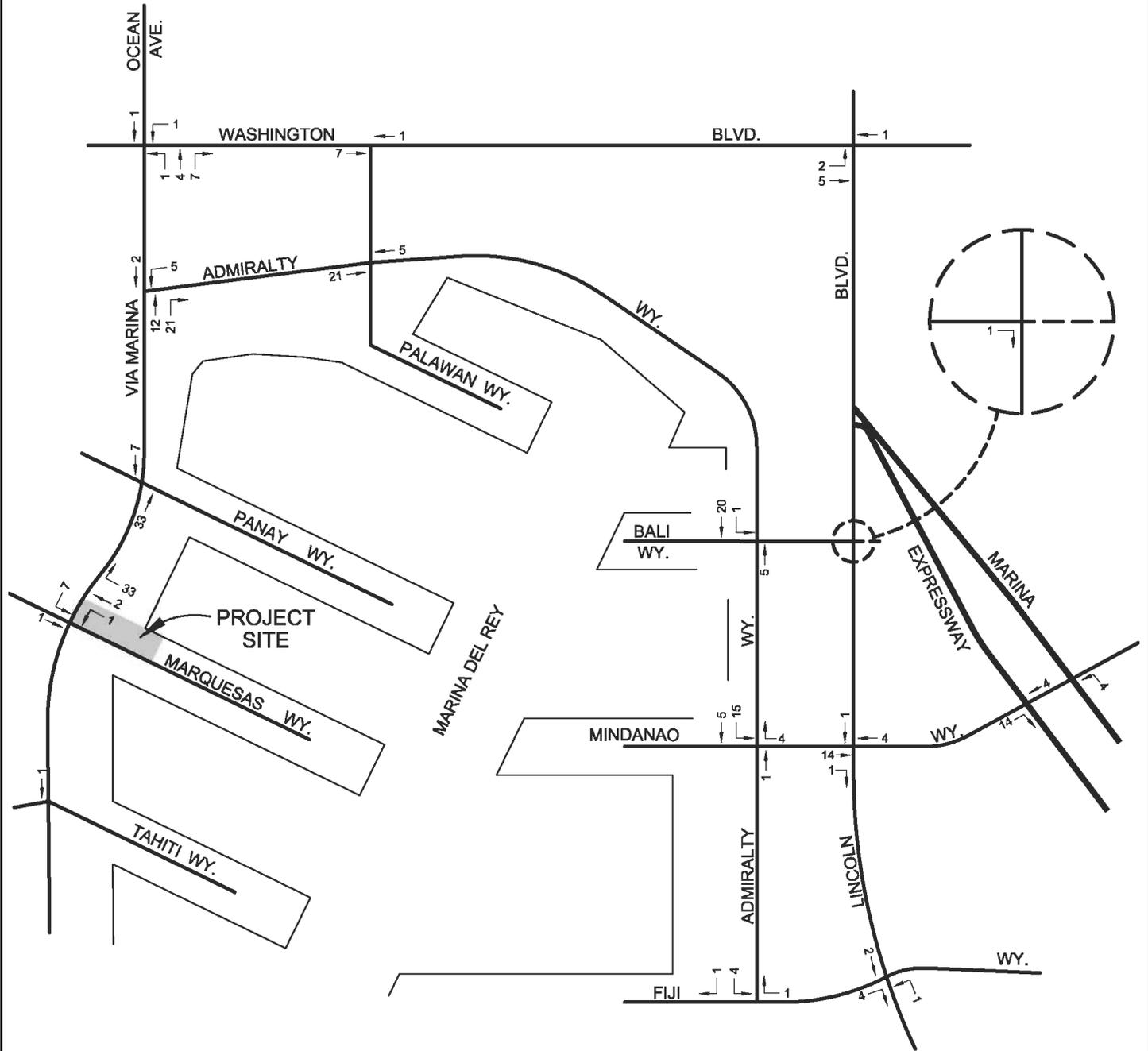
The analysis of future (i.e., existing + ambient growth + project) traffic conditions in the project area was performed using the same CMA procedures described previously in this report. For future project conditions, the roadway system was considered to have no improvements beyond existing conditions. Traffic volumes for the analysis were developed as follows:

- Future-year traffic volumes for the project vicinity were determined by applying a 0.6 percent per year ambient growth factor to the 2007 traffic counts, to estimate area traffic growth.
- Traffic volumes generated by the project were combined with these benchmark Without Project volumes to form the With Project traffic conditions and to determine traffic impacts directly attributable to the proposed development.

The 2013 baseline Without Project AM and PM peak-hour traffic volumes for the project are shown in **Figure 5.7-8, Future (2013) Traffic Volumes without Project (Ambient Growth) – AM Peak Hour**, and **Figure 5.7-9, Future (2013) Traffic Volumes without Project (Ambient Growth) – PM Peak Hour**, respectively. Future year 2013 With Project traffic volumes are shown in **Figure 5.7-20, Future (2013) Traffic Volumes with Parcel FF – AM Peak Hour**, and **Figure 5.7-21, Future (2013) Traffic Volumes with Parcel FF– PM Peak Hour**, for the AM and PM peak hours, respectively.

Study Area Intersection Impacts

The results of the CMA for future traffic conditions at the 17 study area intersections are summarized in **Table 5.7-1819, Summary of Critical Movement Analysis Future (2013) Traffic Conditions – Without and With Project – AM Peak Hour**, and **Table 5.7-1920, Summary of Critical Movement Analysis Future (2013) Traffic Conditions – Without and With Project – PM Peak Hour**. The table shows that both the Without Project and With Project intersection traffic conditions would range between LOS A and LOS F at the most congested study intersections during both the AM and PM peak hours. The incremental project traffic would not cause the LOS at any intersection to degrade, which is considered a less than significant impact.



 NOT TO SCALE

SOURCE: Crain & Associates - May 2007

FIGURE 5.7-18

Traffic Volumes - Parcel FF Residential Project Traffic - AM Peak Hour

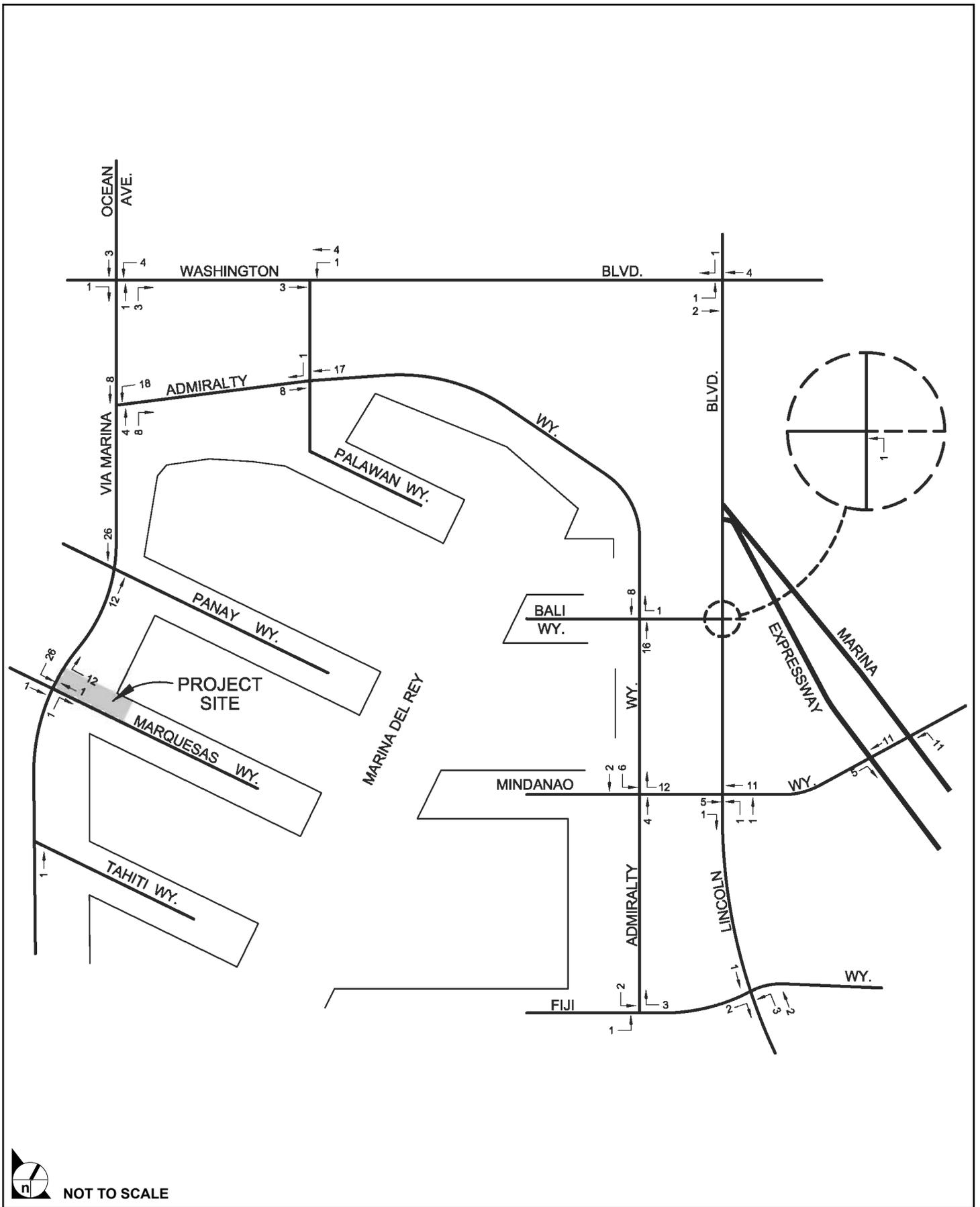


FIGURE 5.7-19

Traffic Volumes - Parcel FF Residential Project Traffic - PM Peak Hour

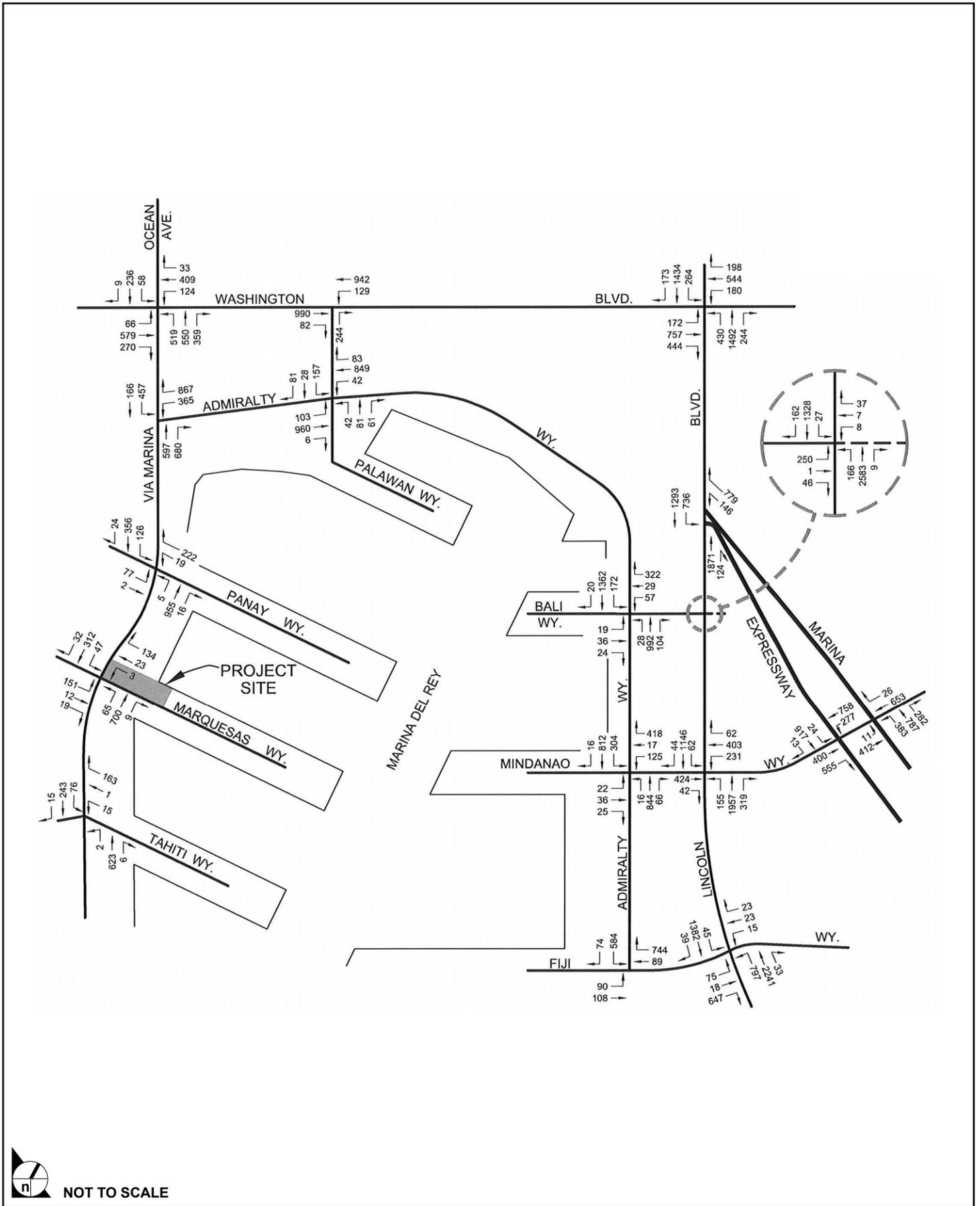
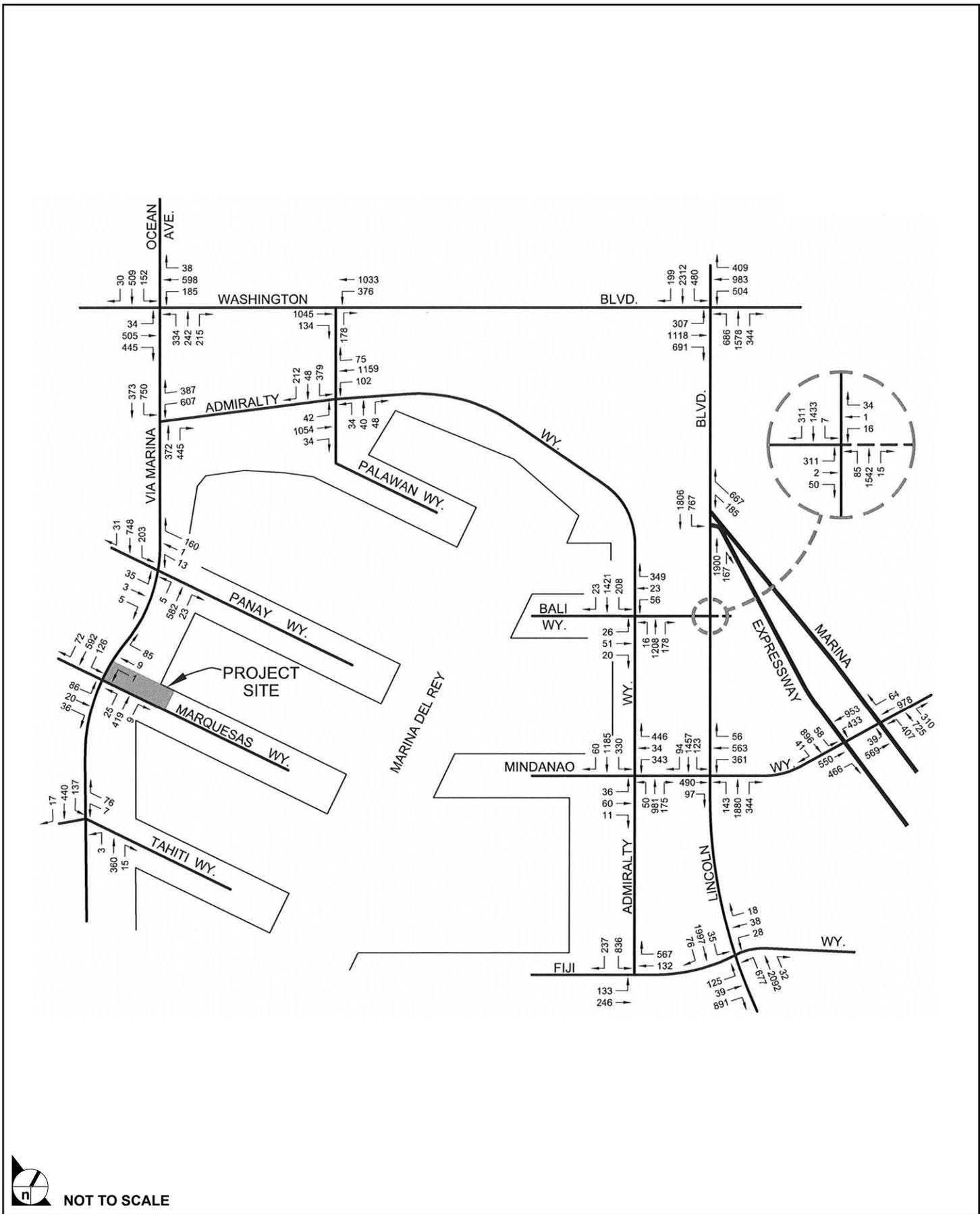


FIGURE 5.7-20

Future (2013) Traffic Volumes With Parcel FF - AM Peak Hour



 NOT TO SCALE

SOURCE: Crain & Associates - December 2007

FIGURE 5.7-21

Future (2013) Traffic Volumes With Parcel FF - PM Peak Hour

Table 5.7-1819
Summary of Critical Movement Analysis Future (2013) Traffic Conditions
Without and With Project – AM Peak Hour

No.	Intersection	Without Project		With Project		Impact
		CMA	LOS	CMA	LOS	
1.	Via Marina/Tahiti Way	0.276	A	0.276	A	+0.000
2.	Via Marina/Marquesas Way	0.271	A	0.290	A	+0.019
3.	Via Marina/Panay Way	0.360	A	0.366	A	+0.006
4.	Admiralty Way/Via Marina	0.730	C	0.734	C	+0.004
5.	Washington Blvd./Ocean Ave./Via Marina	0.744	C	0.748	C	+0.004
6.	Admiralty Way/Palawan Way	0.444	A	0.445	A	+0.001
7.	Washington Blvd./Palawan Way	0.668	B	0.670	B	+0.002
8.	Lincoln Blvd./Washington Blvd.	0.807	D	0.808	D	+0.001
9.	Lincoln Blvd./Marina Expressway (SR-90)	0.707	C	0.707	C	+0.000
10.	Lincoln Blvd./Bali Way	0.677	B	0.677	B	+0.000
11.	Lincoln Blvd./Mindanao Way	0.754	C	0.759	C	+0.005
12.	Lincoln Blvd./Fiji Way	0.613	B	0.614	B	+0.001
13.	Admiralty Way/Bali Way	0.480	A	0.474	A	+0.002
14.	Admiralty Way/Mindanao Way	0.654	B	0.662	B	+0.008
15.	Admiralty Way/Fiji Way	0.266	A	0.267	A	+0.001
16.	Marina Expressway (SR-90) WB/Mindanao Way	0.423	A	0.423	A	+0.000
17.	Marina Expressway (SR-90) EB/Mindanao Way	0.641	B	0.644	B	+0.003

* Denotes significant impact, prior to mitigation.

Table 5.7-1920
Summary of Critical Movement Analysis Future (2013) Traffic Conditions
Without and With Project – PM Peak Hour

No.	Intersection	Without Project		With Project		Impact
		CMA	LOS	CMA	LOS	
1.	Via Marina/Tahiti Way	0.179	A	0.179	A	+0.000
2.	Via Marina/Marquesas Way	0.188	A	0.201	A	+0.013
3.	Via Marina/Panay Way	0.263	A	0.266	A	+0.003
4.	Admiralty Way/Via Marina	0.783	C	0.791	C	+0.008
5.	Washington Blvd./Ocean Ave./Via Marina	0.799	C	0.805	D	+0.006
6.	Admiralty Way/Palawan Way	0.629	B	0.635	B	+0.006
7.	Washington Blvd./Palawan Way	0.747	C	0.748	C	+0.001
8.	Lincoln Blvd./Washington Blvd.	1.390	F	1.391	F	+0.001
9.	Lincoln Blvd./Marina Expressway (SR-90)	0.751	C	0.751	C	+0.000

No.	Intersection	Without Project		With Project		
		CMA	LOS	CMA	LOS	Impact
10.	Lincoln Blvd./Bali Way	0.534	A	0.535	A	+0.001
11.	Lincoln Blvd./Mindanao Way	0.884	D	0.887	D	+0.003
12.	Lincoln Blvd./Fiji Way	0.762	C	0.763	C	+0.001
13.	Admiralty Way/Bali Way	0.602	B	0.608	B	+0.006
14.	Admiralty Way/Mindanao Way	0.772	C	0.784	C	+0.012
15.	Admiralty Way/Fiji Way	0.386	A	0.387	A	+0.001
16.	Marina Expressway (SR-90) WB/Mindanao Way	0.555	A	0.558	A	+0.003
17.	Marina Expressway (SR-90) EB/Mindanao Way	0.769	C	0.770	C	+0.001

* Denotes significant impact, prior to mitigation.

Mitigation Measure: None required.

Conclusion: Less than significant.

5.7.5.3.4.2 Threshold: Would project-generated traffic interfere with the existing traffic flow (e.g., due to the location of access roads, driveways, parking facilities).

Analysis: See analysis under Section 5.7.5.3.2.2 above. Parcel FF would generate fewer trips on Via Dolce than the project as a whole. In addition, Parcel FF development would provide parking in accordance with County requirements. Parking related impacts for Parcel FF were included in the overall analysis. Because less than significant impacts were identified for the project as a whole, impacts associated with Parcel FF itself would be less than significant as well.

Mitigation Measure: None required.

Conclusion: Less than significant.

5.7.5.3.4.3 Threshold: Would the proposed project cause an adverse impact to the existing regional transportation system.

Analysis: See analysis under Section 5.7.5.3.2.3 above. Impacts to the existing regional transportation system for Parcel FF, including impacts to transit systems, were included in the overall analysis. Because less than significant impacts were identified for the project as a whole, impacts associated with Parcel FF itself would be less than significant as well.

Mitigation Measure: None required.

Conclusion: Less than significant.

5.7.5.3.4.4 Threshold: Would the project be consistent with the Marina del Rey Land Use Plan.

Analysis: See analysis under **Subsection 5.7.5.3.2.4** above. Consistency with the Marina del Rey LUP for Parcel FF was included in the overall analysis. Because less than significant impacts were identified for the project as a whole, impacts associated with Parcel FF itself would be less than significant as well.

Mitigation Measure: None required.

Conclusion: Less than significant.

5.7.5.3.5 Woodfin Suite Hotel and Timeshare Resort Project

The applicable thresholds of significance are listed below followed by analysis of the significance of any potential impacts. Mitigation measures are also identified which would reduce or avoid potentially significant adverse impacts, if applicable.

5.7.5.3.5.1 Threshold: Would the project cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system.

Threshold: Would the project exceed an LOS standard established by the county congestion management agency for designated roads and highways.

Threshold: Would the project cause an increase in the CMA value of 0.010 or more, when the final "With Project" LOS is E or F (CMA > 0.900); or cause an increase in the CMA of 0.020 or more at LOS D (CMA > 0.800 to 0.900); or cause an increase in the CMA of 0.040 or more at LOS C (CMA > 0.700 to 0.800).

Threshold: Would the traffic generated by the project if added to existing traffic volumes, exceed the design capacity of an intersection or roadway, contribute to an unacceptable LOS, or exacerbate an existing congested condition.

Analysis: Demolition, Excavation and Construction Impacts. See analysis under Section 5.7.5.3.2.1, above. Construction of the Woodfin Suite Hotel and Timeshare Resort Project would generate a maximum of 432 daily, 59 AM peak hour, and 57 PM peak hour trips, after adjustment to PCE for truck traffic. Because less than significant impacts were identified for the project as a whole, impacts associated with the Woodfin Suite Hotel and Timeshare Resort Project would be less than significant as well.

While not required for implementation of the Woodfin Suite Hotel and Timeshare Resort Project, it is likely that water lines may be installed on Via Marina and extending into Parcel 9U during the project construction period. This water line installation may need approximately 6-8 weeks to complete. This installation, a component of the Marina del Rey water infrastructure improvement, will require that one lane be closed during off-peak hours along this roadway. However, all lanes would remain open during peak time periods (7:00-9:00 AM and 4:00-6:00 PM) and at least one travel lane in each direction would remain open at all times. The construction would be required implementation of a Worksite Traffic Control (WTC) Plan, as mentioned earlier, for work within the right-of-way.

Operational Impacts: Using the trip generation rates provided in Table 5.7-1, the Woodfin Suite Hotel and Timeshare Resort Project Parcel 9U is expected to generate approximately 1,538 net new trips per

day. Of this total, an estimated 117 trips would occur during the morning peak hour, and 102 new trips would occur during the evening peak hour. These new trips would be added to the project area roadway network once the existing development is removed and the proposed project is completed and fully occupied. Estimated trip generation figures for the project are provided in **Table 5.7-1011**.

These general geographic trip distribution percentages from **Table 5.7-5** were then assigned to specific travel routes in the study area and are assumed to be the same during both the AM and PM peak hours. Using the directional distribution percentages shown in **Figures 5.7-5, 5.7-6, and 5.7-7, Trip Distribution Percentages**, the number of trips along each roadway were calculated. These roadway trips were then assigned to specific routes serving the project. The results of this traffic assignment provide the necessary level of detail to conduct the future traffic analysis. Traffic assignments for the AM and PM peak-hour project traffic on the nearby street system are shown in **Figure 5.7-22, Traffic Volumes – Parcel 9U Project Traffic – AM Peak Hour**, and **Figure 5.7-23, Traffic Volumes – Parcel 9U Project Traffic – PM Peak Hour**.

Future “With Project” Traffic Conditions

The analysis of future (i.e., existing + ambient growth + project) traffic conditions in the project area was performed using the same CMA procedures described previously in this report. For future project conditions, the roadway system was considered to have no improvements beyond existing conditions. Traffic volumes for the analysis were developed as follows:

- Future-year traffic volumes for the project vicinity were determined by applying a 0.6 percent per year ambient growth factor to the 2007 traffic counts, to estimate area traffic growth.
- Traffic volumes generated by the project were combined with these benchmark Without Project volumes to form the With Project traffic conditions and to determine traffic impacts directly attributable to the proposed development.

The 2013 baseline Without Project AM and PM peak-hour traffic volumes for the project are shown in **Figure 5.7-8, Future (2013) Traffic Volumes without Project (Ambient Growth) – AM Peak Hour**, and **Figure 5.7-9, Future (2013) Traffic Volumes without Project (Ambient Growth) – PM Peak Hour**, respectively. Future year 2013 With Project traffic volumes are shown in **Figure 5.7-24, Future (2013) Traffic Volumes with Parcel 9U – AM Peak Hour**, and **Figure 5.7-25, Future (2013) Traffic Volumes with Parcel 9U – PM Peak Hour**, for the AM and PM peak hours, respectively.

Study Area Intersection Impacts

The results of the CMA for future traffic conditions at the 17 study area intersections are summarized in **Table 5.7-20~~21~~**, **Summary of Critical Movement Analysis Future (2013) Traffic Conditions – Without and With Project – AM Peak Hour**, and **Table 5.7-21~~22~~**, **Summary of Critical Movement Analysis Future (2013) Traffic Conditions – Without and With Project – PM Peak Hour**. The table shows that both the Without Project and With Project intersection traffic conditions would range between LOS A and LOS F at the most congested study intersections during both the AM and PM peak hours. The incremental project traffic would not cause the LOS at any intersection to degrade, which is considered a less than significant impact.

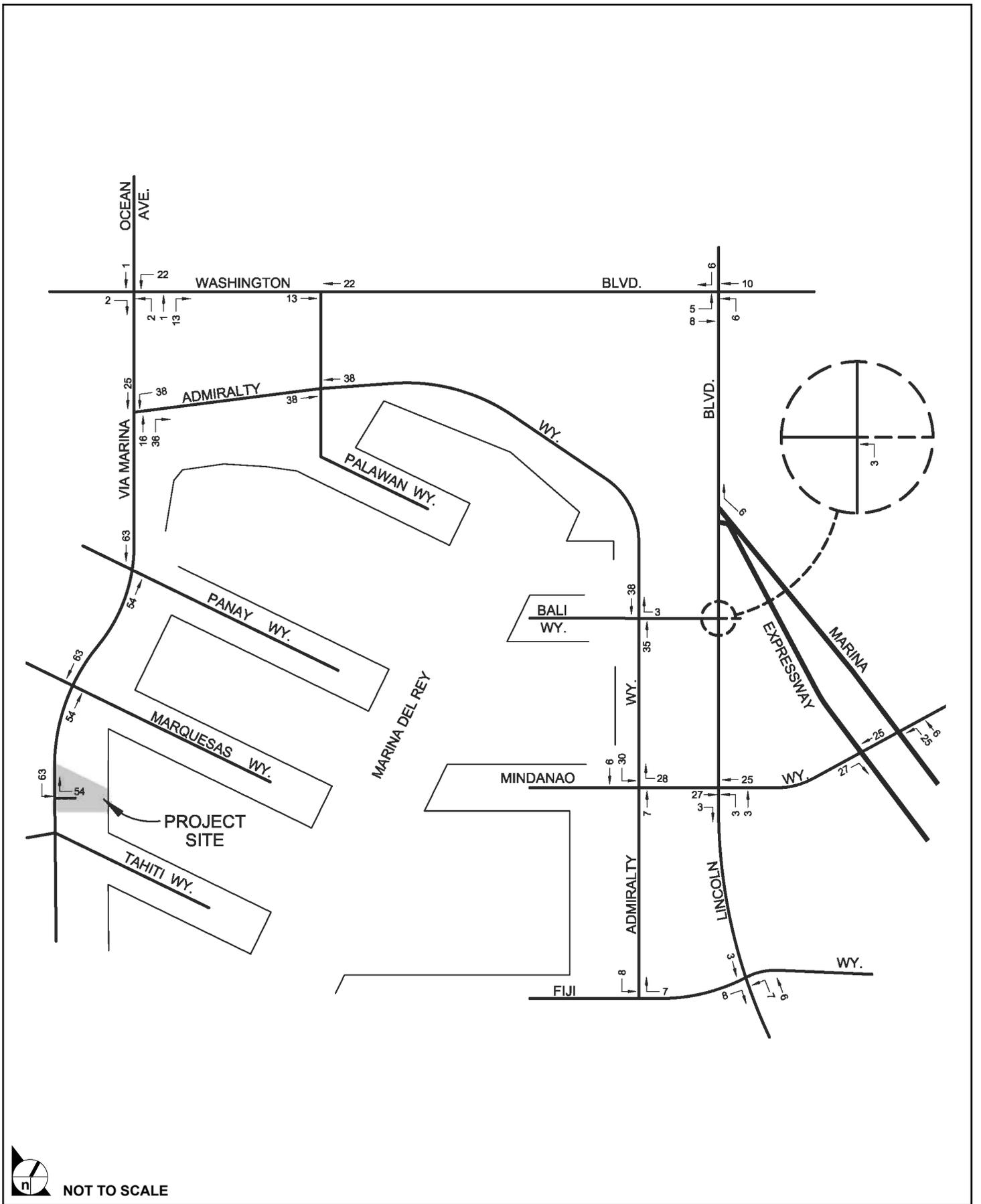
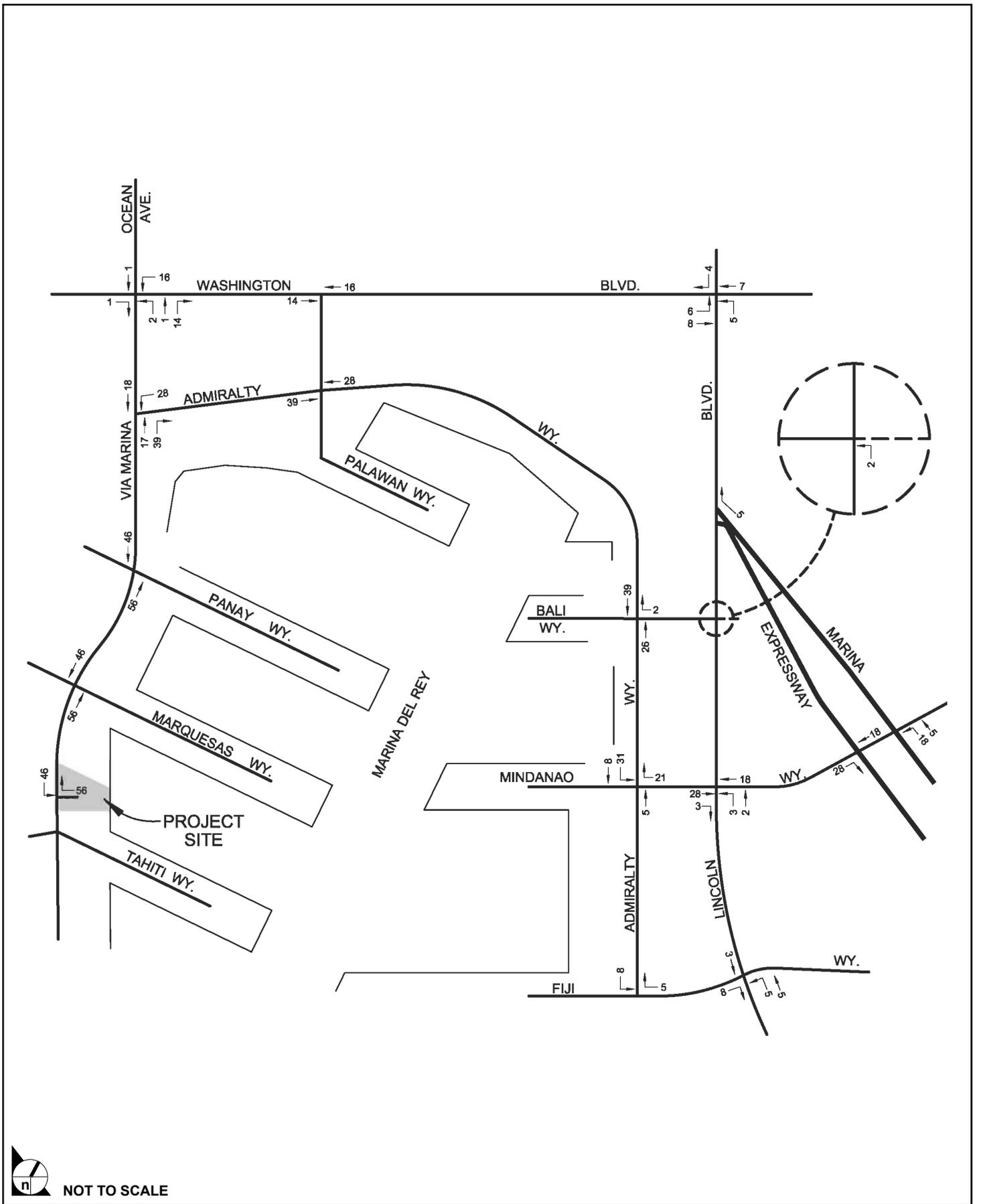


FIGURE 5.7-22

Traffic Volumes - Parcel 9U Hotel Project Traffic - AM Peak Hour

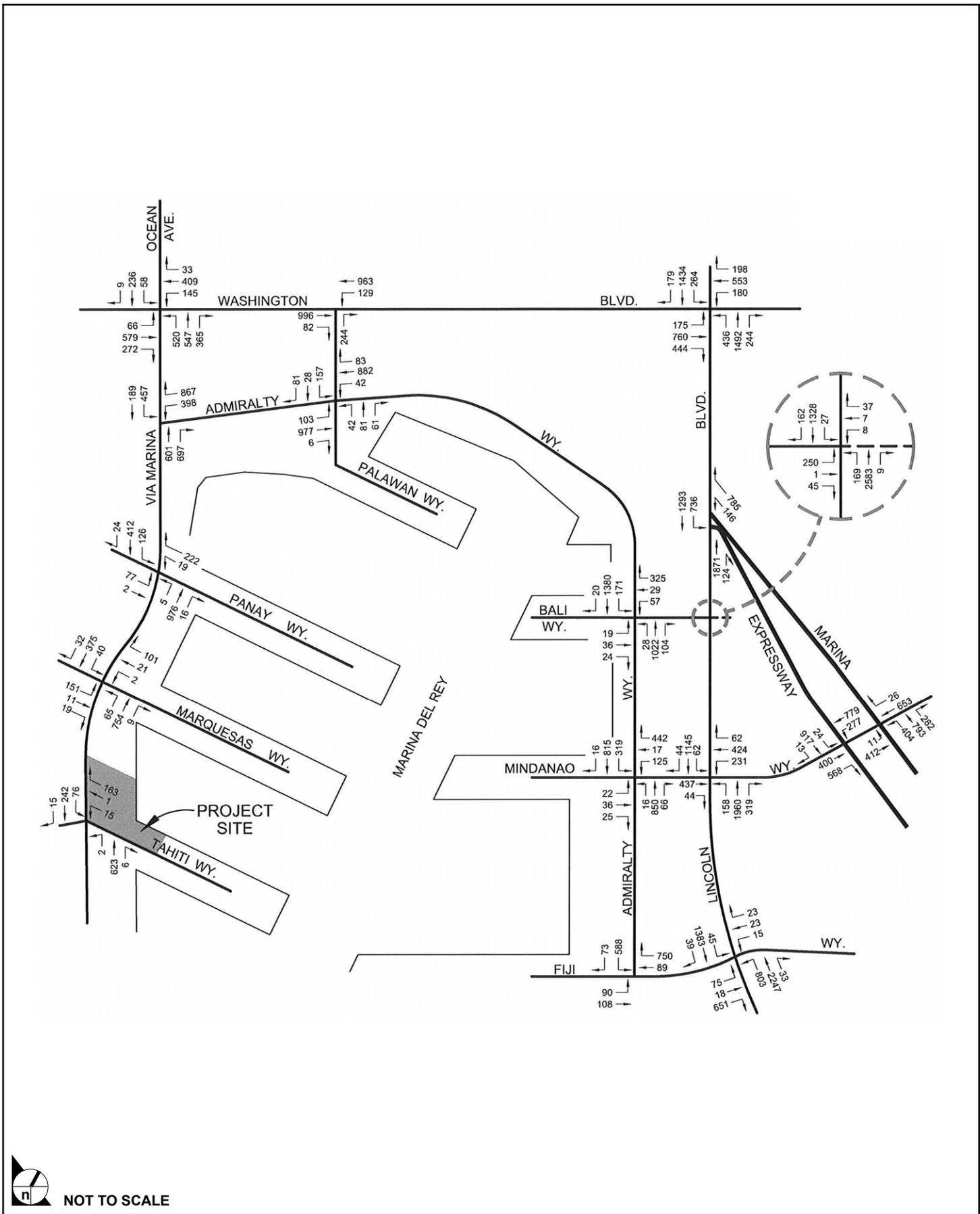


 NOT TO SCALE

SOURCE: Crain & Associates - May 2007

FIGURE 5.7-23

Traffic Volumes - Parcel 9U Hotel Project Traffic - PM Peak Hour

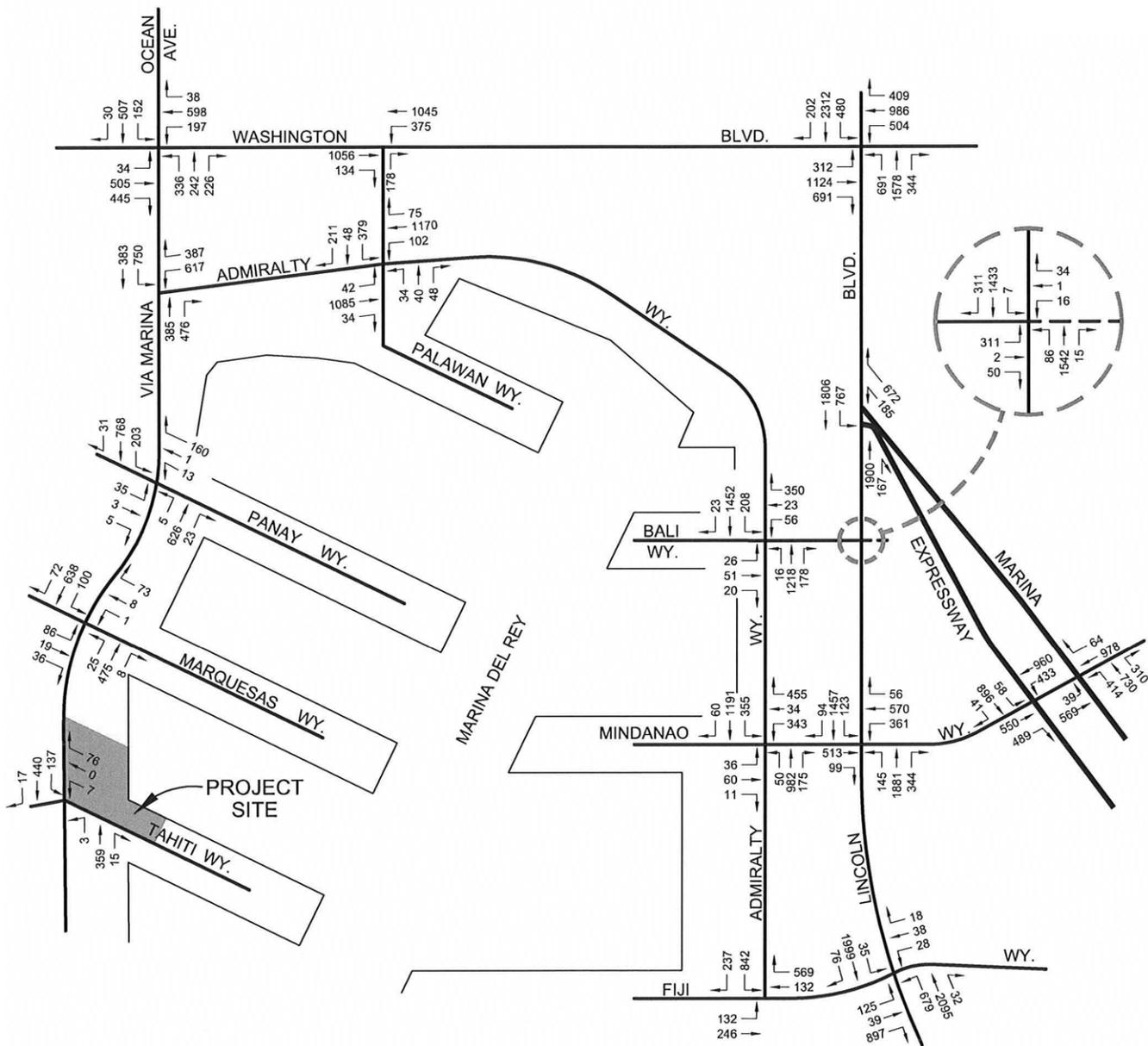


NOT TO SCALE

SOURCE: Crain & Associates - December 2007

FIGURE 5.7-24

Future (2013) Traffic Volumes With Parcel 9U - AM Peak Hour



 NOT TO SCALE

SOURCE: Crain & Associates - December 2007

FIGURE 5.7-25

Future (2013) Traffic Volumes With Parcel 9U - PM Peak Hour

Table 5.7-2021
Summary of Critical Movement Analysis Future (2013) Traffic Conditions
Without and With Project – AM Peak Hour

No.	Intersection	Without Project		With Project		
		CMA	LOS	CMA	LOS	Impact
1.	Via Marina/Tahiti Way	0.276	A	0.276	A	+0.000
2.	Via Marina/Marquesas Way	0.271	A	0.281	A	+0.010
3.	Via Marina/Panay Way	0.360	A	0.370	A	+0.010
4.	Admiralty Way/Via Marina	0.730	C	0.736	C	+0.006
5.	Washington Blvd./Ocean Ave./Via Marina	0.744	C	0.760	C	+0.016
6.	Admiralty Way/Palawan Way	0.444	A	0.456	A	+0.012
7.	Washington Blvd./Palawan Way	0.668	B	0.673	B	+0.005
8.	Lincoln Blvd./Washington Blvd.	0.807	D	0.814	D	+0.007
9.	Lincoln Blvd./Marina Expressway (SR-90)	0.707	C	0.707	C	+0.000
10.	Lincoln Blvd./Bali Way	0.677	B	0.677	B	+0.000
11.	Lincoln Blvd./Mindanao Way	0.754	C	0.765	C	+0.011
12.	Lincoln Blvd./Fiji Way	0.613	B	0.616	B	+0.003
13.	Admiralty Way/Bali Way	0.480	A	0.493	A	+0.013
14.	Admiralty Way/Mindanao Way	0.654	B	0.686	B	+0.032
15.	Admiralty Way/Fiji Way	0.266	A	0.268	A	+0.002
16.	Marina Expressway (SR-90) WB/Mindanao Way	0.423	A	0.426	A	+0.003
17.	Marina Expressway (SR-90) EB/Mindanao Way	0.641	B	0.647	B	+0.006

* Denotes significant impact, prior to mitigation.

Table 5.7-2122
Summary of Critical Movement Analysis Future (2013) Traffic Conditions
Without and With Project – PM Peak Hour

No.	Intersection	Without Project		With Project		
		CMA	LOS	CMA	LOS	Impact
1.	Via Marina/Tahiti Way	0.179	A	0.179	A	+0.000
2.	Via Marina/Marquesas Way	0.188	A	0.198	A	+0.010
3.	Via Marina/Panay Way	0.263	A	0.273	A	+0.010
4.	Admiralty Way/Via Marina	0.783	C	0.799	C	+0.016
5.	Washington Blvd./Ocean Ave./Via Marina	0.799	C	0.812	D	+0.013
6.	Admiralty Way/Palawan Way	0.629	B	0.638	B	+0.009
7.	Washington Blvd./Palawan Way	0.747	C	0.752	C	+0.005
8.	Lincoln Blvd./Washington Blvd.	1.390	F	1.396	F	+0.006
9.	Lincoln Blvd./Marina Expressway (SR-90)	0.751	C	0.751	C	+0.000

No.	Intersection	Without Project		With Project		
		CMA	LOS	CMA	LOS	Impact
10.	Lincoln Blvd./Bali Way	0.534	A	0.536	A	+0.002
11.	Lincoln Blvd./Mindanao Way	0.884	D	0.896	D	+0.012
12.	Lincoln Blvd./Fiji Way	0.762	C	0.765	C	+0.003
13.	Admiralty Way/Bali Way	0.602	B	0.612	B	+0.010
14.	Admiralty Way/Mindanao Way	0.772	C	0.799	C	+0.027
15.	Admiralty Way/Fiji Way	0.386	A	0.388	A	+0.002
16.	Marina Expressway (SR-90) WB/Mindanao Way	0.555	A	0.560	A	+0.005
17.	Marina Expressway (SR-90) EB/Mindanao Way	0.769	C	0.775	C	+0.006

* Denotes significant impact, prior to mitigation.

Mitigation Measure: None required.

Conclusion: Less than significant.

5.7.5.3.5.2 Threshold: Would project-generated traffic interfere with the existing traffic flow (e.g., due to the location of access roads, driveways, parking facilities).

Analysis: See analysis under **Subsection 5.7.5.3.2.2** above. The Woodfin Suite Hotel and Timeshare Resort Project would generate fewer trips on Via Dolce than the project as a whole. In addition, parking related impacts for Woodfin Suite Hotel and Timeshare Resort Project Parcel 9U were included in the overall analysis. Because less than significant impacts were identified for the project as a whole, impacts associated with Woodfin Suite Hotel and Timeshare Resort Project Parcel 9U itself would be less than significant as well.

Mitigation Measure: None required.

Conclusion: Less than significant.

5.7.5.3.5.3 Threshold: Would the proposed project cause an adverse impact to the existing regional transportation system.

Analysis: See analysis under **Subsection 5.7.5.3.2.3** above. Impacts to the existing regional transportation system for Woodfin Suite Hotel and Timeshare Resort Project, including transit system impacts, Parcel 9U were included in the overall analysis. Because less than significant impacts were identified for the project as a whole, impacts associated with Woodfin Suite Hotel and Timeshare Resort Project Parcel 9U itself would be less than significant as well.

Mitigation Measure: None required.

Conclusion: Less than significant.

5.7.5.3.5.4 Threshold: Would the project be consistent with the Marina del Rey Land Use Plan.

Analysis: See analysis under **Subsection 5.7.5.3.2.4** above. Consistency with the Marina del Rey LUP for ~~Woodfin Suite Hotel and Timeshare Resort Project Parcel 9U~~ was included in the overall analysis. Because less than significant impacts were identified for the project as a whole, impacts associated with ~~Woodfin Suite Hotel and Timeshare Resort Project Parcel 9U~~ itself would be less than significant as well.

Mitigation Measure: None required.

Conclusion: Less than significant.

5.7.6 MITIGATION MEASURES

5.7.6.1 Mitigation Measures Already Incorporated into Project

The project applicant would construct all on-site circulation improvements to LACDPW and LADOT standards.

Traffic/Access Impacts and Mitigation Measures: Woodfin Suite Hotel and Timeshare Resort Project

5.7.7 CUMULATIVE IMPACTS

5.7.7.1 Threshold: Would the project exceed an LOS standard established by the county congestion management agency for designated roads and highways.

Threshold: Would the traffic generated by the project, if added to existing traffic volumes, exceed the design capacity of an intersection or roadway, contribute to an unacceptable LOS, or exacerbate an existing congested condition.

Analysis:

Construction: Construction activity from other nearby projects, such as the City of Los Angeles' proposed Venice Dual Force Main Sewer upgrade project, and The Shores project may occur during the same time period that the Neptune Marina Apartments and Anchorage and Woodfin Suite Hotel and Timeshare Resort projects are actively under demolition or construction. These simultaneous construction activities could limit access along both Via Marina and Marquesas Way. Under one of the three proposed alignments, the Venice Dual Force Main Sewer upgrade project would be constructed in Via Marina, the consequence of which would be the temporary reduction to a single travel lane in each direction on Via Marina, which may result in delays during the peak commuting periods. However, the combined short-term traffic due to the construction activities of the Venice Dual Force Main project and the peak level of activity of the proposed project would be lower than that of the completed project. Further, such impacts would be temporary and of short duration. In addition, as noted previously, Worksite Traffic Control (WTC) Plans will be developed and approved for the Neptune Marina Apartments and Anchorage and Woodfin Suite Hotel and Timeshare Resort projects. The WTC Plans will also coordinate with the construction activities of the Venice Dual Force Main project and The Shores project to minimize any short-term construction traffic impacts. The WTC Plans will also ensure that resident and emergency access will not be impeded, and that pedestrian safety will be maintained.

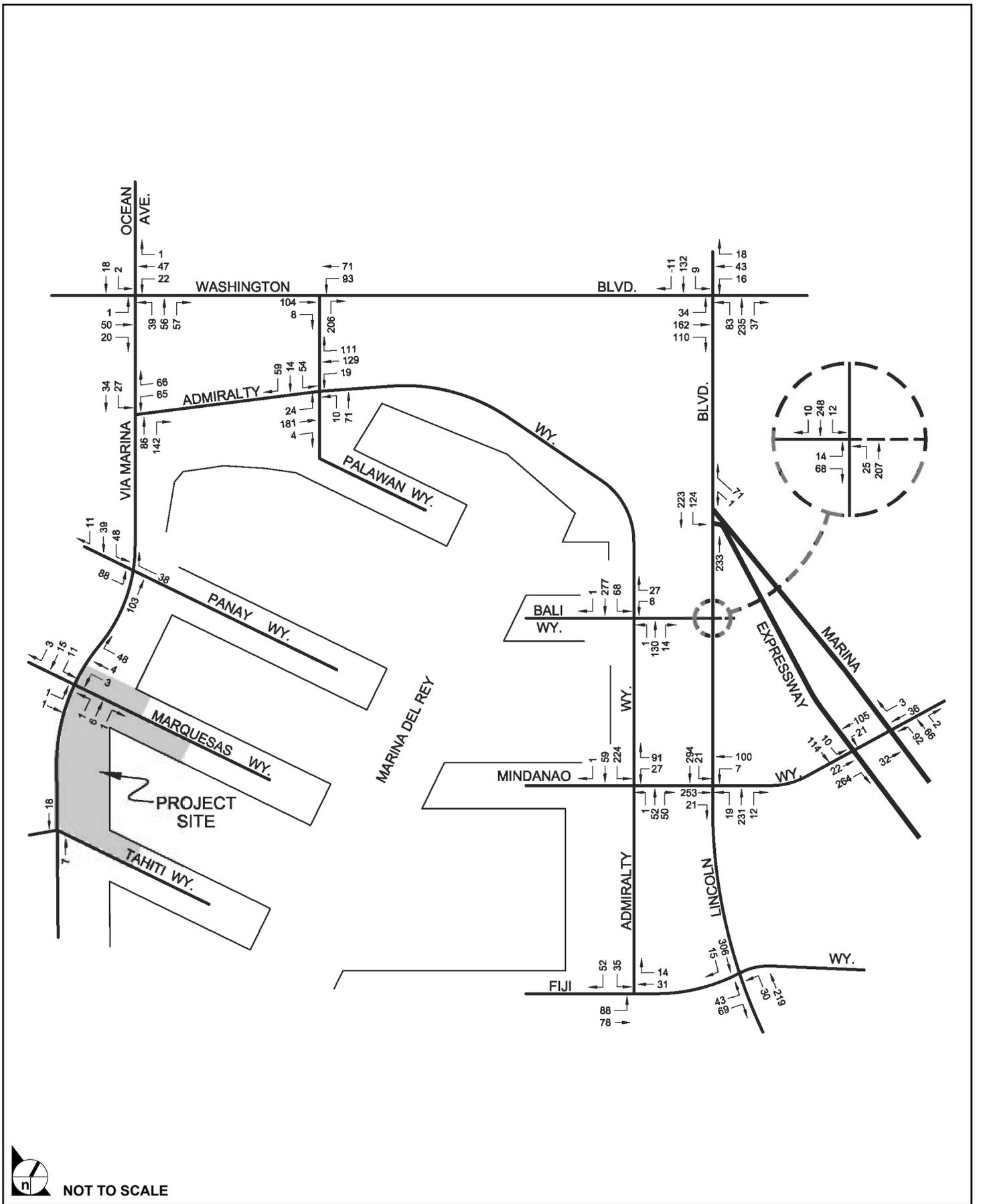
The installation of the project water lines on Via Marina extending into Parcels FF, 10R and possibly 9U will also need to occur for approximately 6-8 weeks during the project construction period. This installation will require that one lane be closed during off-peak hours along this roadway. A separate closure of a southbound Via Marina lane is also anticipated to occur for the Venice Dual Force Main Project, if the Via Marina alignment is chosen. All lane closures would be restricted to off-peak (9:00 AM to 4:00 PM) time periods. As a worst case scenario, these closures could overlap. However, all lanes would remain open during peak time periods (7:00-9:00 AM and 4:00-6:00 PM) and at least one travel lane in each direction would remain open at all times. The project would be required to obtain and implement a Worksite Traffic Control (WTC) Plan for work within the right-of-way, which would need to

coordinate with the Venice Dual Force Main Project activities. This coordination will minimize cumulative traffic impacts should these two in-street construction projects occur simultaneously.

Operation: Traffic resulting from the previously identified 41 related projects would also contribute to impacts at the study intersections that are part of the proposed project. In order to gauge the effects of this additional traffic, an additional level of analysis was conducted. Although the 0.6 percent annual growth factor is expected to fully represent all area traffic increases, for the purposes of conservative analysis, traffic generated from nearby related projects was added to these future baseline traffic volumes, to form the basis for the Without Project conditions. Further, in order to present a conservative analysis of future conditions, most of the 41 related projects were assumed to be completed and fully occupied by the study year (2013), although in reality, many of the related projects are still speculative, have not yet been approved, or are sufficiently large or complicated that they will not be constructed within the assumed study timeframe.

Figure 5.7-26, Related Project Traffic Volumes – AM Peak Hour, and **Figure 5.7-27, Related Project Traffic Volumes – PM Peak Hour** show the anticipated AM and PM peak-hour traffic at the study intersections resulting from the expected cumulative development in the study area. The related project traffic volumes were added to the future (2013) With Project traffic conditions shown previously in **Figure 5.7-10** and **Figure 5.7-11** to obtain projections of the ultimate expected future year 2013 traffic. These cumulative traffic volumes are shown in **Figure 5.7-28, Future (2013) Traffic Volumes – With Project and Related Projects – AM Peak Hour**, and **Figure 5.7-29, Future (2013) Traffic Volumes – With Project and Related Project Traffic – PM Peak Hour**. The analysis of the cumulative traffic conditions was performed using the same CMA methodology described earlier.

The results of the cumulative development analysis are summarized in **Table 5.7-2223, Summary of Critical Movement Analysis Future (2013) Traffic Conditions – With Cumulative Development – AM Peak Hour**, and **Table 5.7-2324, Summary of Critical Movement Analysis Future (2013) Traffic Conditions – With Cumulative Development – PM Peak Hour**, and show that the potential additional traffic resulting from area-wide development would significantly impact 12 of the 17 study intersections, resulting in several locations nearing or exceeding capacity. The Neptune Marina Apartments and Anchorage/Woodfin Suites Hotel and Timeshare Resort Project would also contribute incrementally to these cumulative impacts.



NOT TO SCALE

SOURCE: Crain & Associates - May 2006

FIGURE 5.7-26

Related Project Traffic Volumes - AM Peak Hour

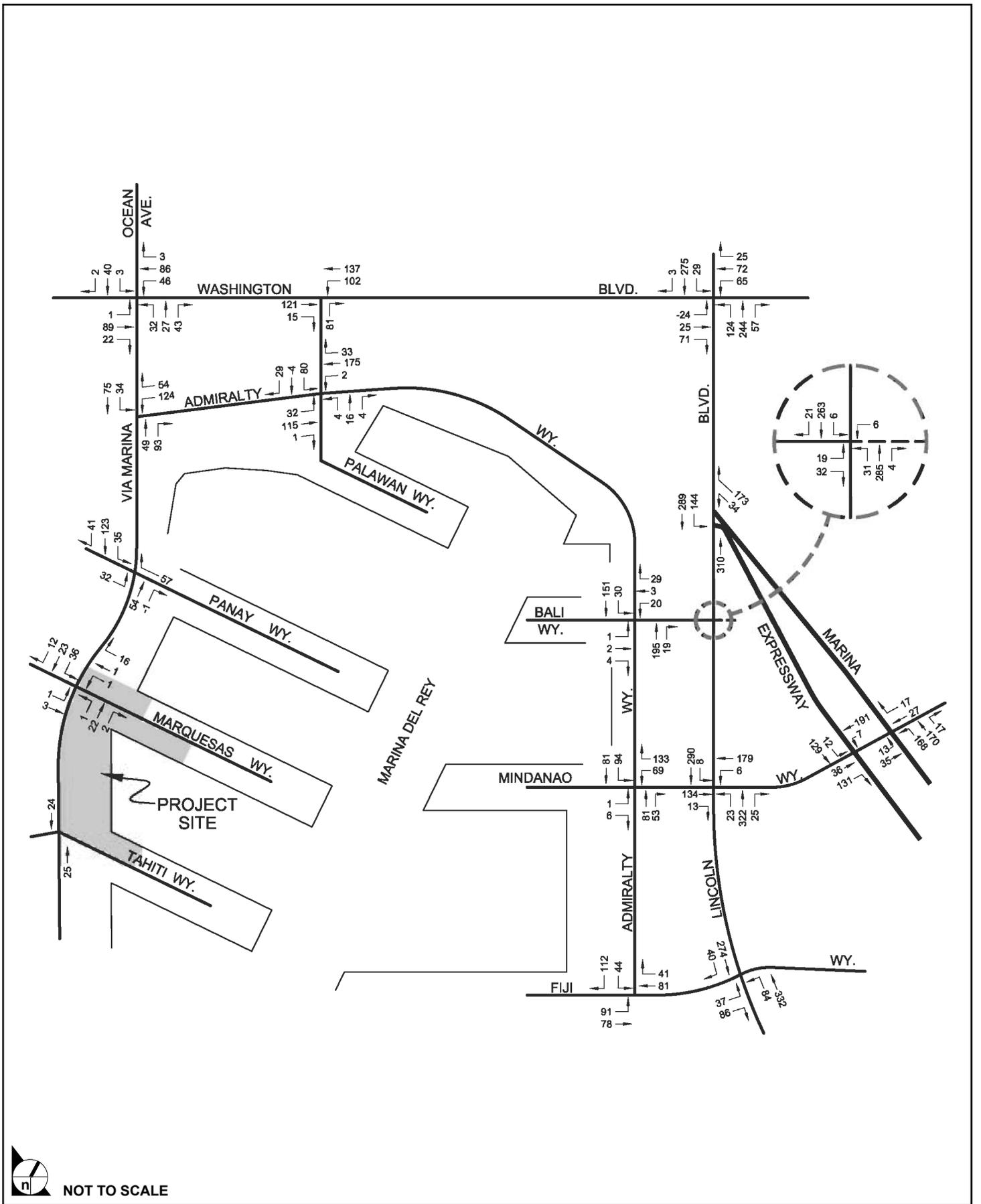
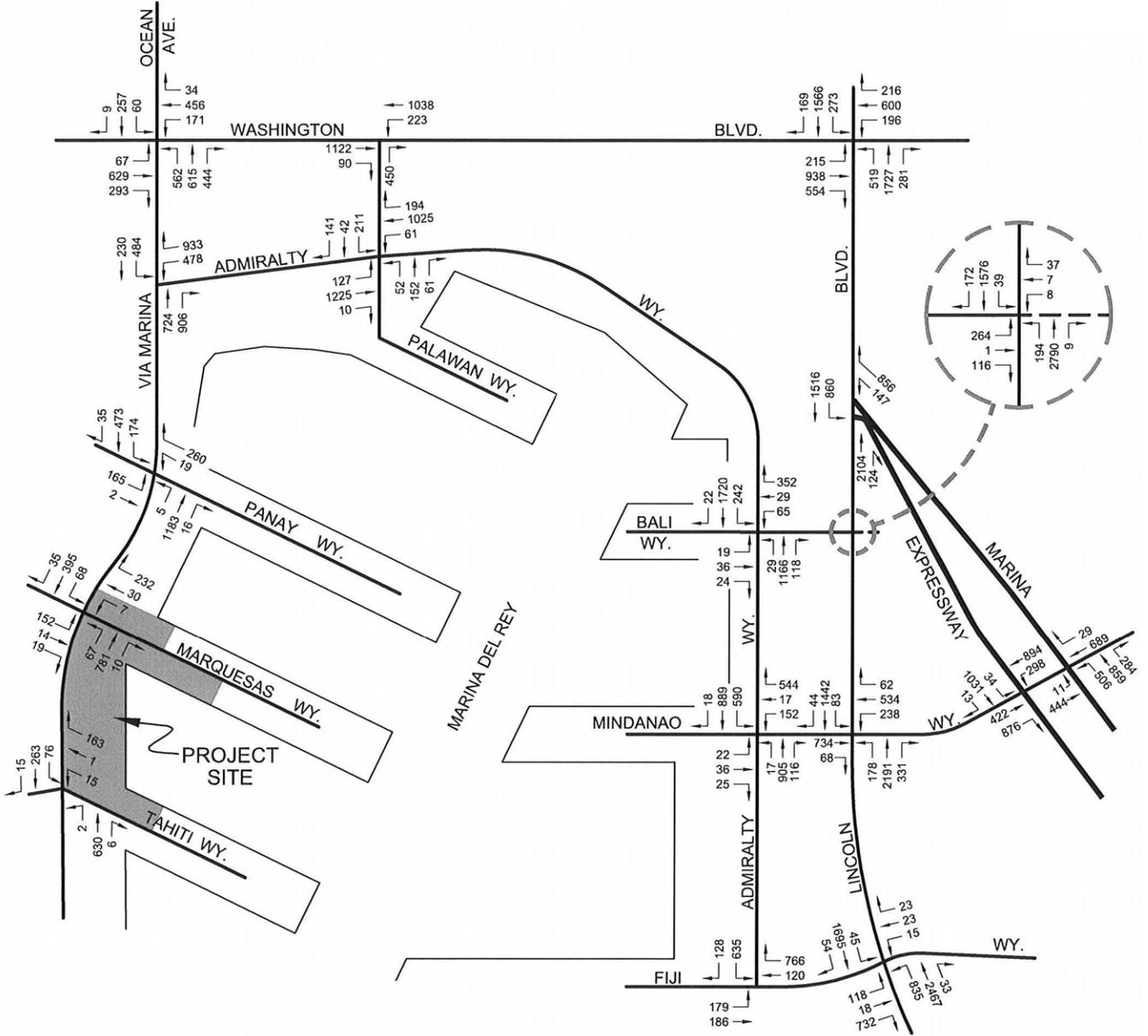


FIGURE 5.7-27

Related Project Traffic Volumes - PM Peak Hour



NOT TO SCALE

SOURCE: Crain & Associates - December 2007

FIGURE 5.7-28

Future (2013) Traffic Volumes With Project and Related Projects - AM Peak Hour

5.7.7.1 Cumulative Mitigation Measures

All 41 projects identified in the cumulative projects list would be required to undergo a traffic impact analysis similar to the analysis prepared for this project. Such analyses would include mitigation measures (similar to those recommended for this project), where feasible, that would reduce their traffic impacts to less than significant, both on a project level as well as on a cumulative projects level. However, this analysis conservatively does not assume that the related projects will implement such measures. The intersection improvement measures recommended to address these cumulative traffic impacts are described below.

- **Admiralty Way and Via Marina** – Participate in the reconstruction of the intersection to provide for a realignment of Admiralty Way as a through roadway with the southern leg of Via Marina. As described above, the northern leg of Via Marina, south of Washington Boulevard, will intersect into Admiralty Way in a “T” configuration. The striping for turning movements at the reconfigured intersection will be constructed as dual left and dual/triple right-turning movements. This improvement is identified in the Marina del Rey TIP as Category 3 improvement, and will enhance traffic flow within the Marina.
- **Washington Boulevard and Via Marina/Ocean Avenue** – No feasible physical improvements are identified in the TIP that remain available to mitigate this potential direct project traffic impact. However, the County of Los Angeles Department of Public Works has identified an improvement at the nearby intersection of Washington Boulevard and Palawan Way that would provide additional egress from the Marina, reducing traffic volumes on the northbound approach of Via Marina at this intersection, and providing mitigation for the cumulative impacts. The proposed improvement would reconstruct the intersection of Washington Boulevard and Palawan Way to allow for dual northbound left-turns onto westbound Washington Boulevard, and install a new traffic signal at that intersection. The improvement will provide an additional means of accessing westbound Washington Boulevard from westbound Admiralty Way, reducing the existing high northbound volumes at Washington Boulevard and Via Marina/Ocean Avenue. (See “Washington Boulevard and Palawan Way” below for additional details.)
- In addition, the Marina del Rey TIP also identified an improvement at the intersection of Via Marina and Admiralty Way that will enhance traffic flow between Admiralty Way and Via Marina south of Admiralty Way within the Marina, reducing the northbound right-turn traffic volumes on Via Marina at Washington Boulevard. This improvement would reconstruct the Admiralty Way/Via Marina intersection to realign Admiralty Way as a through roadway with the southern leg of Via Marina. The northern leg of Via Marina, south of Washington Boulevard, will intersect into Admiralty Way in a “T” configuration. The striping for turning movements at the reconfigured intersection will be constructed as dual left and dual/triple right-turning movements. As a result, northbound traffic volumes on Via Marina would need to turn left (instead of making a through movement) at Admiralty Way to access eastbound Washington Boulevard. Due to the high left-turn volume on northbound Via Marina at Admiralty Way, some of these traffic volumes would reroute along eastbound Admiralty Way and turn left at Palawan Way.
- **Admiralty Way and Palawan Way** – Restripe the southbound approach to convert the through lane into a left/through shared lane. Restripe the northbound approach to provide an exclusive

left-turn only lane, in addition to a shared right-turn/through lane. In addition, add a third westbound through lane to Admiralty Way within the existing right-of-way by moving the median and restriping Admiralty Way. These measures are identical to or consistent with the improvements in the Marina del Rey TIP. If the measure is not implemented by the time the anticipated cumulative traffic growth occurs, a temporary significant cumulative impact would remain. Furthermore, if this measure or another measure of equal effectiveness are not implemented (because the County is unable to formally establish an enforceable TIP-type mechanism for collecting fair-share contributions or otherwise), a significant cumulative traffic impact would remain at this location.

Table 5.7-2223
Summary of Critical Movement Analysis
Future (2013) Traffic Conditions – With Cumulative Development
AM Peak Hour

No.	Intersection	Without Project		With Project			With Project Plus Cumulative Development			Project % of Total Impact
		CMA	LOS	CMA	LOS	Impact	CMA	LOS	Impact	
1.	Via Marina & Tahiti Way	0.276	A	0.276	A	+0.000	0.278	A	+0.002	0.0%
2.	Via Marina & Marquesas Way	0.271	A	0.333	A	+0.062	0.364	A	+0.093	67.0%
3.	Via Marina & Panay Way	0.360	A	0.388	A	+0.028	0.508	A	+0.148	19.0%
4.	Admiralty Way & Via Marina	0.730	C	0.749	C	+0.019	0.821	D	+0.091*	21.0%
5.	Washington Blvd. & Ocean Ave./Via Marina	0.744	C	0.774	C	+0.030	0.858	D	+0.114*	26.0%
6.	Admiralty Way & Palawan Way	0.444	A	0.461	A	+0.017	0.620	B	+0.176	10.0%
7.	Washington Blvd. & Palawan Way	0.668	B	0.682	B	+0.014	0.935	E	+0.267*	5.0%
8.	Lincoln Blvd. & Washington Blvd.	0.807	D	0.820	D	+0.013	0.947	E	+0.140* 0	9.0%
9.	Lincoln Blvd. & Marina Expressway (SR-90)	0.707	C	0.707	C	+0.000	0.810	D	+0.103*	.0%
10.	Lincoln Blvd. & Bali Way	0.677	B	0.677	B	+0.000	0.741	C	+0.064*	0.0%
11.	Lincoln Blvd. & Mindanao Way	0.754	C	0.782	C	+0.028	0.959	E	+0.205*	14.0%
12.	Lincoln Blvd. & Fiji Way	0.613	B	0.619	B	+0.006	0.735	C	+0.122*	5.0%
13.	Admiralty Way & Bali Way	0.480	A	0.510	A	+0.030	0.605	B	+0.125	24.0%
14.	Admiralty Way & Mindanao Way	0.654	B	0.712	C	+0.058*	0.889	D	+0.235*	25.0%

No.	Intersection	Without Project		With Project			With Project Plus Cumulative Development			Project % of Total Impact
		CMA	LOS	CMA	LOS	Impact	CMA	LOS	Impact	
15.	Admiralty Way & Fiji Way	0.266	A	0.272	A	+0.006	0.346	A	+0.080	8.0%
16.	Marina Expressway (SR-90) WB/Mindanao Way	0.423	A	0.428	A	+0.005	0.479	A	+0.056	9.0%
17.	Marina Expressway (SR-90) EB/Mindanao Way	0.641	B	0.657	B	+0.016	0.783	C	+0.142*	11.0%

* Denotes significant impact, prior to mitigation.

Table 5.7-2324
Summary of Critical Movement Analysis
Future (2013) Traffic Conditions – With Cumulative Development
PM Peak Hour

No.	Intersection	Without Project		With Project			With Project Plus Cumulative Development			Project % of Total Impact
		CMA	LOS	CMA	LOS	Impact	CMA	LOS	Impact	
1.	Via Marina & Tahiti Way	0.179	A	0.180	A	+0.001	0.186	A	+0.007	14.0%
2.	Via Marina & Marquesas Way	0.188	A	0.231	A	+0.043	0.254	A	+0.066	65.0%
3.	Via Marina & Panay Way	0.263	A	0.280	A	+0.017	0.346	A	+0.083	20.0%
4.	Admiralty Way & Via Marina	0.783	C	0.826	D	+0.043*	0.915	E	+0.132*	33.0%
5.	Washington Blvd. & Ocean Ave./Via Marina	0.799	C	0.831	D	+0.032*	0.918	E	+0.119*	27.0%
6.	Admiralty Way & Palawan Way	0.629	B	0.655	B	+0.026	0.809	D	+0.180*	14.0%
7.	Washington Blvd. & Palawan Way	0.747	C	0.759	C	+0.012	0.910	E	+0.163*	7.0%
8.	Lincoln Blvd. & Washington Blvd.	1.390	F	1.399	F	+0.009	1.552	F	+0.162*	6.0%
9.	Lincoln Blvd. & Marina Expressway (SR-90)	0.751	C	0.751	C	+0.000	0.892	D	+0.141*	0.0%
10.	Lincoln Blvd. & Bali Way	0.534	A	0.537	A	+0.003	0.640	B	+0.106	3.0%
11.	Lincoln Blvd. &	0.884	D	0.901	E	+0.017*	1.049	F	+0.165*	10.0%

No.	Intersection	Without Project		With Project			With Project Plus Cumulative Development			Project % of Total Impact
		CMA	LOS	CMA	LOS	Impact	CMA	LOS	Impact	
	Mindanao Way									
12.	Lincoln Blvd. & Fiji Way	0.762	C	0.769	C	+0.007	0.901	E	+0.139*	5.0%
13.	Admiralty Way & Bali Way	0.602	B	0.631	B	+0.029	0.740	C	+0.138*	24.0%
14.	Admiralty Way & Mindanao Way	0.772	C	0.835	D	+0.063*	1.013	F	+0.241*	26.0%
15.	Admiralty Way & Fiji Way	0.386	A	0.390	A	+0.004	0.519	A	+0.133	3.0%
16.	Marina Expressway (SR-90) WB/Mindanao Way	0.555	A	0.569	A	+0.014	0.672	B	+0.117	12.0%
17.	Marina Expressway (SR-90) EB/Mindanao Way	0.769	C	0.779	C	+0.010	0.868	D	+0.099*	10.0%

*Denotes significant impact, prior to mitigation.

- Washington Boulevard and Palawan Way** – Install a new traffic signal at this intersection (as described above as in-lieu mitigation for the cumulative impact at Washington Boulevard and Via Marina/Ocean Avenue). The south leg of the intersection should be realigned to reduce the angle of the northbound right-turn only lane, and provide a more perpendicular approach, and provide northbound dual left-turn lanes. While this improvement is currently being investigated by the County for implementation as a new TIP-type measure, funded by fair share contributions by projects within Marina del Rey, it is not currently included in the TIP improvement program. As such, the proposed project would be conditioned to contribute fair share funding to this improvement above and beyond the previously identified traffic mitigation fees. Cost estimates for this traffic signal improvement are currently being finalized, but are expected to be approximately \$332,500, with a project responsibility of approximately \$61,180. If the measure is not implemented by the time the anticipated cumulative traffic growth occurs, a temporary significant cumulative impact would remain. Furthermore, if this measure or another measure of equal effectiveness are not implemented (because the County is unable to formally establish an enforceable TIP-type mechanism for collecting fair share contributions or otherwise), a significant cumulative traffic impact would remain at this location.
- Lincoln Boulevard and Washington Boulevard** – No feasible physical improvements are currently available to mitigate this potential cumulative impact. However, regional transportation improvements being considered include the future extension of the Marina Freeway (SR-90) westward to connect with Admiralty Way. The extension, slated for completion by the year 2016, will help alleviate traffic congestion in the area, including at the key intersection of Lincoln Boulevard and Washington Boulevard. However, it should be noted that a temporary cumulative traffic impact would remain at this location if the extension of the SR-90 or another measure of equal effectiveness is not implemented by the time the anticipated cumulative traffic growth occurs. This measure is identified in Appendix G of the Marina del Rey Local Implementation Program and must have approval by the Board of Supervisors, the City of Los Angeles, and Caltrans. Furthermore, if the

extension of the SR-90 is not constructed (due to not having concurrent approval by the Board of Supervisors, the City of Los Angeles, and Caltrans, or for other reasons) or another measure of equal effectiveness is not implemented, a significant cumulative traffic impact would remain at this location.

- **Lincoln Boulevard and Marina Expressway (SR-90)** – Extend Route 90 to connect to Admiralty Way across Lincoln Boulevard. The extension would reconstruct and expand the at-grade intersection, providing additional capacity for all approaches. This improvement is currently included in the TIP roadway improvements funded by the trip fee.

However, it should be noted that a temporary cumulative traffic impact would remain at this location if the extension of the SR-90 or another measure of equal effectiveness is not implemented by the time the anticipated cumulative traffic growth occurs. Furthermore, if the extension of the SR-90 is not constructed at all (due to not having concurrent approval by the Board of Supervisors, the City of Los Angeles, and Caltrans, or for other reasons) or another measure of equal effectiveness is not implemented, a significant cumulative traffic impact would remain at this location.

- **Lincoln Boulevard and Bali Way** – No feasible physical improvements are currently available to mitigate this potential cumulative impact. However, regional transportation improvements being considered include the future extension of the Marina Freeway (SR-90) westward to connect with Admiralty Way. The extension, slated for completion by the year 2016, will help alleviate traffic congestion in the area, including at the intersection of Lincoln Boulevard and Bali Way. However, it should be noted that a temporary cumulative traffic impact would remain at this location if the extension of the SR-90 or another measure of equal effectiveness is not implemented by the time the anticipated cumulative traffic growth occurs. The SR-90 extension is identified in Appendix G of the Marina del Rey Local Implementation Program and must receive approval from the Board of Supervisors, the City of Los Angeles, and Caltrans.

Furthermore, if the extension of the SR-90 is not constructed (due to not having concurrent approval by the Board of Supervisors, the City of Los Angeles, and Caltrans, or for other reasons) or another measure of equal effectiveness is not identified, a significant cumulative traffic impact would remain at this location.

- **Lincoln Boulevard and Mindanao Way** – No feasible physical improvements are currently available to mitigate this potential cumulative impact. However, regional transportation improvements being considered include the future extension of the Marina Freeway (SR-90) westward to connect with Admiralty Way. The extension, slated for completion by the year 2016, will help alleviate traffic congestion in the area, including at the intersection of Lincoln Boulevard and Mindanao Way, which currently provides direct access from the SR-90 to Admiralty Way in the Marina, by providing a direct access alternative route. However, it should be noted that a temporary cumulative traffic impact would remain at this location if the extension of the SR-90 or another measure of equal effectiveness is not implemented by the time the anticipated cumulative traffic growth occurs. The SR-90 extension is identified in Appendix G of the Marina del Rey Local Implementation Program and must have approval by the Board of Supervisors, the City of Los Angeles, and Caltrans. Furthermore, if the extension of the SR-90 is not constructed (due to not having concurrent approval by the Board of Supervisors, the City of Los Angeles, and Caltrans, or for other reasons) or another measure of equal effectiveness is not identified, a significant cumulative traffic impact would remain at this location.

- **Lincoln Boulevard and Fiji Way** – No feasible physical improvements are currently available to mitigate this potential cumulative impact. However, regional transportation improvements being considered include the future extension of the Marina Freeway (SR-90) westward to connect with Admiralty Way. The extension, slated for completion by the year 2016, will help alleviate traffic congestion in the area, including at the intersection of Lincoln Boulevard and Fiji Way. However, it should be noted that a temporary cumulative traffic impact would remain at this location if the extension of the SR-90 or another measure of equal effectiveness is not implemented by the time the anticipated cumulative traffic growth occurs. The SR-90 extension is identified in Appendix G of the Marina del Rey Local Implementation Program and must receive approval from the Board of Supervisors, the City of Los Angeles, and Caltrans.

Furthermore, if the extension of the SR-90 is not constructed (due to not having concurrent approval by the Board of Supervisors, the City of Los Angeles, and Caltrans, or for other reasons) or another measure of equal effectiveness is not identified, a significant cumulative traffic impact would remain at this location.

- **Admiralty Way and Bali Way** – Add a third westbound through lane to Admiralty Way within the existing right-of-way by moving the median and restriping Admiralty Way, as identified in the TIP as Category 1 improvement.
- **Admiralty Way and Mindanao Way** – ~~Widen northbound Admiralty Way to provide a right-turn lane at Mindanao Way, as identified in the TIP. In addition, install dual left-turn lanes on Admiralty Way for southbound travel at the approach to Mindanao Way and modify the traffic signal to provide a westbound right-turn phase concurrent with the southbound left-turn movement. The dual left-turn lanes on Admiralty Way will enhance egress from the Marina at Mindanao Way, and has already been approved as part of a previous project (Marina Two). It should be noted that the installation of dual left-turn lanes on Admiralty Way and the traffic signal modification is not identified in the TIP. The TIP identified widening of northbound Admiralty Way to provide a right-turn lane at Mindanao Way is no longer possible due to right-of-way constraints. Optimizing signal operation at adjacent intersections is recommended.~~ As such, the proposed project would be conditioned to contribute “fair share” funding to this non-TIP improvement above and beyond the previously identified traffic mitigation fees. The project’s “fair share” proportion would be negotiated between the proposed project and the County. Furthermore, if this measure or another measure of equal effectiveness is not implemented (because the County is unable to formally establish an enforceable TIP-type mechanism for collecting fair share contributions or otherwise), a significant cumulative traffic impact would remain at this location.
- **Marina Expressway (SR-90) Eastbound and Mindanao Way** – Restripe the ~~westbound approach of Mindanao Way at the eastbound Marina Expressway~~ to provide two through lanes and one free-right-turn lane. This improvement is not identified in the TIP. As such, the proposed project would be conditioned to contribute fair share funding to this non-TIP improvement above and beyond the previously identified traffic mitigation fees. The project’s fair share proportion would be negotiated between the proposed project and Caltrans. If the measure is not implemented by the time the anticipated cumulative traffic growth occurs, a temporary significant cumulative impact would remain. Furthermore, if this measure or another measure of equal effectiveness are not implemented (because the County and/or Caltrans is unable to formally establish an enforceable TIP-type mechanism for collecting fair share contributions or otherwise), a significant cumulative traffic impact would remain at this location.

The effectiveness of these recommended cumulative mitigation measures was evaluated in a supplemental analysis. This With Cumulative Development Plus Mitigation analysis in **Table 5.7-2425, Summary of Critical Movement Analysis – Future (2013) With Cumulative Development Traffic Conditions**, utilized the same methodologies and assumptions as described previously, again with the exception that the recommended cumulative improvement measures described above were assumed to be in place for the With Cumulative Development Plus Mitigation scenario. This assumption also included the redistribution of traffic at several intersections (Via Marina at Washington Boulevard, Admiralty Way, and Panay Way, and Palawan Way at Washington Boulevard and Admiralty Way) as a result of anticipated travel pattern changes resulting from the mitigation measure at Washington Boulevard and Palawan Way, and at Via Marina and Admiralty Way. As discussed above, mitigation of cumulative traffic impacts to less than a level of significance may not occur if one or more mitigation measures is not implemented.

As shown in **Table 5.7-2425**, the implementation of the cumulative mitigation measures cited above could result in a reduction of cumulative impacts at most study intersections. The LUP identifies implementation of the SR-90 extension as a Category 3 mitigation measure to mitigate cumulative impacts of Phase 2 development in the Marina, and the County is preparing an EIR for the SR-90 extension. However, the exact design and alignment of this improvement is still being defined, and the precise beneficial effects of this improvement on the study intersections cannot be quantified at this time. Therefore, it is conservatively assumed that significant cumulative impacts will remain at the following intersections even with implementation of the SR-90 extension: Lincoln Boulevard and Washington Boulevard; Lincoln Boulevard and Marina Expressway; Lincoln Boulevard and Bali Way; Lincoln Boulevard and Mindanao Way; and Lincoln Boulevard and Fiji Way. At intersections where the With Cumulative Development Plus Mitigation traffic conditions that can be evaluated, cumulative impacts would be reduced to a less than significant level.

Table 5.7-2425
Summary of Critical Movement Analysis
Future (2013) With Cumulative Development Traffic Conditions

No.	Intersection	Peak Hour	Without Project		With Cumulative Development			With Cumulative Development Plus Mitigation		
			CMA	LOS	CMA	LOS	Impact	CMA	LOS	Impact
4.	Admiralty Way/	AM	0.730	C	0.821	D	0.091*	0.508	A	-0.222
	Via Marina	PM	0.783	C	0.915	E	0.132*	0.546	A	-0.237
5.	Washington Blvd./	AM	0.744	C	0.858	D	0.114*	0.774	C	0.030
	Ocean Ave./	PM	0.799	C	0.918	E	0.119*	0.807	D	0.008
	Via Marina									

No.	Intersection	Peak Hour	Without Project		With Cumulative Development			With Cumulative Development Plus Mitigation		
			CMA	LOS	CMA	LOS	Impact	CMA	LOS	Impact
6.	Admiralty Way and Palawan Way	AM	0.444	A	0.620	B	0.176	0.607	B	0.163
		PM	0.629	B	0.809	D	0.180*	0.658	B	0.029
7.	Washington Blvd./ Palawan Way	AM	0.668	B	0.935	E	0.267*	0.671	B	0.003
		PM	0.747	C	0.910	E	0.163*	0.719	C	-0.028
8.	Lincoln Blvd./ Washington Blvd.	AM	0.807	D	0.947	E	0.140*	NA	NA	NA
		PM	1.390	F	1.552	F	0.162*	NA	NA	NA
9.	Lincoln Blvd./ Marina Expressway (SR-90)	AM	0.707	C	0.810	D	0.103*	NA	NA	NA
		PM	0.751	C	0.892	D	0.141*	NA	NA	NA
10.	Lincoln Blvd./ Bali Way	AM	0.677	B	0.741	C	0.064*	NA	NA	NA
		PM	0.534	A	0.640	B	0.106*	NA	NA	NA
11.	Lincoln Blvd./ Mindanao Way	AM	0.754	C	0.959	E	0.205*	NA	NA	NA
		PM	0.884	D	1.049	F	0.165*	NA	NA	NA
12.	Lincoln Blvd./Fiji Way	AM	0.613	B	0.735	C	0.122*	NA	NA	NA
		PM	0.762	C	0.901	E	0.139*	NA	NA	NA
13.	Admiralty Way/Bali Way	AM	0.480	A	0.605	B	0.125	0.605	B	0.125
		PM	0.602	B	0.740	C	0.138*	0.579	A	-0.023
14.	Admiralty Way/ Mindanao Way	AM	0.654	B	0.889	D	0.235*	0.655	B	0.001
		PM	0.772	C	1.013	F	0.241*	0.787	C	0.015
17.	Marina Expressway (SR-90) EB/ Mindanao Way	AM	0.641	B	0.783	C	0.142*	0.624	B	-0.017
		PM	0.769	C	0.868	D	0.099*	0.788	C	-0.019

* Indicates significant impact, prior to mitigation.

NA = Design of future extension of SR-90 to Admiralty Way not finalized. CMA value could not be calculated.

In summary, the cumulative mitigation measures include measures specifically identified in the TIP, including funding for larger long-term improvements such as widening the Lincoln Boulevard Corridor and the planned Marina Expressway (SR-90) extension to Admiralty Way that will increase area-wide traffic capacity and help alleviate existing and future congestion in the study area. If these or other equally effective measures are not installed, significant cumulative traffic impacts would remain.

The improvements described above, with the exceptions of the new traffic signal at Washington Boulevard and Palawan Way, the installation of the dual left-turn lanes and traffic signal modification at Admiralty Way and Mindanao Way, the improvements at Admiralty Way and Palawan Way, and the installation of dual left-turn lanes on Mindanao Way in the westbound direction at the SR-90 eastbound

approach, are identical to or consistent with the area-wide roadway improvements identified in Appendix G (Transportation Improvement Program) of the Marina del Rey Local Implementation Program, and funded through payment of the traffic impact fees. The project is responsible for its fair share portion of implementation of the cumulative mitigation (or other County approved) improvements through payment of the \$1,297,320 trip fee, plus the pro-rata share for the added measures.

5.7.8 UNAVOIDABLE SIGNIFICANT IMPACTS

Pursuant to *State CEQA Guidelines* Section 15130(d), the project's cumulative impacts may be found to be less than cumulatively considerable/less than significant because they are consistent with (and indeed less severe than predicted in) the cumulative traffic analysis in the Certified LCP (a "comparable programmatic plan ...") that is hereby incorporated by reference.

As to intersections within the County and LCP, the project's significant cumulative impacts are rendered less than cumulatively considerable (less than significant) because the project is required to pay the MDR traffic fees (i.e., its fair share of improvements designed to alleviate the cumulative impacts at the five intersections within Marina del Rey and that are controlled by the LACDPW) for improvements identified in the TIP and fair-share contribution for non-TIP improvements identified above. As such, all impacts can be reduced to a level of less than significant with implementation of identified mitigation measures. However, if these or other equally effective measures are delayed or not installed, significant cumulative traffic impacts would remain. Furthermore, as the precise benefits of the SR-90 extension cannot be quantified at this time, it is conservatively concluded that significant cumulative impacts will remain at the following intersections even with implementation of the SR-90 extension: Lincoln Boulevard and Washington Boulevard; Lincoln Boulevard and Marina Expressway; Lincoln Boulevard and Bali Way; Lincoln Boulevard and Mindanao Way; and Lincoln Boulevard and Fiji Way.

5.8 SEWER SERVICE

SUMMARY

Wastewater in Marina del Rey is collected and conveyed by a sewer system owned and operated by the Los Angeles County Department of Public Works (LACDPW), which is regulated in the Marina Sewer Maintenance District (MSMD). Treatment of domestic sewage and wastewater occurs at the City of Los Angeles Hyperion Treatment Plant (HTP) in El Segundo.

The proposed Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project would generate approximately ~~130,139,696,700~~ **160,096,151,100** gallons of wastewater per day. This represents a net increase of approximately ~~130,139,696,700~~ gallons per day when compared with existing uses. The HTP currently has adequate capacity to treat sewage generated by the projects. The Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project applicant(s) must pay connection fees to the City of Los Angeles in order to retroactively fund recent treatment plant improvements. This connection fee program occurs through a developer fee paid to the County and a corresponding payment of fees from the County to the City of Los Angeles. The project applicant must also obtain a "will serve" letter prior to issuance of building permits demonstrating the ability of the treatment plant and collection system to accommodate project generated effluent. Based on the above, no significant impacts to wastewater treatment facilities would occur as a result of the proposed project.

The LACDPW requires that any developer constructing a new sewer line coordinate the construction and dedication of any new sewer facilities with LACDPW's ~~Water Works and Sewer Maintenance Division~~, which would be responsible for future operation and maintenance. All ~~local collector~~ sewer lines ~~for within~~ the project ~~boundaries~~ would be constructed to standards set forth by LACDPW, and would be sized to accommodate sewage flows generated at project buildout. Impacts to the wastewater collection system would be less than significant.

5.8.1 INTRODUCTION

This EIR section presents an overview of the existing sewer collection, treatment, and disposal systems in the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project area. The Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project (Parcels 10R, FF, and Parcel 9U) is comprised of five parts: Neptune Marina Parcel 10R, Neptune Marina Parcel FF, the Woodfin Suite Hotel and Timeshare Resort Project, a 1.46-acre public park consisting of a 0.46-acre restored wetland and 0.99-acre upland buffer, and 7 to 11 public-serving boat spaces. Impacts are discussed for the combined project (i.e., the Neptune Marina Apartments and Anchorage/Woodfin

Suite Hotel and Timeshare Resort Project), as well as for each part independently (in case one was to proceed separately).

Construction and operation of the 1.46-acre public park and between 7 to 11 public-serving boat spaces would not generate domestic sewage in a quantifiable amount. As such, impacts associated with the 1.46-acre public park and between 7 and 11 public-serving boat spaces are not considered further in the analysis of project impacts (with the exception of brief descriptions defined in **subsection 5.8.3**).

This section also includes a discussion of the cumulative impacts of the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project in conjunction with other related projects. Where impacts are identified, mitigation measures are recommended to reduce such impacts to acceptable levels. This analysis is primarily based on information obtained from the *Sewer Capacity Report* prepared by Fuscoe Engineering, Inc., (~~September–May 2005~~2009; reference **Appendix 5.8**) and a sewer capacity report prepared by Hunsaker Associates (September 2006). Additional sources of information include written and oral communication with LACDPW staff, staff of the ~~Waterworks and Sewer Maintenance Division~~, and information derived from the Marina del Rey Land Use Plan. A sewer area study report prepared by Hunsaker Associates (dated July 2008) also provided information. An updated sewer master plan has been prepared by Los Angeles County Department of Public Works in 2007 and was incorporated as part of this analysis.

5.8.2 EXISTING CONDITIONS

Wastewater collection and treatment for the Marina del Rey area is provided by LACDPW and the City of Los Angeles HTP. The LACDPW's ~~Water Works and Sewer Maintenance Division~~ is charged with maintaining the sewer collection and conveyance system, which is regulated in the Marina Sewer Maintenance District (MSMD). Wastewater collected within the MSMD system is ultimately directed to the City of Los Angeles HTP treatment facility under a contract between the City and the County of Los Angeles.

5.8.2.1 Regional Wastewater Treatment Facilities

Wastewater from the Marina del Rey area, including the existing apartments on Parcel 10R, is treated at the HTP in El Segundo, located southwest of the Los Angeles International Airport. The drainage area served by the HTP is approximately 328,000 acres of developed land. The HTP treats wastewater from portions of the City of Los Angeles as well as from seven cities that it contracts with, including Santa Monica, Beverly Hills, Burbank, Culver City, El Segundo, Glendale, and San Fernando. HTP also treats wastewater from portions of Los Angeles County and 29 contract agencies.

Completed in 1950, the HTP was originally designed with a treatment capacity of 320 million gallons per day (mgd). Since that time, the plant's capacity has increased to 4580 mgd and now includes full secondary treatment of wastewater. The HTP is currently treating 36250 mgd of effluent flow to secondary treatment standards, 88130 mgd below its maximum operating capacity.¹

The HTP service area also includes two inland reclamation plants: the Los Angeles/Glendale Water Reclamation Plant (LAGWRP) and the Tilman Water Reclamation Plant (TWRP). These plants partially treat upstream flows generated by urban uses in the San Fernando Valley and route the partially treated flows to the HTP. The LAGWRP was completed in 1976 and is capable of processing approximately 30 mgd of wastewater. The TWRP became operational in 1985 and was designed to process 40 mgd of wastewater. An expansion of TWRP was completed in October 1991, which increased its current capacity to 80 mgd. In total, the Hyperion Treatment System, inclusive of LAGWRP and TWRP, has the capacity to treat 5590 mgd of domestic wastewater under normal operating conditions. Presently, the HTP system is treating 36250 mgd, 188240 mgd below its rated capacity. This excess capacity is due in part to water conservation measures now required as part of the City of Los Angeles Uniform Building Code (UBC).

The Regional Water Quality Control Board (RWQCB) regulates the treatment of wastewater at treatment plants and the discharge of the treated wastewater into receiving waters. Therefore, the HTP is responsible for adhering to RWQCB regulations as they apply to wastewater generated by Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project.

Until recently, the Marina Sewer Maintenance District (MSMD) had contractual rights to 0.97 mgd of treatment capacity at HTP, which is the capacity required to serve existing development within Marina del Rey. To accommodate future growth, the MSMD has contracted for additional capacity and has obtained contractual rights to 3.0 mgd of treatment plant capacity at HTP. ~~Therefore, 2.03 mgd of unused capacity is available to the MSMD.~~ Under the most current conveyance, treatment, and disposal agreement between the County and the City, MSMD's flow entitlement has been eliminated. Instead, MSMD is allowed to discharge all flows generated within the MSMD to the City. MSMD is now required to pay its proportionate share of the City's total Amalgamated System Sewage Facilities Charge, which includes capital improvement, operation and maintenance costs, based on actual volume and strength of MSMD discharges into the City's conveyance and HTP facilities. Developers of new and expanded developments in the MSMD will be required to pay the Amalgamated System Sewage System Facilities Charge (Connection Fee) directly to the City. These charges, as determined by the City, represent the costs to the

¹ "Major Activities – Wastewater Collection and Treatment," <http://www.cityofla.org/SAN/sanmact.htm>, Doug Bohlmann, Shift Superintendent II, Hyperion Treatment Plant, telephone conversation, August 27, 2004.

City to provide the needed amalgamated system capacity to accommodate the anticipated increase wastewater discharge.

5.8.2.2 Wastewater Collection System

In the vicinity of the project site, existing 12-inch and 15-inch VCP (vitrified clay pipe) sewer mains occur in Dell Avenue and Via Marina, respectively, and an ~~188~~-inch main crosses the property parallel to Marquesas Way. These mains join at manhole 69 (**Figure 5.8-1**). As shown on **Figure 5.8-1**, from manhole 69, an existing 18-inch main connects the system to a City of Los Angeles owned and operated pumping station before it discharges into a force main. On the project site, a 10-foot-wide sewer easement is present. In conformance with normal building requirements, no structures occur or are proposed within this existing easement.

This sewer system discharges to the City of Los Angeles' system through a metering station located at Via Dolce at Marquesas Way. Sewage is then pumped via the Venice Pumping Plant at Hurricane Street and Esplanade. The pump station has five pumps: three running and two parallel-force main systems. Based on growth in the marina and other projects that occur in the marina area, this system of pumps and connecting lines is reaching capacity. The City of Los Angeles has plans to upgrade the pump station force main. As a normal practice, the costs of these improvements are paid for by sewer connection fees paid by developers to the City of Los Angeles.

From the Venice Pumping Plant, sewage flows via the Coastal Interceptor Sewer (CIS) System, which transmits sewage to the HTP. Currently, ~~there the City of Los Angeles is a proposal for~~ing a new parallel force main system (Venice Pumping Plant Dual Force Main Project) to provide relief for the existing CIS System.

5.8.2.3 Funding

~~The marina area holds contractual flow rights, purchased from the City, for use of pipe and pumping systems as well as treatment at HTP. Payment for these rights is based on the proportionate share of capital costs and annual costs for the system used, based on the relation of its contractual capacity to the design capacity of the system.~~

The LACDPW requires that new local sewer lines connect to the MSMD's existing sanitary sewer system. Moreover, LACDPW requires that any developer constructing a new local sewer line or sewer network not only coordinate its construction with the MSMD, but also dedicate the sewer line or network to the MSMD. Upon dedication, the MSMD would be responsible for future operation and maintenance. Prior to any demolition/construction, the City of Los Angeles must ensure adequate capacity in the receiving trunk sewers and receiving water reclamation plant. If adequate capacity does not exist in the City of Los Angeles' system to accommodate the additional flows, the receiving trunk sewers and/or WRP may require expansion.

The mechanism used to fund improvements to the City of Los Angeles' system is the connection fee program. This connection fee program occurs through a developer fee paid to the City of Los Angeles. Prior to connection of the local sewer network to the City of Los Angeles' system, all new users are required to pay a fair share contribution for City of Los Angeles' sewage system expansions. This connection fee is used by the City of Los Angeles to finance periodic expansion of treatment capacity and trunk lines. The connection fee varies in relation to the number of plumbing fixtures associated with a proposed project.

5.8.2.4 Existing Wastewater Generation

5.8.2.4.1 Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project

As shown in **Table 5-8.1**, operation of the 136 existing apartments located on Parcel 10R generates a total of 20,400 gallons per day (gpd). Please see ~~Appendix 5.8~~ for calculation worksheets.

**Table 5.8-1
Existing Wastewater Generation**

Land Use	Units	Generation Factor ¹ (gal./day/unit)	Daily Generation (gal./day)
Residential	136 du	150	20,400
Total:			20,400

Source: Impact Sciences, Inc., March 2005.

du = dwelling unit.

¹ The generation factor is from the Los Angeles County Sewer Maintenance Division and City of Los Angeles Bureau of Sanitation (reference Appendix G in the Sewer Capacity Report by Fuscoe, May 2009)~~Marina del Rey Apartment Community Draft EIR, Impact Sciences, Inc., May 2000, unless otherwise noted.~~

Parcel FF consists of a total of 2.05 acres. The only existing land uses on the parcel is a 2-acre surface parking lot. Parcel 9U is an undeveloped vacant lot. As such, the existing uses on Parcel FF or 9U do not currently generate wastewater that is directed to County- or City-owned facilities.

5.8.3 ENVIRONMENTAL IMPACTS

5.8.3.1 Project Improvements

Implementation of the proposed Neptune Marina and Woodfin Suite Hotel and Timeshare Resort Project would result in the development of 526 residential dwelling units; 19-story building with 288 hotel and timeshare suites; 174 private and between 7 to 11 public-serving boat spaces; and a restored public wetland and upland park area. There are 136 existing apartments and 198 boat spaces presently on site. Therefore, completion of the proposed Neptune Marina and Woodfin Suite Hotel and Timeshare Resort Project would result in a net increase of 390 apartment units, 288 hotel and timeshare suite, a net decrease of up to 17 boat spaces, and a 1.46-acre public park containing a 0.47-acre restored wetland and 0.99-acre upland buffer.

5.8.3.2 Thresholds of Significance

The County of Los Angeles Department of Regional Planning has not adopted County specific significance thresholds. Based on Appendix G of the most recent update of the *State California Environmental Quality Act (CEQA) Guidelines*, impacts related to sewer service are considered significant if the project would

- exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; or
- result in the determination by the wastewater treatment provider, which serves or may serve the project, that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

5.8.3.3 Impact Analysis

5.8.3.3.1 Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project

The applicable threshold of significance is listed below followed by analysis of the significance of any potential impacts. Mitigation measures are also identified which would reduce or avoid potentially significant adverse impacts.

5.8.3.3.1.1 Threshold: Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

Threshold: Have insufficient water supplies available to serve the project from existing entitlements and resources, or would require expanded entitlements.

Threshold: Require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts.

Construction Impacts: Construction activities on Parcel 10R are expected to begin in ~~January-May 2009~~ 2011 and would require a total of approximately ~~33-30~~ months to complete. Anticipated buildout would occur in ~~Sept-November 2011~~ 2013.

Construction activities on Parcel FF are expected to begin in ~~April-October 2010-2011~~ and would require approximately ~~18-24~~ months to complete. Buildout of the project is anticipated to occur in ~~September~~ October 2011 2013.

Construction activities on Parcel 9U are expected to begin in ~~January-May 2009-2011~~ and would require approximately ~~24-30~~ months to complete. Anticipated buildout would occur ~~January-November 2011~~ 2013.

Demolition of existing on-site uses would not disrupt sewer services to adjacent uses, as the lines will be disconnected prior to removal of the existing structures. Construction contractors would provide portable on-site sanitation facilities for use during demolition and construction that would be serviced at approved disposal facilities and/or treatment plants. The amount of construction-related wastewater that would be generated would not have a significant impact on wastewater disposal and treatment facilities due to the temporary nature of construction activity and the available capacity of the treatment facilities.

Operation Impacts; Wastewater Collection System Improvements: Based on information obtained from the *Sewer Capacity Report* prepared by Fuscoe Engineering, Inc., ~~September May 2005~~ 2009, the sewage collection and conveyance system designed to serve the proposed Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project would connect to the existing sewer facilities. Proposed sewer improvements for the Neptune Marina Apartments and Anchorage Project require the abandonment of approximately 650 linear feet (466 feet within Parcel 10R, 130 feet within Parcel FF, and 54 feet within Marquesas Way right-of-way) of the existing 10-inch sewer main and 240 linear feet of an existing 8-inch line within Parcel 10R due to the main's location beneath a proposed structure, and the development of a new 10-inch main. The ~~precise~~ alignment of the proposed 10-inch sewer main has not ~~been determined but would occur within Marquesas Way, Via Marina and~~ already graded portions of the project site. The existing 8-inch sewer main that parallels the Basin B bulkhead would ~~be removed~~ and ~~replaced with a new 10-inch main sewer line within Parcel 10R~~ would be placed parallel to the existing line along the bulkhead. Each of these new mains would be connected to the existing 15-inch main in Via Marina. Two new manholes would also be constructed, and new building laterals would be constructed connecting each new apartment building to the proposed 8-inch and 10-inch mains. The City and County of Los Angeles have evaluated the increase in sewer flows due to the project and has found there to be sufficient capacity. The *Sewer Capacity Report* prepared by Fuscoe Engineering, Inc., May 2009, (reference Appendix 5.8) concludes that there is sufficient sewer capacity for the both the apartments and the proposed Parcel 10R anchorage sewer pump.

Based on information obtained from the *Sewer Capacity Report* prepared by Hunsaker Engineering, Inc., September 2006, the sewage collection and conveyance system designed to serve the proposed Woodfin Suite Hotel and Timeshare Resort Project would connect to the existing sewer facilities. Proposed sewer improvements would involve construction of a new 10-inch line that will connect to the existing 15-inch line that is ~~existing~~ in Via Marina before it meets the existing 18-inch line located at manhole 69. ~~As defined above,~~ The precise alignment of the sewer main has not been determined but would occur within already graded portions of the project site. The City and County of Los Angeles have evaluated the increase in sewer flows due to the project and have found there to be sufficient capacity. The *Sewer Capacity Report* prepared by Fuscoe Engineering, Inc., May 2009, (reference Appendix 5.8) concludes that there is sufficient sewer capacity for the both the hotel and the proposed public-serving anchorage sewer pump serving four pumpout stations.

The LACDPW requires that any developer constructing a new sewer line must coordinate the construction and dedication of the sewer with the department's ~~Water Works and~~ Sewer Maintenance Division for future operation and maintenance. All local collector sewer lines within the project boundaries would be constructed to the standards set forth LACDPW, and would be sized to

accommodate sewage flows generated at project buildout. Impacts to the wastewater collection system would be less than significant.

Operation Impacts; Wastewater Treatment System: As shown below in **Table 5.8-2**, the proposed Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project would generate approximately ~~160,096~~^{139,700} gpd of domestic wastewater. This represents a net increase of ~~130~~^{139,696,700} gpd due to the increased number of dwelling units and the hotel project. ~~Please refer to Appendix 5.8 for calculation worksheets.~~ With regard to wastewater generation from the Neptune Marina Anchorage sewage pumping station that will be included in the new anchorage at Parcel 10R, there are no standard rates or data available for wastewater generation rates for boats in the marina. However, the project would result in a net decrease in the number of boat spaces and no impact is anticipated.

Table 5.8-2
Proposed Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel
and Timeshare Resort Project Wastewater Generation

Land Use	Units	Average Daily Generation (gal./day)
Neptune Marina Apartments and Anchorage		
1-Bedroom	330	49,500
2-Bedroom	196	39,200
Woodfin Suite Hotel and Timeshare Resort		
Hotel	152	22,800
1-Bedroom	68	1310,600 ²⁰⁰
2-Bedroom	68	1713,000 ⁶⁰⁰
Restaurant <u>and accessory uses</u>	NA	924,000 ⁷⁹⁶
Subtotal:		151160,100 ⁹⁶
Less Existing Residential	136 du	-20,400
Net Project Total:		130139,700 ⁶⁹⁶

Source: Impact Sciences, Inc., March 2005.

du = dwelling unit.

¹ The generation factor is from Los Angeles County Sewer Maintenance Division and City of Los Angeles Bureau of Sanitation (reference Appendix G in the Sewer Capacity Report by Fuscoe, May 2009), the Marina del Rey Apartment Community Draft EIR, Impact Sciences, Inc., May 2000, unless otherwise noted.

Sewage generated on the project site would be conveyed to the HTP for treatment, as described above. With the HTP currently operating ~~88130~~ mgd below capacity, the addition of approximately ~~130~~139,700 ~~696~~ net gpd generated by the proposed Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project would not result in the plant exceeding capacity. Therefore, adequate capacity exists to treat sewage generated by the project, and the impact of the proposed project on the sewage treatment system is less than significant. As stated above in **5.8.2.1, Regional Wastewater Treatment Facilities**, the RWQCB is responsible for regulating the treatment of wastewater at treatment plants. Compliance with wastewater treatment requirements would not represent a significant impact.

As previously discussed, ~~Marina del Rey has had contractual rights to 0.97 mgd of treatment capacity at the HTP, which covers treatment of effluent generated by existing uses within Marina del Rey. Also as previously discussed, an additional 2.03 mgd is currently in place to accommodate future demand (inclusive of this project) developers of new and expanded developments, including-~~ Further, the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project applicants, must pay connection fees to the City of Los Angeles ~~in order to purchase~~ provide for future upgrades to the wastewater conveyance system ~~the additional capacity necessary to convey and treat project-generated wastewater and fund incremental expansion of treatment capacity~~(reference **Appendix 5.8**). ~~Prior to issuance of building permits, the project applicants must also, for their respective projects, obtain a "will serve" letter prior to issuance provide Public Works' Building and Safety officials with (a) proof of payment of connection charges to the City and clearance from Public Works' Land Development Division, and (b) a "will serve" letter from LACDPW's Sewer Maintenance Division demonstrating sufficient sewage capacity for the respective project prior to issuance of building permits demonstrating the ability of the treatment plant and collection system to accommodate project-generated effluent (reference Appendix 5.8).~~ Based on the above, no significant impacts to wastewater treatment facilities will occur as a result of the proposed project.

Mitigation Measures: The Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project shall design and construct all sewer lines to the specifications and standards defined by LACDPW. The project applicants shall pay the required sewer connection and capacity fees that are used to fund expansion of facilities.

Mitigation Measures Recommended by the EIR:

- 5.8-1.** Prior to issuance of building permits, the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project applicants shall demonstrate sufficient sewage capacity for the proposed project by providing a "will serve" letter from LACDPW's ~~Waterworks and~~ Sewer Maintenance Division.

~~5.8.2. The Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project applicants shall pay a "fair share" contribution to the amount of the cost to upgrade the downstream segments of the sewer trunk that are identified as inadequate to accommodate effluent generated by the proposed project. If deemed necessary, these improvements shall be funded and completed in accordance with County Department of Public Works procedures.~~

Conclusion: Less than significant.

5.8.3.3.2 Neptune Marina Parcel 10R Project

The applicable threshold of significance is listed below followed by analysis of the significance of any potential impacts. Mitigation measures are also identified which would reduce or avoid potentially significant adverse impacts.

5.8.3.3.2.1 Threshold: Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

Threshold: Have insufficient water supplies available to serve the project from existing entitlements and resources, or would require expanded entitlements.

Threshold: Require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts.

Analysis:

Construction Impacts: Construction activities on the Neptune Marina Parcel 10R site is expected begin in ~~January~~ ~~May 2009-2011~~ and would require ~~33-30~~ months to complete. Anticipated buildout would occur in ~~Sept~~ ~~November 2011-2013~~. Demolition of existing on-site uses would not disrupt sewer services to adjacent uses, as the lines will be disconnected prior to removal of the existing structures. Construction contractors would provide portable on-site sanitation facilities for use during demolition and construction that would be serviced at approved disposal facilities and/or treatment plants. The amount of construction-related wastewater generated would not have a significant impact on wastewater disposal and treatment facilities due to the temporary nature of construction activity and the available capacity of the treatment facilities.

Operation Impacts; Wastewater Collection System Improvements: Based on information obtained from the *Sewer Capacity Report* prepared by Fuscoe Engineering, Inc., ~~September~~ ~~May 2005-2009~~, the sewage collection and conveyance system designed to serve the proposed Neptune Marina Parcel 10R would connect to the existing sewer facilities. Proposed sewer improvements require the abandonment of approximately 466 linear feet within Parcel 10R of the existing 10-inch sewer main and 240 linear feet of an existing 8-inch line due to the main's current location, and the development of a new 10-inch main to be placed both within the Parcel 10R boundary and within Marquesas Way and Via Marina. The existing 8-inch sewer main that parallels the Basin B bulkhead would be removed ~~and replaced with a new 10-inch main~~ in place and a new 8-inch sewer line for the Parcel 10R would be placed parallel to the existing line. ~~The precise alignment of the sewer main has not been determined but would occur within~~

already graded portions of the project site. Each of these new mains would be connected to the existing 15-inch main in Via Marina. Two new manholes would also be constructed, and new building laterals would be constructed connecting each new apartment building to the proposed 8-inch or 10-inch mains. The City and County of Los Angeles have evaluated the increase in sewer flows due to the project and has found there to be sufficient capacity. The Sewer Capacity Report prepared by Fuscoe Engineering, Inc., May 2009, (reference Appendix 5.8) concludes that there is sufficient sewer capacity for the both the apartments and the proposed Parcel 10R anchorage sewer pump.

The LACDPW requires that any developer constructing a new sewer line must coordinate the construction and dedication of the sewer with the department's ~~Water Works and Sewer Maintenance~~ Division for future operation and maintenance. All local collector sewer lines within the project boundaries would be constructed to the standards set forth LACDPW, and would be sized to accommodate sewage flows generated at project buildout. Impacts to the wastewater collection system would be less than significant.

Operation Impacts; Wastewater Treatment System: As shown below in **Table 5.8-3**, the proposed Neptune Marina Parcel 10R would generate approximately 67,700 gpd of domestic wastewater. This represents a net increase of 47,300 gpd due to the increase of dwelling units in the proposed project. ~~Please refer to Appendix 5.8 for calculation worksheets.~~ With regard to wastewater generation from the Neptune Marina Anchorage, there is no standard rates or data available for wastewater generation rates for boats in the marina. However, as the project will result in a net decrease of 24 boat spaces (198 existing less 174 proposed) no increase in impact potential is anticipated.

Table 5.8-3
Proposed Neptune Marina Parcel 10R Project; Wastewater Generation

Land Use	Units	Generation Factor ¹ (gal./day/unit)	Average Daily Generation (gal./day)
Proposed Residential			
1-Bedroom	246	150	36,900
2-Bedroom	154	200	30,800
Subtotal			67,700
Less Existing Residential	136 du	150	-20,400
Net Project Total:			47,300

Source: Impact Sciences, Inc., March 2005.
du = dwelling unit.

¹ The generation factor is from the Los Angeles County Sewer Maintenance Division and City of Los Angeles Bureau of Sanitation (reference Appendix G in the Sewer Capacity Report by Fuscoe, May 2009). ~~Marina del Rey Apartment Community Draft EIR, Impact Sciences, Inc., May 2000, unless otherwise noted.~~

Sewage generated on the project site would be conveyed to the HTP for treatment as described above. With the HTP currently operating ~~88130~~ mgd below capacity, the addition of approximately 47,300 net gpd would not result in the plant exceeding capacity. Therefore, adequate capacity exists to treat sewage generated by the project, and the impact of the proposed project on the sewage treatment system is less than significant. As stated above in **5.8.2.1, Regional Wastewater Treatment Facilities**, the RWQCB is responsible for regulating the treatment of wastewater at treatment plants. Compliance with wastewater treatment requirements would not represent a significant impact.

As previously discussed, ~~Marina del Rey has had contractual rights to 0.97 mgd of treatment capacity at the HTP, which covers treatment of effluent generated by existing uses within Marina del Rey. Also as previously discussed, an additional 2.03 mgd is currently in place to accommodate future demand (inclusive of this project). Further, developers of new and expanded developments, including the Neptune Marina Parcel 10R applicant, must pay connection fees to the City of Los Angeles in order to purchase provide for future upgrades to the wastewater conveyance system the additional capacity necessary to convey and treat project generated wastewater (reference **Appendix 5.8**) and fund incremental expansion of treatment capacity. Prior to issuance of building permits, tThe project applicant must also obtain a “will serve” letter provide to Public Works’ Building and Safety officials with (a) proof of payment of connection charges to the City and clearance from Public Works’ Land Development Division, and (b) a “will serve” letter from LACDPW’s Sewer Maintenance Division demonstrating sufficient sewage capacity for the respective project.prior to issuance of building permits demonstrating the ability of the treatment plant and collection system to accommodate project generated effluent (reference **Appendix 5.8**).~~ Based on the above, no significant impacts to wastewater treatment facilities will occur as a result of the proposed Neptune Marina Parcel 10R.

Mitigation Measures: The Neptune Marina Parcel 10R shall design and construct all sewer lines to the specifications and standards defined by LACDPW. The project applicant shall pay the required sewer connection and capacity fees that are used to fund expansion of facilities.

Mitigation Measures Recommended by the EIR:

Mitigation Measures 5.8-1 and 5.8-2 would mitigate impacts associated with the Neptune Marina Parcel 10R Project.

Conclusion: Less than significant.

5.8.3.3.3 Neptune Marina Parcel FF Project

The applicable threshold of significance is listed below followed by analysis of the significance of any potential impacts. Mitigation measures are also identified which would reduce or avoid potentially significant adverse impacts.

5.8.3.3.3.1 Threshold: Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

Threshold: Have insufficient water supplies available to serve the project from existing entitlements and resources, or would require expanded entitlements.

Threshold: Require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts.

Analysis:

Construction Impacts: Construction activities on the Neptune Marina Parcel FF site are expected to begin in ~~April~~~~October 2010~~ ~~2011~~ and would require a total of approximately ~~18-24~~ months to complete. Buildout of the project is anticipated to occur in ~~September~~~~October 2011~~ ~~2013~~. Construction contractors would provide portable on-site sanitation facilities for use during demolition and construction that would be serviced at approved disposal facilities and/or treatment plants. The amount of construction-related wastewater that would be generated would not have a significant impact on wastewater disposal and treatment facilities due to the temporary nature of construction activity and the available capacity of the treatment facilities.

Operation Impacts; Wastewater Collection System Improvements: Based on information obtained from the *Sewer Capacity Report* prepared by Fuscoe Engineering, Inc., ~~September~~~~May 2005~~ ~~2009~~, the sewage collection and conveyance system designed to serve the proposed Neptune Marina Parcel FF would connect to the existing sewer facilities. ~~Proposed sewer improvements require the abandonment of the existing 10-inch sewer main due to the main's location, and the development of a new 10-inch main. The existing 8-inch sewer main that parallels the Basin B-C bulkhead would be removed remain and replaced with a new 10-inch sewer main. The precise alignment of the sewer main has not been determined but would occur within already graded portions of the project site. Each of these new mains would be connected to the existing 15-inch main in Via Marina. Two new manholes would also be constructed, and new building laterals would be constructed connecting the new apartment building to the proposed 10-inch mains. In addition, approximately 130 linear feet of existing 10-inch sewer main within Parcel FF would be abandoned due to the main's current location.~~ The City

and County of Los Angeles have evaluated the increase in sewer flows due to the project and have found there to be sufficient capacity.

The LACDPW requires that any developer constructing a new sewer line must coordinate the construction and dedication of the sewer with the department's ~~Water Works and~~ Sewer Maintenance Division for future operation and maintenance. All local collector sewer lines within the project boundaries would be constructed to the standards set forth LACDPW, and would be sized to accommodate sewage flows generated at project buildout. Impacts to the wastewater collection system would be less than significant.

Operation Impacts; Wastewater Treatment System: As shown in **Table 5.8-4**, the proposed Neptune Marina Parcel FF would generate approximately 21,000 gpd of domestic wastewater. ~~Please refer to Appendix 5.8 for calculation worksheets.~~ Sewage generated on the project site would be conveyed to the HTP for treatment, as described above. With the HTP currently operating ~~130-88~~ mgd below capacity, the addition of approximately 21,000 gpd would not result in the plant exceeding capacity. Therefore, adequate capacity exists to treat sewage generated by the project, and the impact of the proposed project on the sewage treatment system is less than significant.

Table 5.8-4
Proposed Neptune Marina Parcel FF Project; Wastewater Generation

Land Use	Units	Generation Factor ¹ (gal./day/unit)	Average Daily Generation (gal./day)
Proposed Residential			
1-Bedroom	84	150	12,600
2-Bedroom	42	200	8,400
Project Total:			21,000

Source: Impact Sciences, Inc., March 2005.
du = dwelling unit.

¹ The generation factor is from the Los Angeles County Sewer Maintenance Division and City of Los Angeles Bureau of Sanitation (reference Appendix G in the Sewer Capacity Report by Fuscoe, May 2009) Marina del Rey Apartment Community Draft EIR, Impact Sciences, Inc., May 2000, unless otherwise noted.

As previously discussed, ~~developers of new and expanded developments, including Marina del Rey has had contractual rights to 0.97 mgd of treatment capacity at the HTP, which covers treatment of effluent generated by existing uses within Marina del Rey. Also as previously discussed, an additional 2.03 mgd is~~

~~currently in place to accommodate future demand (inclusive of this project). Further, the Neptune Marina Parcel FF applicant, must pay connection fees to the City of Los Angeles in order to purchase provide for future upgrades to the wastewater conveyance system the additional capacity necessary to convey and treat project-generated wastewater (reference Appendix 5.8) and fund incremental expansion of treatment capacity. Prior to issuance of building permits, tThe project applicant must also provide Public Works' Building and Safety officials with (a) proof of payment of connection charges to the City and clearance from Public Works' Land Development Division prior to issuance of building permits, and (b) a "will serve" letter from LACDPW's Sewer Maintenance Division demonstrating sufficient sewage capacity for the project obtain a "will serve" letter prior to issuance of building permits demonstrating the ability of the treatment plant and collection system to accommodate project-generated effluent (reference Appendix 5.8).~~ Based on the above, no significant impacts to wastewater treatment facilities will occur as a result of the proposed project.

Mitigation Measures: The Neptune Marina Parcel FF shall design and construct all sewer lines to the specifications and standards defined by LACDPW. The project applicant shall pay the required sewer connection and capacity fees that are used to fund expansion of facilities.

Mitigation Measures Recommended by the EIR:

~~Mitigation Measures 5.8-1 and 5.8-2~~ would mitigate impacts associated with the Neptune Marina Parcel FF Project.

Conclusion: Less than significant.

5.8.3.3.4 Woodfin Suite Hotel/Timeshare Resort Project

The applicable threshold of significance is listed below followed by analysis of the significance of any potential impacts. Mitigation measures are also identified which would reduce or avoid potentially significant adverse impacts.

5.8.3.3.4.1 **Threshold: Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.**

Threshold: Have insufficient water supplies available to serve the project from existing entitlements and resources, or would require expanded entitlements.

Threshold: Require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts.

Analysis:

Construction Impacts: Construction activities on the Woodfin Suite Hotel and Timeshare Resort Project would begin in ~~January-May 2009-2011~~ and would require ~~24-30~~ months to complete. Buildout of the project is anticipated to occur in ~~January-November 2011-2013~~. Construction contractors would provide portable on-site sanitation facilities for use during construction that would be serviced at approved disposal facilities and/or treatment plants. The amount of construction-related wastewater that would be generated would not have a significant impact on wastewater disposal and treatment facilities due to the temporary nature of construction activity and the available capacity of the treatment facilities.

Operation Impacts; Wastewater Collection System Improvements: Based on information obtained from the *Sewer Capacity Report* prepared by Hunsaker Engineering, Inc., September 2006, the sewage collection and conveyance system designed to serve the proposed Woodfin Suite Hotel and Timeshare Resort Project would connect to the existing sewer facilities. Proposed sewer improvements would involve construction of a new 10-inch line that will connect to the existing 15-inch line that is existing in Via Marina before it meets the existing 18-inch line located at manhole 69. The precise alignment of the sewer main has not been determined but would occur within already graded portions of the project site. The City and County of Los Angeles have evaluated the increase in sewer flows due to the project and has found there to be sufficient capacity. The *Sewer Capacity Report* prepared by Fuscoe Engineering, Inc., May 2009 (reference **Appendix 5.8**) concludes that there is sufficient sewer capacity for the both the hotel and the proposed public-serving anchorage sewer pump serving four pumpout stations.

The LACDPW requires that any developer constructing a new sewer line must coordinate the construction and dedication of the sewer with the department's ~~Water Works and Sewer Maintenance~~ Division for future operation and maintenance. All local collector sewer lines within the project boundaries would be constructed to the standards set forth by LACDPW, and would be sized to accommodate sewage flows generated at project buildout. Impacts to the wastewater collection system would be less than significant.

Operation Impacts; Wastewater Treatment System: As shown in **Table 5.8-5**, the proposed Woodfin Suite Hotel and Timeshare Resort Project would generate an average of approximately ~~71,396~~~~62,400~~ gpd of domestic wastewater. ~~Please refer to Appendix 5.8 for calculation worksheets.~~ Sewage generated on the project site would be conveyed to the HTP for treatment, as described above. With the HTP currently operating ~~130-88~~ mgd below capacity, the addition of approximately ~~71,396~~~~62,400~~ gpd generated by the proposed Woodfin Suite Hotel and Timeshare Resort Project would not result in the plant exceeding capacity. Therefore, adequate capacity exists to treat sewage generated by the project, and the impact of the proposed project on the sewage treatment system is less than significant.

Table 5.8-5
Proposed Woodfin Suite Hotel and Timeshare Resort; Wastewater Generation

Land Use	Units	Average Daily Generation ¹ (gal./day)
Proposed Use		
Hotel	152	22,800
1-Bedroom	68	1310,600 200
2-Bedroom	68	1713,000 600
Restaurant <u>and accessory uses</u>	NA	924,000 796
Project Total:		6271,400396

Source: Impact Sciences, Inc., March 2005.

du = dwelling unit.

¹ The generation factor is from Los Angeles County Sewer Maintenance Division and City of Los Angeles Bureau of Sanitation (reference Appendix G in the Sewer Capacity Report by Fuscoe, May 2009)~~the Marina del Rey Apartment Community Draft EIR, Impact Sciences, Inc., May 2000,~~ unless otherwise noted.

As previously discussed, developers of new and expanded developments, including Marina del Rey has had contractual rights to 0.97 mgd of treatment capacity at the HTP, which covers treatment of effluent generated by existing uses within Marina del Rey. Also as previously discussed, an additional 2.03 mgd is currently in place to accommodate future demand (inclusive of this project). Further, the Woodfin Suite

Hotel and Timeshare Resort Project applicant, must pay connection fees to the City of Los Angeles ~~in order to purchase provide for future upgrades to the wastewater conveyance system the additional capacity necessary to convey and treat project generated wastewater (reference Appendix 5.8) and fund incremental expansion of treatment capacity.~~ Prior to issuance of building permits, the project applicant must also provide Public Works' Building and Safety officials with (a) proof of payment of connection charges to the City and clearance from Public Works' Land Development Division prior to issuance of building permits, and (b) a "will serve" letter from LACDPW's Sewer Maintenance Division demonstrating sufficient sewage capacity for the project. ~~The project applicant must also obtain a "will serve" letter prior to issuance of building permits demonstrating the ability of the treatment plant and collection system to accommodate project generated effluent (reference Appendix 5.8).~~ Based on the above, no significant impacts to wastewater treatment facilities will occur as a result of the proposed project.

Mitigation Measures: The Woodfin Suite Hotel and Timeshare Resort Project shall design and construct all sewer lines to the specifications and standards defined by LACDPW. The project applicant shall pay the required sewer connection and capacity fees that are used to fund expansion of facilities.

Mitigation Measures Recommended by the EIR:

Mitigation Measures 5.8-1 and 5.8-2 would mitigate impacts associated with the Woodfin Suite Hotel and Timeshare Resort Project.

Conclusion: Less than significant.

5.8.4 CUMULATIVE IMPACTS

5.8.4.1 Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project and Other Related Projects

The cumulative impacts on sewer service from the proposed Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project in conjunction with other related/approved projects identified in **Section 4.0, Cumulative Projects**, were analyzed. Related projects within the Marina Sewer Maintenance District are listed in **Table 5.8-6** below, including the Shores Project (No. 18). For this analysis, a cumulative development scenario is compared with existing conditions. The scenario includes the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project and other related projects occurring in MSMD. The Venice Pumping Plant Dual Force Main Project would improve infrastructure capacity once it is completed but has no negative impact on sewer service. The applicable thresholds are listed below in bold followed by an analysis of the cumulative impacts and their potential significance. Mitigation measures are also identified which would reduce or avoid potentially significant adverse impacts.

The applicable thresholds are listed below in bold followed by an analysis of the cumulative impacts and their potential significance. Mitigation measures are also identified which would reduce or avoid potentially significant adverse impacts.

5.8.4.1.1 Threshold: Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Threshold: Result in the determination by the wastewater treatment provider, which serves or may serve the project, that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

Cumulative Analysis: As shown in **Table 5.8-7**, buildout of the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project and related projects occurring within the MSMD would generate an estimated ~~642,385~~^{653,346} gpd of domestic wastewater, which does not exceed the ~~882,03~~ mgd currently available at the HTP. Therefore, capacity is available at the HTP under current contracts. In addition, each future project is required to provide adequate capacity to convey sewage to a safe point of discharge and pay fees to connect to the sewage system. In this manner, the existing sewage collection and conveyance system would be upgraded to accommodate sewage created by the development of future projects.

Mitigation Measures: None required.

**Table 5.8-6
Cumulative Wastewater Generation
Related Projects within Marina Sewer Maintenance District**

Project Number from Table 4.0-1	New Development	Existing Uses to be Replaced	Location (Address)
9.	600-du Condominium		4333 Admiralty Wy.
10.	158-du Condominium 3,178-sf Specialty Retail	48,000-sf Car Rental Facility	4363 Lincoln Bl.
11.	179-du Apartment	64-du Apartment	NWC Admiralty Wy./Palawan Wy. (Parcels 140)
12.	6,236-sf Retail	5,750-sf Retail	514-586 Washington Bl. Bet. Via Marina/ Palawan Wy. (Parcel 97)
13.	72-du Apartment 16,352-sf Retail 368-sf Restaurant 7,888-sf Office	9,180-sf Office 165-sf Restaurant 7,500-sf Drive-in Bank	S/s Washington Bl. Bet. Via Marina/Via Dolce (Parcel 95)
14.	147-rm Hotel		4175 Admiralty Wy.
16.	114-du Congregate Care Retirement Facility 5,000-sf Retail 6,000-sf Marine Commercial Office	6,000-sf Health Club	E/o Palawan Wy. Betw. Washington Bl. /Admiralty Wy. (Parcel OT)
18.	544-du Apartment	202-du Apartment	W/s Via Marina (Parcel 100 and 101)
19.	940-du Apartment 82-du Senior Apartment 4,000-sf Retail 6,000-sf Commercial 439 sl Boat	Project partially existing and partially under new construction	E/s Via Marina bet. Panay Wy./Marquesas Wy. (Parcels 12, 15)
20.	351-du Apartment 24,300-sf Retail 266-seat Restaurant (10,000 sf)	1,067-seat Restaurant (to be removed)	South Side of Admiralty Wy., East side of Palawan Wy. (Parcel 33/NR)
23.	478-du Apartment 500-sf Retail 34 sl Boat	224-du Apartment	Southern terminus of Fiji Wy. (Parcel 64)
37.	111-rm Hotel	42-rm Hotel	SWC Admiralty Wy. & Palawan Wy. (Parcel 27)

Project Number from Table 4.0-1	New Development	Existing Uses to be Replaced	Location (Address)
38.	132-rm Hotel 1,230-seat Restaurant 24,250-sf Retail 5,200-sf Office 26 sl Boat	12,984-sf Retail/Commercial 16,149-sf Restaurant 17 sl Boat	West of Fiji Wy. Near Terminus -Fisherman's Village (Parcels 55/56/W)
40.	345-Vessel Dry Stack Storage Facility 30-Vessel Mast Up Storage Space 1,500-sf Sheriff Boatwright Facility	Existing parking lot	N/s Fiji Wy, W/o Admiralty Wy (Parcel 52/GG)

sf = square foot; du = dwelling unit; rm = room; ac = acre; sl = slips; p = pump.

**Table 5.8-7
Cumulative Wastewater Generation
Proposed Project and Related Projects**

Land Use	Net Units	Generation Factor ¹ (gal./day/unit)	Daily Generation (gal./day)
Related Projects			
Multi-Family ²	3,435 du	150/gal/unit	515,250
Commercial	32,098 sf	0.10800 gal/day/100	325,240 678
Restaurant ³	5946 sf	1.00 gal/day	5,946
Restaurant Restaurant ³	163 100 seats	50 gal/seat	8,515 000
Office	9,908 sf	0.20800 gal/day/100	17,982 926
Subtotal:			522,543,646 854
Net Project Total:			130,987,700 531
Total:			653,642,346 385

Source: Impact Sciences, Inc., March 2005.

Note: Numbers may not total exactly due to rounding.

du = dwelling unit; sf = square feet

¹ The generation factor is from the City of Los Angeles, Bureau of Sanitation letter of December 17, 2008, the Marina del Rey Apartment Community Draft EIR, Impact Sciences, May, 2000, unless otherwise noted.

² Includes senior care facilities, hotel and motel rooms; generation factor is an average.

³ The generation factor is from the Los Angeles County Sanitation Districts, Loadings for Each Class of Land Use (1998-99).

⁴ The generation factor is from the Los Angeles County Sanitation Districts, Estimated Average Daily Flows for Various Occupancies.

5.8.5 UNAVOIDABLE SIGNIFICANT IMPACTS

With mitigation, development of the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project (combined, separately, and cumulative with other related projects) would not significantly impact the sewer services environment during construction or operation.

5.10 SOLID WASTE SERVICE

SUMMARY

Residential, commercial, and industrial trash collection in the unincorporated areas of Los Angeles County, including the Marina del Rey area, is handled by private haulers who contract with property owners. When collected, the waste may be taken to any landfill or processing center that is willing to accept it. Private haulers are free to operate in any of the unincorporated areas of the County and may transfer waste to a variety of sites both inside of and outside the County.

Demolition of existing uses on the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort project site would generate approximately 12,600 cubic yards of solid waste. Construction debris would also contribute solid waste. The Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort project would also generate approximately 177,800 cubic yards of excess earth material (215,135 tons) that would be disposed of at the Puente Hills Landfill. During project operation, the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project would generate a net increase of solid waste generation of approximately 2,868 pounds per day, or approximately 523 tons per year, assuming no solid wastes from the project would be recycled (a worst-case scenario).

The project would also generate some hazardous wastes consistent with typical residential land uses. Los Angeles County's landfills have adequate capacity to service the existing population and planned growth until the year 2017, and, capacity will likely extend well beyond the year 2017. Therefore, it is reasonable to assume that solid waste disposal facilities and other options will be available in the future. Hazardous debris generated during construction and operation can be accommodated by the permitted Class I and II landfills currently in operation within Southern and Central California. Mitigation to reduce the amount of project-generated solid waste disposed of at landfills is recommended. Project construction and operation solid waste impacts would be reduced to less than significant levels.

Because an adequate supply of landfill space has not been approved for beyond 2017 and because existing solid and hazardous waste management facilities in the County are inadequate, the ~~project and~~ cumulative increase in solid and hazardous waste generation from the project and the related projects would cause a significant impact unless additional landfill space or other disposal alternatives are approved.

5.10.1 INTRODUCTION

This section evaluates the potential impacts of the proposed Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project on solid waste disposal services. The Neptune Marina/Woodfin Suite Hotel and Timeshare Resort Project (Parcels 10R, FF, and Parcel 9U) is

comprised of five parts, Neptune Marina Parcel 10R, Neptune Marina Parcel FF, the Woodfin Suite Hotel/Timeshare Resort Project, a 1.46-acre public park inclusive of a 0.47-acre restored wetland and 0.99-acre upland buffer and between 7 and 11 public-serving boat spaces. Impacts are discussed for the combined project (i.e., the Neptune Marina/Woodfin Suite Hotel and Timeshare Resort Project), as well as for each part independently (in case one were to proceed separately).

Construction and operation of the wetland park and between 7 and 11 public-serving boat spaces would not generate solid waste in a quantifiable amount. As such, impacts associated with the wetland park and between 7 and 11 public-serving boat spaces are not considered further in the analysis of project impacts.

This section also includes a discussion of the cumulative impacts of the Neptune Marina/Woodfin Suites Hotel and Timeshare Resort Project in conjunction with other related projects. Where impacts are identified, mitigation measures are recommended to reduce such impacts to acceptable levels. Information in this section was derived from the Los Angeles County Department of Public Works, the County Sanitation Districts of Los Angeles County, the California Integrated Waste Management Board, and a variety of documents including Los Angeles County Integrated Waste Management Plan; 2002 Annual Report on the Countywide Summary Plan and Countywide Siting Element; 2002 Annual Report on the Source Reduction and Recycling Element; Household Hazardous Waste Element, and 2004 Nondisposal Facility Element for the County of Los Angeles Unincorporated Areas.

5.10.2 EXISTING CONDITIONS

The Los Angeles County Department of Public Works (LACDPW) has the responsibility to develop plans and strategies to manage solid waste generated (including hazardous waste) in the County's unincorporated areas and to address the disposal needs of Los Angeles County as a whole. In the past, solid waste was simply collected and disposed of at landfills in the local vicinity. More recently, many jurisdictions, including the County of Los Angeles, have maintained that existing local landfill space may reach capacity in the very near future. While solid waste (including hazardous waste) continues to be generated and the public expects it to be collected and disposed of, the public has paradoxically strongly opposed opening new facilities or expanding existing ones. Even with waste reduction and recycling efforts, many jurisdictions are having difficulty siting new landfills or alternative means of disposal to address the anticipated shortage.

Options to reduce the amount of waste disposed of in landfills have traditionally included curbside pickup of recyclable materials and separate processing of these materials at recycling facilities. Solid waste collection has become highly privatized in recent years and a number of companies have created sophisticated recycling facilities that can process and sort recyclables from other wastes. In this

free-enterprise system, private industries now compete for contracts to collect and dispose of solid waste. After materials separation, these private haulers dispose of the remaining solid waste at whatever landfill they choose that can accept the materials. These facilities may be within the local geographic region, outside the County, or even outside the state. The LACDPW maintains that prudent public policy includes a balance of in County and out-of-County disposal capacity to provide for the long-term disposal needs of the County. Without multiple options, the County would have little negotiating leverage against unfavorable pricing structures.

Landfills in the Los Angeles County area are nearing capacity; however, it is unlikely that all existing landfill space will reach capacity and that no new landfill space or disposal options will be made available. Because untreated solid waste is a public health risk (e.g., from disease), it will be necessary for either local agencies or the state to intervene to assist with implementing new landfills and/or other disposal options. Discussion of such intervention is currently taking place at the state level.

Because of the difficulty in predicting what facilities private haulers will use, or predicting future waste disposal sites or methods, it was necessary in this EIR to formulate a method to evaluate impacts on the landfills that are most likely at present to serve the project site. Specifically, this EIR section compares the solid waste generation of the proposed project with the capacity of the existing landfills operating within Los Angeles County that accept waste from unincorporated areas. This is considered a worst-case scenario, as it does not assume development of any new landfills or the implementation of any other disposal options.

5.10.2.1 Plans and Policies for Solid Waste Disposal

5.10.2.1.1 California Integrated Waste Management Act

In response to reduced landfill capacity, the State of California passed in 1989 the California Integrated Waste Management Act (CIWMA). This legislation, generally known by the name of the enacting Assembly Bill (AB) 939, requires cities and counties to reduce the amount of solid wastes entering existing landfills, through recycling, reuse and waste prevention efforts.

AB 939 requires every city and county in the state to prepare a Source Reduction and Recycling Element to its Solid Waste Management Plan that identifies how each jurisdiction planned to meet mandatory state waste diversion goals of 25 percent by the year 1995 and 50 percent by the year 2000. The purpose of AB 939 is to “reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible.” Noncompliance with the goals and timelines set forth within the act can be severe, as the bill imposes fines up to \$10,000 per day on jurisdictions not meeting these recycling and planning goals.

AB 939 requires jurisdictions to utilize “integrated waste management” —a variety of waste management practices to handle the municipal solid waste stream safely and effectively with the least adverse impact on human health and the environment. The act establishes the following waste management hierarchy:

- **Source Reduction** – "Source reduction" means any action that causes a net reduction in the generation of solid waste. Source reduction includes, but is not limited to, reducing the use of nonrecyclable materials, replacing disposable materials and products with reusable materials and products, reducing packaging, reducing the amount of yard wastes generated, establishing garbage rate structures with incentives to reduce the amount of wastes that generators produce, and increasing the efficiency of the use of paper, cardboard, glass, metal, plastic, and other materials. Source reduction does not include steps taken after the material becomes solid waste.¹
- **Recycling** – "Recycling" means the process of collecting, sorting, cleansing, treating, and reconstituting materials that would otherwise become solid waste, and returning them to the economic mainstream in the form of raw material for new, reused, or reconstituted products, which meet the quality standards necessary to be used in the marketplace. Recycling does not include transformation.²
- **Composting** – "Compost" means the product resulting from the controlled biological decomposition of organic wastes that are source separated from the municipal solid waste stream, or which are separated at a centralized facility. Compost includes vegetable, yard, and wood wastes that are not hazardous waste.³
- **Transformation** – "Transformation" means incineration, pyrolysis, distillation, or biological conversion other than composting. Transformation does not include composting, gasification, or biomass conversion.⁴
- **Disposal** – "Solid waste disposal" or "disposal" means the final deposition of solid wastes onto land, into the atmosphere, or into the waters of the state.⁵

5.10.2.1.2 California Integrated Waste Management Board Model Ordinance

Subsequent to the passage of CIWMA, additional legislation was passed to assist local jurisdictions in accomplishing the goals of AB 939. The California Solid Waste Reuse and Recycling Access Act of 1991 (Section 42900–42911 of the Public Resources Code) directs the California Integrated Waste Management Board (CIWMB) to draft a “model ordinance” for the provision of adequate areas for collecting and loading recyclable materials in development projects. If, by September 1, 1994, a local agency did not

¹ Public Resources Code, Section 40196.

² Public Resources Code, Section 40180.

³ Public Resources Code, Section 40116.

⁴ Public Resources Code, Section 40201.

⁵ Public Resources Code, Section 40192.

adopt its own ordinance based on the CIWMB model, the CIWMB model ordinance took effect for that local agency. The County of Los Angeles chose to use the CIWMB model ordinance.

5.10.2.1.3 County of Los Angeles Solid Waste Management Action Plan

In 1988, the County of Los Angeles Board of Supervisors approved the Los Angeles County Solid Waste Management Action Plan to provide long-range management of the solid waste generated within the County. This plan includes such approaches as source reduction, recycling and composting programs, household hazardous waste management programs and public education awareness programs. The plan concludes that land filling will remain an integral part of the waste management system and calls for the establishment of 50 years of in-County permitted landfill capacity, as well as the County's support for the development of disposal facilities out of the County.

5.10.2.1.4 County of Los Angeles Source Reduction and Recycling Element

The Source Reduction and Recycling Element (SRRE) was prepared in response to AB 939. It describes policies and programs that will be implemented by the County for the County unincorporated areas to achieve the state's mandates of 25 and 50 percent waste disposal reductions by the years 1995 and 2000, respectively. Per the Integrated Waste Management Act of 1989, the Source Reduction and Recycling Element projects disposal capacity needs for a 15-year period. The current SRRE 15-year period commenced in 2002.

5.10.2.1.5 County of Los Angeles Household Hazardous Waste Element

AB 939 requires every city and county within the state to prepare a Household Hazardous Waste Element (HHWE) and to provide for management of household hazardous waste generated by the residents within its jurisdiction. The Countywide household hazardous waste management program, consisting of collection and public education/information services, has been formulated to serve residents throughout the County in a convenient and cost-effective manner. In addition to reducing the amount of waste that might otherwise be sent to a landfill, these programs are important facets in the County's effort to "clean up" the solid waste stream.

5.10.2.1.6 County of Los Angeles Non-Disposal Facility Element

AB 939 requires every city and county within the state to prepare and adopt a Non-Disposal Facility Element (NDFE) to identify all existing, proposed expansions of, and proposed new non-disposal facilities. These include source reduction and recycling facilities that are needed to implement the local jurisdiction's SRRE. Los Angeles County's NDFE identifies 20 existing materials recovery

facilities/transfer stations, and 9 proposed material recovery facilities as non-disposal facilities. In addition, the County's NDFE also identifies the utilization of four landfill facilities, operated by the County Sanitation Districts of Los Angeles County, for diversion of yard/green waste that is intended to be used as alternative daily cover at the landfills.

5.10.3 FUTURE SOLID WASTE MANAGEMENT CONDITIONS

Currently, most solid waste is disposed of in local landfills. In the future, the amount of waste diverted from landfills is expected to increase as jurisdictions throughout the state achieve compliance with the provisions of AB 939. This diversion will increase the life expectancy of landfills, but not eliminate the need for new landfills. As growth occurs throughout Southern California, new landfills will need to be developed and/or other waste disposal alternatives will need to be implemented.

Options that have been discussed include expanding existing landfills, developing new landfills locally, transferring solid waste out of the County or state by truck or rail car, or the incineration of solid waste in co-generation plants that generate electricity. New and expanded landfills are expected to be approved as part of a comprehensive solid waste program.

The transfer of solid waste either out of the County, or even out of the state, is also an option. Two landfills, which would receive Los Angeles area waste by rail car, have proposed to provide some long-term solid waste disposal for Los Angeles County. The Mesquite Regional Landfill in southern Imperial County and the Eagle Mountain Landfill in Riverside County are both owned by the Sanitation Districts of Los Angeles County (Sanitation Districts). The operation of both sites can provide more than 100 years of disposal capacity for Los Angeles County.⁶ The Mesquite Regional Landfill is scheduled to be operational in 2008, and is permitted to accept up to 20,000 tons of waste each day.⁷ However, waste from Los Angeles county would not be permitted until rail infrastructure to the landfill is completed, which would occur in 2011. The Sanitation Districts are currently performing due diligence examination of the Eagle Mountain Landfill. However, pending federal litigation could overturn this facility's current landfill permit.⁸

Though some landfills are currently restricted to accept solid waste from limited geographical areas, the US Supreme Court has held that restrictions limiting interjurisdictional transfers to landfills willing to accept solid waste are unconstitutional because such restrictions infringe on the landfill operator's ability

⁶ Sanitation Districts of Los Angeles County, *Fiscal Year 2003–2004 in Review*.

⁷ Ibid.

⁸ Ibid.

to actively participate in interstate commerce.⁹ It is therefore likely that interjurisdictional transfers will increase as a method of managing solid waste.

Incineration facilities provide a dual function of disposing of solid waste and generating regional power supplies; their use may increase in the future as new plants are built.

Because the siting of future landfills, expansions of recycling efforts, and construction of co-generation plants is at this time speculative, this EIR methodology will focus only on the present conditions within Los Angeles County and/or those contracted with the County to receive waste but located outside of Los Angeles County. Specifically, this analysis will focus on (1) the capacity of the existing landfills operating within Los Angeles County that accept waste from unincorporated areas (including the project site), (2) landfills located outside the County that are owned and operated by the Los Angeles County Sanitation District, and (3) capacity at landfills outside the County that is available based on existing agreements.

5.10.3.1 Existing Solid Waste Generation

5.10.3.1.1 Statewide Solid Waste Generation

In the State of California, ~~71.892~~ million tons of solid waste was generated in ~~2002~~2006.¹⁰ Some of the solid waste stream was diverted from landfills through various source reduction, recycling, and re-use efforts. The diversion rate in the state was ~~48.54~~ percent in ~~2000~~2006.¹¹

5.10.3.1.2 Regional Solid Waste Generation

A total of ~~1.445~~ million tons of solid waste was collected within unincorporated Los Angeles County for the year ~~2000~~2005.¹² Some of the solid waste stream was diverted from landfills through various source reduction, recycling, and re-use efforts. The diversion rate in unincorporated Los Angeles County has increased since 1995. Between 1995 and ~~2000~~2004, the diversion rate for the County has increased from 27 percent in 1995, 29 percent in 1996, 40 percent in 1998, and to ~~40.53~~ percent in ~~1999~~2004.¹³ The CIWMB reviewed waste diversion figures for 2003–2004 and official diversion rates for these years were

⁹ *Philadelphia vs. New Jersey*, 98 Supreme Court 2531, 1978.

¹⁰ California Integrated Waste Management Board, <http://www.ciwmb.ca.gov/lgcentral/rates/Graphs/RateTable.htm>. 2008 website, March 23, 2005. <http://www.ciwmb.ca.gov>.

¹¹ Ibid.

¹² California Integrated Waste Management Board, Jurisdiction Diversion and Disposal Profile: Los Angeles County, <http://www.ciwmb.ca.gov/Profiles/Juris/JurProfile2.asp?RG=U&JURID=274&JUR=Los+Angeles%2DUncorporated>. 2008 Los Angeles County at <http://www.ciwmb.ca.gov/Profiles>, March 23, 2005.

¹³ California Integrated Waste Management Board, <http://www.ciwmb.ca.gov/lgtools/mars/drmcmain.asp?ju=274&VW=In>. 2008. Ibid.

12 percent in 2003 and 53 percent for 2004. The biennial review has not been conducted yet for years 2005 and 2006, but is estimated to be at 54 percent¹⁴. For the purpose of this EIR, the 50 percent diversion rate mandated by the CIWMB will be used.

5.10.3.1.2.1 Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project

The proposed Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project site is currently developed with 136 residential units and 198 boat spaces (Parcel 10R only). Neptune Marina Project Parcel FF is currently a surface parking lot, while Parcel 9U is vacant undeveloped open space. Parcels FF and 9U generate no solid waste and as such are not considered further in this analysis of existing conditions. As shown in **Table 5.10-1**, operation of the 136 existing apartments on Parcel 10R generate a total of 872 pounds per day, or 159 tons per year, of solid waste. These quantities represent a worst-case scenario for solid waste sent to landfills, as information on the quantity diverted through recycling is not available. Using a 50 percent diversion rate, actual quantities of solid waste being sent to local landfills are likely 50 percent lower than what is shown below. ~~Please see Appendix 5.10 for calculation worksheets.~~

**Table 5.10-1
Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project
Existing Solid Waste Generation (No Recycling)**

Land Use	Units	Quantity	Generation Factor ¹ (lbs./day/unit)	Daily Generation (lbs./day)	Annual Generation (tons/year)
Residential	du	136	6.41	872	159
Total:		136	6.41	872	159

Source: Impact Sciences, Inc., March 2005.

du = dwelling unit.

¹ Generation factor provided by the solid waste daily generation rates in tons per year are derived from the Ventura County Solid Waste Management Department's Guidelines for Preparation of Environmental Assessments for Solid Waste Impacts.

5.10.3.2 Existing Solid Waste Collection

Residential, commercial, and industrial trash collection in unincorporated Los Angeles County, including the Marina del Rey, area is handled by private haulers. Once collected, the waste may be taken to any

¹⁴ California Integrated Waste Management Board, <http://www.ciwmb.ca.gov/lgtools/mars/drmcmain.asp?ju=274&VW=In.2008Bid>.

landfill that is willing to accept it. Currently, about 120 haulers are permitted by the County of Los Angeles Department of Health Services to collect residential, commercial, and industrial waste in unincorporated Los Angeles County.¹⁵

5.10.3.3 Existing Solid Waste Disposal

Four types of solid waste facilities occur within Los Angeles County: (1) Class III landfills, (2) Unclassified landfills, (3) transformation facilities, and (4) materials recovery facilities (MRF). A Class-III landfill is a facility that accepts household waste and where site characteristics and containment structures isolate non-hazardous solid waste from the waters of the state. Unclassified landfills are facilities that accept materials such as soil, concrete, asphalt and other construction and demolition debris. Transformation facilities involve the incineration of municipal solid waste in order to generate energy. MRFs recover recyclable materials from other waste to provide for the efficient transfer of the residual waste to permitted landfills for proper disposal.

Currently most solid waste collected within Los Angeles County by private haulers is disposed of within the County. However, it is likely that independent solid waste haulers do and will continue to take solid wastes to facilities outside the County. Greater inter-County transfer of solid waste may occur in the near future if landfills outside of Los Angeles County provide greater economic advantages to haulers, or if landfills within the County reach capacity.

There are eight landfills in Los Angeles County that may accept solid waste from the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project site. **Figure 5.10-1** illustrates the locations of Los Angeles County landfills in relation to the project site.¹⁶

There have been recent expansions at the Antelope Valley, Bradley, Chiquita Canyon, Lancaster, and Puente Hills Landfills. These landfills have adequate capacity to service the existing population and planned growth until the year 2017. However, capacity will likely extend well beyond the year 2017.

A number of landfills that serve unincorporated Los Angeles County ~~unincorporated~~ have an anticipated life expectancy that extends beyond 2017. For example, the Lancaster Landfill was approved for expansion to extend the life of this landfill to 2030¹⁷ and the Burbank, Chiquita Canyon, Pebbly Beach,

¹⁵ Telecommunication with Carlos Ruiz, Supervising Civil Engineer III, Head, Planning Section, Environmental Programs Division, Los Angeles County Department of Public Works, July 15, 2003.

¹⁶ **Table 5.10-1** is based on the Los Angeles County Department of Public Works, *Los Angeles County Integrated Waste Management Plan, 2002 Annual Report on the Countywide Summary Plan and Countywide Siting Element*, February 2004.

¹⁷ Telecommunication with Kay Krumwied, Lancaster Landfill, December 4, 2002. A life expectancy to 2030 assumes the acceptance of the maximum daily tonnage of 1,700 tons of solid waste.

San Clemente, Scholl, and Whittier (Savage Canyon) Landfills are permitted until 2054, 2019, 2033, 2032, 2019, and 2025, respectively.¹⁸

Other recent events have expanded landfill capacity within Los Angeles County. An agreement between Orange County and Waste Management, Inc. (WMI) would divert 168,000 tons per year of San Diego County's waste to Orange County instead of to Los Angeles County landfills. Also, an agreement between Orange County and Taormina Industries, which mainly serves Los Angeles County, calls for 2,000 tons of solid waste per day to be diverted to Orange County landfills.¹⁹

5.10.3.3.1 Puente Hills Landfill Disposal Protocols

Currently (2008), the Puente Hills landfill has a remaining capacity of 18.8 million tons, and operates on a six-day workweek. The landfill is closed on Sunday. The 2009 established Los Angeles County Daily Planning limit for this landfill is 13,200 tons per day. The landfill also operates a beneficial reuse program, which accepts up to 33,000 tons per week of five types of materials: ash (from incinerator locations in Long Beach and Commerce), asphalt, green waste, wood waste, and clean dirt. Clean dirt generated as part of the beneficial reuse program is utilized for daily cover operations and does not count towards daily maximum refuse permitted at the landfill. The landfill can accept 450 loads (up to 18 tons per load) of dirt per day as clean fill outside of the beneficial reuse amount; any loads over 450 fall into beneficial reuse tonnages. The tonnages taken of ash, asphalt, green waste, and wood waste dictate the daily capacity of dirt accepted. On average, 800 loads of dirt are accepted on Saturday, and the load count fluctuates throughout the week as the landfill approaches the tonnage limit. Dirt is collected for free between the hours of 7:30 AM until 5:00 PM, or until the daily load count has been reached.²⁰

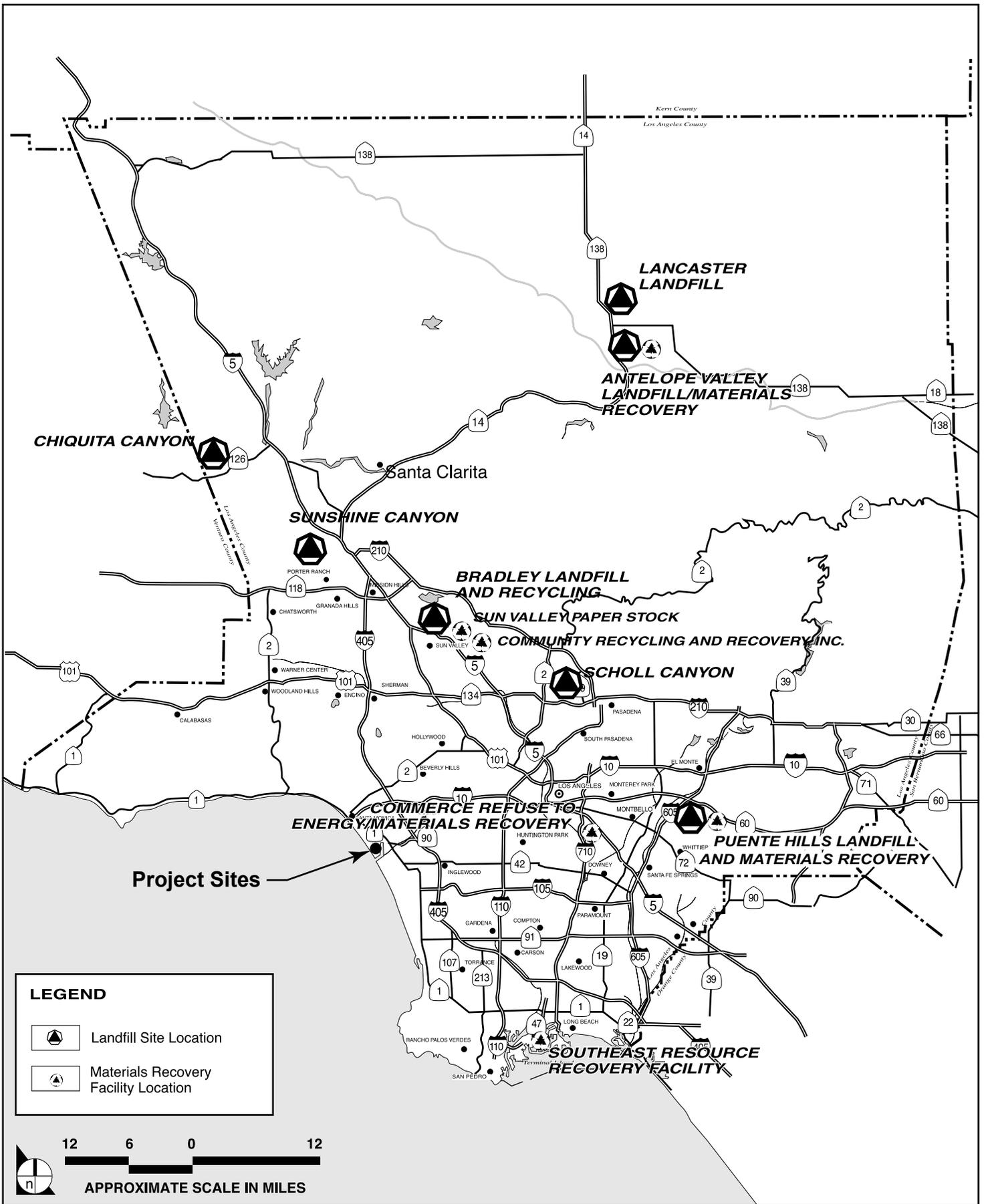
In the event that the landfill reaches the daily limit for dirt, the landfill will accept dirt as waste (rather than as cover material) until the normal closure time of 5:00 PM if the haulers pay standard refuse tipping fees, which is currently set at \$29.42/ton. Any dirt accepted at the scales as waste is pushed into the landfill with the refuse for that day and is not used for daily cover operations.²¹

¹⁸ California Integrated Waste Management Board Web site, July 30, 2004.

¹⁹ GBB, Solid Waste Management Consultants, *Approaching an Integrated Solid Waste Management System for Los Angeles County, California*, May 2, 1997.

²⁰ Larry Myers, Puente Hills Landfill, Supervising Engineering Technician II, personal communication with Lee Jaffe, June 25, 2008.

²¹ Ibid.



SOURCE: Impact Sciences, Inc. – May 2005

FIGURE 5.10-1

Locations of Major Los Angeles County Landfills

5.10.3.3.2 Downtown Diversion Disposal Protocols

Non-hazardous demolition debris would be disposed of at the Downtown Diversion facility located in Los Angeles. The diversion facility is operates on a five-day workweek, starting on Monday and ending on Friday. The facility is permitted to accept up to 1,500 tons of waste per day. Downtown Diversion currently recycles 79.85 percent of all waste received and is then sold to various vendors. The remaining 20.15 percent of waste is exported to Los Angeles City's Lancaster Landfill.²²

5.10.3.3.13 Site-Specific Solid Waste Disposal

Residential, commercial, and industrial trash collection in the unincorporated areas of Los Angeles County, including the Marina del Rey area, is handled by private haulers. When collected, the waste may be taken to any landfill that is willing to accept it. Thus, solid wastes from the Marina del Rey area may be disposed of at any of the landfills described above.²³

5.10.3.4 Hazardous Materials Collection and Disposal

Certain uses and activities generate hazardous waste that cannot be disposed of at Class III or unclassified landfills. The California Hazardous Waste Control Law (Health and Safety Code Section 25100 through Section 25249) requires that these hazardous materials be transported and disposed of or treated at a licensed facility. The disposal and transport of hazardous materials is complicated by the fact that there are many forms of hazardous materials. Operations that use hazardous materials and/or generate hazardous waste are responsible for the disposal of the waste.

LACDPW has indicated that existing hazardous waste management facilities within the County are inadequate to meet the hazardous waste currently generated within Los Angeles County. However, there are several Class I and II landfills that exist in Southern and Central California that can accept hazardous waste generated within the County. Each is identified briefly below.

- Laidlaw Landfill, Buttonwillow, Kern County, California: This facility accepts hazardous and non-hazardous waste and is permitted as a Class I landfill. The facility has no restrictions for the amount of waste that can be accepted on a daily basis.
- Kettleman Hills Landfill, Kettleman City, Kings County, California: This is a Class I permitted landfill that accepts hazardous and non-hazardous waste with no capacity restrictions.

²² Tom McCurry, LEED AP, Downtown Diversion, Construction, and Solid Waste Specialist, personal communication with Lee Jaffe, July 3, 2008.

²³ Telecommunication with Carlos Ruiz, Assistant Division Engineer, Planning Section, Environmental Programs Division, Los Angeles County Department of Public Works, August 30, 2004.

- McKittrick Waste Treatment Site, McKittrick, Kern County, California: This facility is a Class II permitted landfill that accepts hazardous and non-hazardous waste. The facility has a capacity restriction of 412 cubic meters daily.

As discussed above, Los Angeles County has prepared a HHWE to provide for management of household hazardous waste generated by the residents within its jurisdiction.

5.10.4 ENVIRONMENTAL IMPACTS

5.10.4.1 Project Improvements

Implementation of the proposed Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project would result in the development of 526 residential dwelling units, a 19-story building with 288 hotel and timeshare suites, 174 private and between 7 and 11 public-serving boat spaces, and a 1.46-acre public park that includes a 0.47-acre restored wetland and 0.99-acre upland buffer. There are 136 existing apartments and 198 boat spaces presently on site. Therefore, completion of the proposed Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project would result in a net increase of 390 apartment units, 288 hotel and timeshare suites, a net decrease of up to 17 boat spaces, and a 1.46-acre public park containing a 0.47-acre restored wetland and 0.99-acre upland buffer.

5.10.4.2 Thresholds of Significance

The County of Los Angeles has not adopted significance thresholds for impacts related to solid waste. Based on Appendix G of the *State California Environmental Quality Act (CEQA) Guidelines*, impacts related to solid waste services are considered significant if the project would

- Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs; or
- Not comply with federal, state, and local statutes and regulations related to solid waste.

5.10.4.3 Impact Analysis

5.10.4.3.1 Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project

The applicable threshold of significance is listed below followed by analysis of the significance of any potential impacts. Mitigation measures are also identified which would reduce or avoid potentially significant adverse impacts.

5.10.4.3.1.1 Threshold: Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.

Threshold: Not comply with federal, state, and local statutes and regulations related to solid waste.

Analysis:

Construction Impacts:

Construction of the Neptune Marina Parcel 10R project component would initiate in ~~January 2009~~ May 2011, and would require a total of approximately ~~33~~ 30 months to complete, in ~~September 2011~~ November 2013. Construction of the Neptune Marina Parcel FF project component would initiate in ~~April 2010~~ October 2011, and would require ~~18~~ 24 months to complete, in ~~September 2013~~ October 2013. Construction of the Woodfin Suite Hotel and Timeshare Resort project component is expected to begin in ~~January 2009~~ May 2011, and would require ~~24~~ 30 months to complete in ~~January 2011~~ November 2013.

As proposed, the project would require the removal of the existing apartment buildings and existing boat spaces on Parcel 10R, and the existing surface parking lot on Parcel FF. Demolition of existing uses on Parcels 10R and FF would generate approximately ~~1214,600~~ 650 cubic yards of solid waste. Construction activities would also generate some debris; however, the amount is not quantifiable at this time and is expected to be less than the solid waste generated by the existing apartments and therefore less than significant.

Prior to the commencement of demolition, appropriate testing for asbestos containing materials and lead-based paint within the existing structures (Parcel 10R only) shall be completed. Abatement of identified materials will occur prior to building removal. Building materials containing asbestos, if any, would be handled, transported, and disposed of in accordance with applicable laws and regulations prior to building removal.

Waste materials generated during construction and operation are expected to be typical construction debris, including concrete, stucco, asphalt, rocks, building materials, wood, paper, glass, plastic, metals, cardboard, and other inert wastes (i.e., wastes that are not likely to produce leachates of environmental concern), and green wastes.

On January 4, 2005, Los Angeles County adopted an amendment to Title 20, Utilities, of the Los Angeles County Code, to add Chapter 20.87, Construction and Demolition Debris Recycling, to provide for the recycling and reuse of construction and demolition debris in the unincorporated areas of the County of Los Angeles. The Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project would comply with this amendment. The project proponent is required to prepare a Waste Management Plan to recycle, at a minimum, 50 percent of the construction and demolition debris. Reports would be submitted to the Los Angeles County Environmental Programs Division for review and approval.

Waste generated during demolition and construction would result in an incremental and intermittent increase in solid waste disposal at landfills and other waste disposal facilities within Los Angeles County. Debris will be trucked from the site for disposal at unclassified landfills that accept these waste materials including, but not limited to, the Azusa Land Reclamation Co. Landfill in Azusa, Nu Way Live Oak and Reliance Pit No. 2 Landfills in Irwindale, or other appropriate landfills located within reasonable hauling distance from the project site that may be located outside Los Angeles County. The estimated closure dates for the Azusa Land Reclamation Co. Landfill, Nu Way Live Oak Landfill, and Reliance Pit No. 2 Landfill are 2025, 2010, and 2025, respectively.²⁴ As discussed above, the implementation of the proposed project would generate construction waste. The one-time disposal of solid waste associated with construction generated by the project could be accommodated at the facilities listed above. Therefore, with mitigation, the impact of construction waste on local landfills would be reduced to a less than significant level.

Site grading would require the export of ~~215240,135~~ 121 tons (~~177198,800~~ 450 cubic yards) of earth material in ~~2009 to 2010~~ 2011, or a maximum of 109 loads per day²⁵. The excavated Excess earth material would be disposed of at landfills only if requested by landfill operators. As planned, excess cut material would be disposed of at the Puente Hills landfill and would be used for daily cover operations. As noted above, the Puente Hills landfill can accept 450 loads per day of clean fill, plus an additional amount for beneficial reuse. Thus, the earth excavated from the project site would not be counted as part of the daily

²⁴ California Integrated Waste Management Board website, Solid Waste Information System, Facility/Site Search, April 19, 2005.

²⁵ This represents peak operations from concurrent operations at both Parcels 10R and 9U.

solid waste capacity. In any event, ~~t~~The Puente Hills landfill ~~will have~~has a remaining capacity of 6.4 million tons in 2011. Therefore, there would be sufficient capacity~~the capacity~~ to accommodate the approximately ~~215~~~~240,135~~~~121~~ tons of excess earth material that would be delivered in ~~2009 and 2010~~2011, in the event that some of the earth is not used for daily cover or beneficial reuse. ~~Given the significance threshold of "capacity"~~Therefore, the impact is not considered significant given the available capacity at the Puente Hills Landfill ~~and~~. However, ~~considering the threshold of "exceeding daily landfill planning limits" the impact of disposal of excess earth material is considered significant. This conclusion is based on the fact that in 2009, the Class III landfill disposal need would exceed the daily solid landfill planning limits defined by the County of Los Angeles~~²⁶. If accepted, excess earth material disposed of at the Puente Hills landfill would be used for daily over capping operations. No ~~no~~ mitigation is proposed or is required.

Operation Impacts – Solid Waste Generation and Disposal: As shown in Table 5.10-2, the proposed Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project would generate a net increase over existing uses of approximately ~~3,676~~~~076~~ pounds per day, or about ~~671~~~~561~~ tons per year, of solid waste. These quantities represent a worst-case scenario, with no recycling activities in place. However, project uses would be required to provide adequate areas for collecting and loading recyclable materials in accordance with the County's model ordinance to reduce the volume of solid waste entering landfills. This recycling, implemented in concert with the Countywide efforts and programs, would substantially reduce the volume of solid waste generated by the project and entering landfills. Although the project would generate approximately ~~523~~~~561~~ tons per year of solid waste per year, the inclusion of a solid waste diversion program (e.g., adequate areas for collecting and loading recyclables) would result in the project meeting at least the minimum recycling level established by Los Angeles County. If the project succeeds in achieving the 50 percent reduction level mandated for the County by CIWMA, it would divert at least ~~262~~~~281~~ tons of solid waste per year. ~~Please see Appendix 5.10 for calculation worksheets.~~ Meeting the 2004 recycling levels (53 percent) would result in a further reduction of 16 tons of solid waste per year. With regard to solid waste generation from the boat spaces, there are no standard rates or data available for solid waste generation rates for boats in the marina available. However, as the project would result in a net decrease in the number of boat spaces, no increase in impact potential is anticipated.

According to the 2006 Annual Report for Los Angeles County, Countywide Integrated Waste Management Plan, the remaining permitted Class III landfill capacity in the County as of January 1, 2007, is estimated at 87.83 million tons (143.33 million cubic yards). One must compare the maximum

²⁶ Los Angeles County Department of Public Works, *Los Angeles County Integrated Waste Management Plan, 2002 Annual Report on the Countywide Summary Plan and Countywide Siting Element*, February 2004.

permitted daily capacity available with the County's daily disposal needs, with full consideration of the facilities' constraints, to determine when the shortfall in permitted daily capacity will occur. Additionally, waste disposal quantities must be adjusted to account for waste imports, and exports, in projecting when a disposal capacity shortfall may occur. With this consideration, the proposed Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project generated increase in solid waste of approximately 3,076 pounds per day, or about 561 tons per year, of solid waste would represent about 0.0006 percent of the remaining Class III landfill capacity.

The County of Los Angeles identifies landfill capacity in 15-year planning periods.²⁷ As discussed above, Los Angeles County's landfills have adequate capacity to service the existing population and planned growth until the year 2017, and as described in Section 5.10.3.3, capacity will likely extend well beyond the year 2017 because many of the landfills in the area are permitted beyond 2017, including 2025, 2033, and 2054). Additionally, recent agreements between the County and other nearby municipalities have been completed to divert solid waste from Los Angeles County landfills. However, because it is not possible to identify specific landfills that would accept solid waste from the project after 2017, this EIR conservatively concludes that the project will result in a significant solid waste impact beyond 2017. Therefore, it is reasonable to assume that solid waste disposal facilities and other options will be available in the future beyond 2017. However, mitigation to reduce the amount of project-generated solid waste disposed of at landfills is recommended and based upon the above information and the inclusion of mitigation measures, solid waste impacts related to the project would be reduced to less than significant levels.

**Table 5.10-2
Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort
Proposed Project Solid Waste Generation (No Recycling)**

Land Use	Units	Quantity	Generation Factor ¹ (lbs./day/unit)	Daily Generation (lbs./day)	Annual Generation (tons/year)
Proposed Residential	du	526	6.41	3,372	615
Hotel	room	152	2.0	304	55
Timeshare Units	du	136	62.440	872272	15950
Less Existing Residential	du	136	6.41	-872	-159
Net Project Total:	--	--		3,676076	671561

Source: Impact Sciences, Inc., April 2007.
du = dwelling unit.

¹ Generation factor provided by the solid waste daily generation rates in tons per year are derived from the Ventura County Solid Waste Management Department's Guidelines for Preparation of Environmental Assessments for Solid Waste Impacts.

²⁷ Los Angeles County Department of Public Works, Los Angeles County Integrated Waste Management Plan, 2002 Annual Report on the Countywide Summary Plan and Countywide Siting Element, page 38, February 2004.

Hazardous waste generation and disposal will be handled and disposed of in accordance with all appropriate state and federal laws. Because of the many laws and regulations associated with the disposal of hazardous waste, it would have to be determined at the time of disposal where any certain hazardous waste would be taken. At this time, hazardous wastes cannot be disposed of within Los Angeles County. However, hazardous debris generated during construction and operation can be accommodated by the permitted Class I and II landfills currently in operation within southern and central California, and no significant impact to hazardous waste disposal facilities are expected as a result of the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project.

Mitigation Measures Recommended by the EIR:

- 5.10-1.** The Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project shall comply with Title 20, Chapter 20.87, of the Los Angeles County Code, Construction and Demolition Debris Recycling. The project proponent shall also provide a Waste Management Plan to recycle, at a minimum, 50 percent of the construction and demolition debris. The Waste Management Plan shall be provided to the County of Los Angeles Department of Public Works for review and approval, prior to the issuance of the Certificate of Occupancy.
- 5.10-2.** To reduce the volume of solid and hazardous waste generated by the operation of the project, a solid waste management plan shall be developed by the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project applicants. This plan shall be reviewed and approved by the LACDPW. The plan shall identify methods to promote recycling and re-use of materials, as well as safe disposal consistent with the policies and programs contained within the County of Los Angeles SRRE. Methods shall include locating recycling bins in proximity to dumpsters used by future on-site residents.
- 5.10-3.** If hazardous materials are encountered during demolition, the Neptune Marina Project Parcel 10R applicant shall arrange with a hazardous materials hauling company for materials collection and transport to an appropriate disposal or treatment facility located outside of Los Angeles County.
- 5.10-4.** To reduce the volume of solid and hazardous waste generated by the operation of the project, a solid waste management plan shall be developed by the applicant. This plan shall be reviewed and approved by the County of Los Angeles Department of Public Works. The plan shall identify methods to promote recycling and re-use of materials, as

well as safe disposal consistent with the policies and programs contained within the County of Los Angeles Source Reduction and Recycling Element. Methods shall include locating recycling bins in proximity to dumpsters used by future on-site residents.

Conclusion:

Construction: Not significant.

Operation: ~~Not~~ Significant and unavoidable.

5.10.4.3.2 Neptune Marina Parcel 10R Project

The applicable threshold of significance is listed below followed by analysis of the significance of any potential impacts. Mitigation measures are also identified which would reduce or avoid potentially significant adverse impacts.

5.10.4.3.2.1 Threshold: Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.

Threshold: Not comply with federal, state, and local statutes and regulations related to solid waste.

Analysis:

Construction Impacts: Construction for Neptune Marina Parcel 10R is expected to begin in ~~January~~ May ~~2009~~ 2011. Neptune Marina Parcel 10R would require a total of approximately ~~33~~ 30 months to complete. Given this construction schedule, Neptune Marina Parcel 10R would be operational in ~~Sept~~ November ~~2011~~ 2013. As proposed, the project would require the removal of the existing apartment buildings, the existing boat spaces, and the surface parking lot surrounding the existing structures. Demolition of existing uses would generate approximately ~~1113,200~~ 300 cubic yards of solid waste. Construction debris would also generate solid waste; however, the amount is not quantifiable at this time.

Prior to the commencement of demolition, appropriate testing for asbestos containing materials and lead-based paint within the existing structures shall be completed. Abatement of identified materials will occur prior to building removal. Building materials containing asbestos, if any, would be handled, transported, and disposed of in accordance with applicable laws and regulations prior to building removal.

Waste materials generated during construction and operation are expected to be typical construction debris, including concrete, stucco, asphalt, rocks, building materials, wood, paper, glass, plastic, metals, cardboard, and other inert wastes (i.e., wastes that are not likely to produce leachates of environmental concern), and green wastes.

On January 4, 2004, Los Angeles County adopted an amendment to Title 20, Utilities, of the Los Angeles County Code, to add Chapter 20.87, Construction and Demolition Debris Recycling, to provide for the recycling and reuse of construction and demolition debris in the unincorporated areas of the County of Los Angeles. The Neptune Marina Project Parcel 10R would comply with this amendment. The project proponent is required to prepare a Waste Management Plan to recycle, at a minimum, 50 percent of the

construction and demolition debris, and reports would be submitted to the Los Angeles County Environmental Programs Division.

Waste generated during demolition and construction would result in an incremental and intermittent increase in solid waste disposal at landfills and other waste disposal facilities within Los Angeles County. Debris will be trucked from the site for disposal at unclassified landfills that accept these waste materials including, but not limited to, the Azusa Land Reclamation Co. Landfill in Azusa, Nu Way Live Oak and Reliance Pit No. 2 Landfills in Irwindale, or other appropriate landfills located within reasonable hauling distance from the project site that may be located outside Los Angeles County. The estimated closure dates for the Azusa Land Reclamation Co. Landfill, Nu Way Live Oak Landfill, and Reliance Pit No. 2 Landfill are 2025, 2010, and 2025, respectively.²⁸ The one-time disposal of solid waste associated with construction generated by the project could be accommodated at the facilities listed above. Therefore, with mitigation, the impact of construction waste on local landfills would be reduced to a less than significant level.

Site grading would require the export of ~~135150,518~~ 824 tons (~~112124,000~~ 650 cubic yards) of earth material in ~~2009 to 2010~~ 2011, or a maximum of 70 loads per day. ~~The excavated~~ Excess earth material would be disposed of at landfills only if requested by landfill operators. ~~As planned, excess cut material would be disposed of at the Puente Hills Landfill and would be used for daily cover operations. As noted above, the Puente Hills Landfill can accept 450 loads per day of clean fill, plus an additional amount for beneficial reuse. Thus, the earth excavated from the project site would not be counted as part of the daily solid waste capacity. In any event, the Puente Hills landfill will have~~ a remaining capacity of 6.4 million tons in 2011, in the event that some of the earth is not used for daily cover or beneficial reuse. ~~Therefore, there would be sufficient capacity~~ the capacity to accommodate the approximately ~~135150,518~~ 824 tons of excess earth material that would be delivered in ~~2009 and 2010~~ 2011. ~~Given the significance threshold of "capacity"~~ Therefore, the impact is not considered significant given the available capacity at the Puente Hills Landfill. ~~However, considering the threshold of "exceeding daily landfill planning limits" the impact of disposal of excess earth material is considered significant. This conclusion is based on the fact that in 2009, the Class III landfill disposal need would exceed the daily solid landfill planning limits defined by the County of Los Angeles²⁹. If accepted, excess earth material disposed of at the Puente Hills Landfill would be used for daily over-capping operations, and n~~ No mitigation is proposed or is required.

²⁸ California Integrated Waste Management Board Web site, Solid Waste Information System, <http://www.ciwmb.ca.gov/Profiles>. 2007.

²⁹ Los Angeles County Department of Public Works, *Los Angeles County Integrated Waste Management Plan, 2002 Annual Report on the Countywide Summary Plan and Countywide Siting Element*, February 2004.

Operation Impacts – Solid Waste Generation and Disposal: As shown in **Table 5.10-3**, the proposed Neptune Marina Project Parcel 10R would generate a net increase over existing uses of approximately 1,692 pounds per day, or about 309 tons per year, of solid waste. These quantities represent a worst-case scenario, with no recycling activities in place. However, the project uses would be required to provide adequate areas for collecting and loading recyclable materials in accordance with the County’s model ordinance to reduce the volume of solid waste entering landfills. This recycling, implemented in concert with the Countywide efforts and programs, would substantially reduce the volume of solid waste generated by the project and entering landfills. The County diverted 53 percent of its waste in 2004. Although the project would generate approximately 309 tons per year, it can also be assumed that the project would at least achieve the 50 percent reduction level mandated by the CIWMB. Given a 50 percent diversion rate, the Neptune Marina Parcel 10R project would generate approximately 155 tons of solid waste per year. ~~Reference Appendix 5.10 for calculation worksheets.~~ With regard to solid waste generation from the boat spaces, there are no standard rates or data available for solid waste generation rates for boats in the marina available. However, as the project will result in a net decrease in the number of boat spaces of 24 spaces (198 existing less 174 proposed) ~~and~~ no impact is anticipated.

According to the 2006 Annual Report for Los Angeles County, Countywide Integrated Waste Management Plan, the remaining permitted Class III landfill capacity in the County as of January 1, 2007, is estimated at 87.83 million tons (143.33 million cubic yards). One must compare the maximum permitted daily capacity available with the County's daily disposal needs, with full consideration of the facilities' constraints, to determine when the shortfall in permitted daily capacity will occur. Additionally, waste disposal quantities must be adjusted to account for waste imports, and exports, in projecting when a disposal capacity shortfall may occur. With this consideration, the proposed Neptune Marina Parcel 10R Project generated increase in solid waste of approximately 1,692 pounds per day, or about 309 tons per year, of solid waste would represent about 0.00035 percent of the remaining Class III landfill capacity.

**Table 5.10-3
Neptune Marina (Parcel 10R) Proposed Project Solid Waste Generation (No Recycling)**

Land Use	Units	Quantity	Generation Factor ¹ (lbs./day/unit)	Daily Generation (lbs./day)	Annual Generation (tons/year)
Proposed Residential	du	400	6.41	2,564	468
Less Existing Residential	du	136	6.41	-872	-159
Net Project Total:	du	264	6.41	1,692	309

Source: Impact Sciences, Inc., March 2005.

du = dwelling unit.

¹ Generation factor provided by the solid waste daily generation rates in tons per year are derived from the Ventura County Solid Waste Management Department’s Guidelines for Preparation of Environmental Assessments for Solid Waste Impacts.

Solid Waste Service Impacts and Mitigation Measures: Neptune Marina Parcel 10R Project

The County of Los Angeles identifies landfill capacity in 15-year planning periods.³⁰ As discussed above, Los Angeles County's landfills have adequate capacity to service the existing population and planned growth until the year 2017, and, capacity will likely extend well beyond the year 2017. However, because it is not possible to identify specific landfills that would accept solid waste from the project after 2017, this EIR conservatively concludes that the project will result in a significant solid waste impact beyond 2017. Therefore, ~~it is reasonable to assume that solid waste disposal facilities and other options will be available in the future. Mitigation to reduce the amount of project-generated solid waste disposed of at landfills is recommended. Based upon this information and the inclusion of mitigation measures, project solid waste impacts would be reduced to less than significant levels.~~

Hazardous waste generation and disposal will be handled and disposed of in accordance with all appropriate state and federal laws. Because of the many laws and regulations associated with the disposal of hazardous waste, it would have to be determined at the time of disposal where any certain hazardous waste would be taken. At this time, hazardous wastes cannot be disposed of within Los Angeles County. However, hazardous debris generated during construction and operation can be accommodated by the permitted Class I and II landfills currently in operation within southern and central California, and no significant impact to hazardous waste disposal facilities are expected as a result of the Neptune Marina Project Parcel 10R.

Mitigation Measures Recommended by the EIR:

5.10-3. If hazardous materials are encountered during demolition, the Neptune Marina Project Parcel 10R applicant shall arrange with a hazardous materials hauling company for materials collection and transport to an appropriate disposal or treatment facility located outside of Los Angeles County.

5.10-4. The Neptune Marina Project Parcel 10R shall comply with Title 20, Chapter 20.87, of the Los Angeles County Code, Construction and Demolition Debris Recycling. The project proponent shall also provide a Waste Management Plan to recycle, at a minimum, 50 percent of the construction and demolition debris. Documentation of this recycling program will be provided to the County of Los Angeles Department of Public Works, prior to the issuance of the Certificate of Occupancy.

5.10-5. To reduce the volume of solid and hazardous waste generated by the operation of the project, a solid waste management plan shall be developed by the Neptune Marina

³⁰ Los Angeles County Department of Public Works, Los Angeles County Integrated Waste Management Plan, 2002 Annual Report on the Countywide Summary Plan and Countywide Siting Element, page 38, February 2004.

Project Parcel 10R applicant. This plan shall be reviewed and approved by the County of Los Angeles Department of Public Works. The plan shall identify methods to promote recycling and re-use of materials, as well as safe disposal consistent with the policies and programs contained within the County of Los Angeles Source Reduction and Recycling Element. Methods shall include locating recycling bins in proximity to dumpsters used by future on-site residents.

~~5.10.6. If required, during demolition the Neptune Marina Project Parcel 10R applicant shall arrange with a hazardous materials hauling company for materials collection and transport to an appropriate disposal or treatment facility located outside of Los Angeles County~~

Conclusion:

Construction: Not significant.

Operation: ~~Not~~ Significant and unavoidable.

5.10.4.3.3 Neptune Marina Parcel FF Project

The applicable threshold of significance is listed below followed by analysis of the significance of any potential impacts. Mitigation measures are also identified which would reduce or avoid potentially significant adverse impacts.

5.10.4.3.3.1 Threshold: Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.

Threshold: Not comply with federal, state, and local statutes and regulations related to solid waste.

Analysis:

Construction Impacts: Construction for the Neptune Marina Parcel FF project is expected to begin in ~~April~~October 2011 and would require ~~18-24~~ months to complete. Given this construction schedule, Neptune Marina Parcel FF would be operational in ~~September~~October 2012. Demolition of existing uses would generate approximately ~~1,400-350~~ cubic yards of solid waste. Construction debris would also be generated; however, the amount is not quantifiable at this time.

On January 4, 2005, Los Angeles County adopted an amendment to Title 20, Utilities, of the Los Angeles County Code, to add Chapter 20.87, Construction and Demolition Debris Recycling, to provide for the recycling and reuse of construction and demolition debris in the unincorporated areas of the County of Los Angeles. The Neptune Marina Project Parcel FF would comply with this amendment. The project proponent is required to prepare a Waste Management Plan to recycle, at a minimum, 50 percent of the construction and demolition debris. Reports would be submitted to the Los Angeles County Environmental Programs Division for review and approval.

Waste generated during demolition and construction would result in an incremental and intermittent increase in solid waste disposal at landfills and other waste disposal facilities within Los Angeles County. Debris will be trucked from the site for disposal at unclassified landfills that accept these waste materials including, but not limited to, the Azusa Land Reclamation Co., Landfill in Azusa, Nu Way Live Oak and Reliance Pit No. 2 Landfills in Irwindale, or other appropriate landfills located within reasonable hauling distance from the project site that may be located outside Los Angeles County. The estimated closure dates for the Azusa Land Reclamation Co. Landfill, Nu Way Live Oak Landfill, and Reliance Pit No. 2 Landfill are 2025, 2010, and 2025, respectively.³¹ As discussed above, the implementation of the proposed

³¹ California Integrated Waste Management Board website, Solid Waste Information System, Facility/Site Search, April 19, 2005.

project would generate 1,400–350 cubic yards of solid waste for demolition activities. The one-time disposal of the construction waste generated by the project could be accommodated at the facilities listed above. Therefore, with mitigation the impact of the project is reduced to a less than significant level.

Site grading would require the export of ~~3538,815–234~~ tons (~~2931,600~~ cubic yards) of earth material in ~~2009~~ ~~to 2010~~2011, or a maximum of 37 loads per day. ~~The excavated~~Excess earth material would be disposed of ~~at landfills only if requested by landfill operators. As planned, excess cut material would be disposed of~~ at the Puente Hills landfill ~~and would be used for daily cover operations. As noted above, the~~ Puente Hills landfill can accept 450 loads per day of clean fill, plus an additional amount for beneficial reuse. Thus, the earth excavated from the project site would not be counted as part of the daily solid waste capacity. In any event, ~~t~~The Puente Hills landfill ~~has~~will have a remaining capacity of 6.4 million tons in 2011, in the event that some of the earth is not used for daily cover or beneficial reuse. Therefore, ~~there would be sufficient~~the capacity ~~capacity~~ to accommodate the approximately ~~3538,815–234~~ tons of excess earth material that would be delivered in ~~2009 and 2010~~2011. ~~Given the significance threshold of~~ “capacity”~~Therefore,~~ the impact is not considered significant given the available capacity at the Puente Hills Landfill. ~~However, considering the threshold of “exceeding daily landfill planning limits” the impact of disposal of excess earth material is considered significant. This conclusion is based on the fact that in 2009, the Class III landfill disposal need would exceed the daily solid landfill planning limits defined by the County of Los Angeles³². If accepted, excess earth material disposed of at the Puente Hills landfill would be used for daily over-capping operations, and n~~No mitigation is proposed or is required.

Operation Impacts – Solid Waste Generation and Disposal: As shown in Table 5.10-4, the proposed Neptune Marina Project–Parcel FF Project would generate a net increase over existing uses of approximately 808 pounds per day, or about 147 tons per year, of solid waste. These quantities represent a worst-case scenario, with no recycling activities in place. However, the project uses would be required to provide adequate areas for collecting and loading recyclable materials in accordance with the County’s model ordinance to reduce the volume of solid waste entering landfills. This recycling, implemented in concert with the Countywide efforts and programs, would substantially reduce the volume of solid waste generated by the project and entering landfills. The County diverted 53 percent of its waste in 2004. Although the project would generate approximately 147 tons per year, it can be assumed the project would meet the 50 percent diversion rate mandated by the CIWMB. Given this assumption, the Neptune Marina Parcel FF project would generate and dispose approximately 74 tons per year of solid waste to local landfills. ~~Please see Appendix 5.10 for calculation worksheets.~~ Based on the above, no significant impacts to solid waste will occur as a result of the proposed project.

³² Los Angeles County Department of Public Works, *Los Angeles County Integrated Waste Management Plan, 2002 Annual Report on the Countywide Summary Plan and Countywide Siting Element*, February 2004.

According to the 2006 Annual Report for Los Angeles County, Countywide Integrated Waste Management Plan, the remaining permitted Class III landfill capacity in the County as of January 1, 2007, is estimated at 87.83 million tons (143.33 million cubic yards). One must compare the maximum permitted daily capacity available with the County's daily disposal needs, with full consideration of the facilities' constraints, to determine when the shortfall in permitted daily capacity will occur. Additionally, waste disposal quantities must be adjusted to account for waste imports, and exports, in projecting when a disposal capacity shortfall may occur. With this consideration, the proposed Neptune Marina Parcel FF Project generated increase in solid waste of approximately 808 pounds per day, or about 147 tons per year, of solid waste would represent about 0.0002 percent of the remaining Class III landfill capacity.

**Table 5.10-4
Neptune Marina (Parcel FF) Proposed Project Solid Waste Generation (No Recycling)**

Land Use	Units	Quantity	Generation Factor ¹ (lbs./day/unit)	Daily Generation (lbs./day)	Annual Generation (tons/year)
Proposed Residential	du	126	6.41	808	147

Source: Impact Sciences, Inc., March 2005.

du = dwelling unit.

¹ Generation factor provided by the solid waste daily generation rates in tons per year are derived from the Ventura County Solid Waste Management Department's Guidelines for Preparation of Environmental Assessments for Solid Waste Impacts.

The County of Los Angeles identifies landfill capacity in 15-year planning periods.³³ As discussed above, Los Angeles County's landfills have adequate capacity to service the existing population and planned growth until the year 2017, and, capacity will likely extend well beyond the year 2017. However, because it is not possible to identify specific landfills that would accept solid waste from the project after 2017, this EIR conservatively concludes that the project will result in a significant solid waste impact beyond 2017. Therefore, ~~it is reasonable to assume that solid waste disposal facilities and other options will be available in the future. Mitigation to reduce the amount of project-generated solid waste disposed of at landfills is recommended. Based upon this information and the inclusion of mitigation measures, project solid waste impacts would be reduced to less than significant levels.~~

Hazardous waste generation and disposal will be handled and disposed of in accordance with all appropriate state and federal laws. Because of the many laws and regulations associated with the disposal of hazardous waste, it would have to be determined at the time of disposal where any certain

³³ Los Angeles County Department of Public Works, *Los Angeles County Integrated Waste Management Plan, "2002 Annual Report on the Countywide Summary Plan and Countywide Siting Element,"* 2004, 38.

hazardous waste would be taken. At this time, hazardous wastes cannot be disposed of within Los Angeles County. However, hazardous debris generated during construction and operation can be accommodated by the permitted Class I and II landfills currently in operation within Southern and Central California, and no significant impact to hazardous waste disposal facilities are expected as a result of the Neptune Marina Project Parcel FF.

Mitigation Measures Recommended by the EIR:

5.10-76. The Neptune Marina Project Parcel FF shall comply with Title 20, Chapter 20.87, of the Los Angeles County Code, Construction and Demolition Debris Recycling. The project proponent shall also provide a Waste Management Plan to recycle, at a minimum, 50 percent of the construction and demolition debris. Documentation of this recycling program will be provided to the County of Los Angeles Department of Public Works, prior to the issuance of the Certificate of Occupancy.

5.10-87. To reduce the volume of solid and hazardous waste generated by the operation of the project, a solid waste management plan shall be developed by the Neptune Marina Project Parcel FF applicant. This plan shall be reviewed and approved by the County of Los Angeles Department of Public Works. The plan shall identify methods to promote recycling and re-use of materials, as well as safe disposal consistent with the policies and programs contained within the County of Los Angeles Source Reduction and Recycling Element. Methods shall include locating recycling bins in proximity to dumpsters used by future on-site residents.

5.10-98. If required, during demolition the Neptune Marina Project Parcel FF applicant shall arrange with a hazardous materials hauling company for materials collection and transport to an appropriate disposal or treatment facility located outside of Los Angeles County.

Conclusion:

Construction: Not significant.

Operation: ~~Not~~ Significant and unavoidable.

5.10.4.3.4 Woodfin Suite Hotel and Timeshare Resort Project

The applicable threshold of significance is listed below followed by analysis of the significance of any potential impacts. Mitigation measures are also identified which would reduce or avoid potentially significant adverse impacts.

5.10.4.3.4.1 Threshold: Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.

Threshold: Not comply with federal, state, and local statutes and regulations related to solid waste.

Analysis:

Construction Impacts: Construction for the Woodfin Suite Hotel and Timeshare Resort project is expected to begin in ~~January~~ ~~May 2009-2011~~ and would require ~~24-30~~ months to complete. Given this construction schedule, the Woodfin Suite Hotel and Timeshare Resort project would become operational in ~~January~~ ~~November 2011-2013~~. Parcel 9U is currently vacant and demolition of existing uses (i.e., some existing concrete pilings) is expected to be negligible. Construction debris would also be generated; however, the amount is not quantifiable at this time.

On January 4, 2005, Los Angeles County adopted an amendment to Title 20, Utilities, of the Los Angeles County Code, to add Chapter 20.87, Construction and Demolition Debris Recycling, to provide for the recycling and reuse of construction and demolition debris in the unincorporated areas of the County of Los Angeles. The Woodfin Suite Hotel and Timeshare Resort Project would comply with this amendment. The project proponent is required to prepare a waste management plan to recycle, at a minimum, 50 percent of the construction and demolition debris. Reports would be submitted to the Los Angeles County Environmental Programs Division for their review and approval.

Waste generated during demolition and construction would result in an incremental and intermittent increase in solid waste disposal at landfills and other waste disposal facilities within Los Angeles County. Debris will be trucked from the site for disposal at unclassified landfills that accept these waste materials including, but not limited to, the Azusa Land Reclamation Co. Landfill in Azusa, Nu Way Live Oak and Reliance Pit No. 2 Landfills in Irwindale, or other appropriate landfills located within reasonable hauling distance from the project site that may be located outside Los Angeles County. The estimated closure dates for the Azusa Land Reclamation Co. Landfill, Nu Way Live Oak Landfill, and Reliance Pit No. 2

Landfill are 2025, 2010, and 2025, respectively.³⁴ Implementation of the proposed project would generate solid waste related to construction activities. It is expected that the one-time disposal of the minimal amount of construction debris generated by the project could be accommodated at the facilities listed above. Therefore, with mitigation the impact of the project is reduced to a less than significant level.

Site grading would require the export of 4351,801-060 tons (3642,200 cubic yards) of earth material in 2009 to 2010/2011, or a maximum of 39 loads per day. ~~The excavated Excess earth material would be disposed of at landfills only if requested by landfill operators. As planned, excess cut material would be disposed of at the Puente Hills Landfill and would be used for daily cover operations. As noted above, the Puente Hills landfill can accept 450 loads per day of clean fill, plus an additional amount for beneficial reuse. Thus, the earth excavated from the project site would not be counted as part of the daily solid waste capacity. In any event, tThe Puente Hills Landfill has-will have a remaining capacity of 6.4 million tons in 2011. Therefore, there would be sufficientthe capacity capacity to accommodate the approximately 4351,801-060 tons of excess earth material that would be delivered in 2009/2011, in the event that some of the earth is not used for daily cover or beneficial reuse. Given the significance threshold of "capacity"~~ Therefore, the impact is not considered significant given the available capacity at the Puente Hills Landfill. However, considering the threshold of "exceeding daily landfill planning limits" the impact of disposal of excess earth material is considered significant. This conclusion is based on the fact that in 2009, the Class III landfill disposal need would exceed the daily solid landfill planning limits defined by the County of Los Angeles³⁵. If accepted, excess earth material disposed of at the Puente Hills Landfill would be used for daily over capping operations. and nNo mitigation is proposed or is required.

Operation Impacts – Solid Waste Generation and Disposal: As shown in **Table 5.10-5**, the proposed Woodfin Suite Hotel and Timeshare Resort would generate a net increase over existing uses of approximately 1,4576 pounds per day, or about 245-105 tons per year, of solid waste. These quantities represent a worst-case scenario, with no recycling activities in place. However, the project would be required to provide adequate areas for collecting and loading recyclable materials in accordance with the County's model ordinance to reduce the volume of solid waste entering landfills. This recycling, implemented in concert with the Countywide efforts and programs, would substantially reduce the volume of solid waste generated by the project and entering landfills. The County diverted 53 percent of its waste in 2004. Although the project would generate approximately 245-105 tons of solid waste per year, it can be assumed the project would meet the 50 percent diversion rate mandated for the County by

³⁴ California Integrated Waste Management Board Web site, Solid Waste Information System, "Facility/Site Search," 2005.

³⁵ Los Angeles County Department of Public Works, *Los Angeles County Integrated Waste Management Plan, "2002 Annual Report on the Countywide Summary Plan and Countywide Siting Element,"* 2004.

the CIWMB. Given this assumption, the project would generate and dispose approximately ~~107-53~~ tons per year of solid waste to local landfills. ~~Reference Appendix 5.10 for calculation worksheets.~~ Based on the above, no significant impacts to solid waste will occur as a result of the proposed project.

According to the 2006 Annual Report for Los Angeles County, Countywide Integrated Waste Management Plan, the remaining permitted Class III landfill capacity in the County as of January 1, 2007, is estimated at 87.83 million tons (143.33 million cubic yards). One must compare the maximum permitted daily capacity available with the County's daily disposal needs, with full consideration of the facilities' constraints, to determine when the shortfall in permitted daily capacity will occur. Additionally, waste disposal quantities must be adjusted to account for waste imports, and exports, in projecting when a disposal capacity shortfall may occur. With this consideration, the proposed Woodfin Suite Hotel and Timeshare Resort Project generated increase in solid waste of approximately 576 pounds per day, or about 105 tons per year, of solid waste would represent about 0.0001 percent of the remaining Class III landfill capacity.

**Table 5.10-5
Woodfin Suite Hotel and Timeshare Resort
Proposed Project Solid Waste Generation (No Recycling)**

Land Use	Units	Quantity	Generation Factor ¹ (lbs./day/unit)	Daily Generation (lbs./day)	Annual Generation (tons/year)
Hotel	room	152	2.0	304	55
Timeshare	du	136	<u>6.412</u> ₀	<u>872</u> ₂₇₂	<u>159</u> ₅₀
Total				<u>1,157</u> ₆	<u>215</u> ₁₀₅

Source: Impact Sciences, Inc., April 2007.

du = dwelling unit.

¹ Generation factor provided by the solid waste daily generation rates in tons per year are derived from the Ventura County Solid Waste Management Department's Guidelines for Preparation of Environmental Assessments for Solid Waste Impacts.

The County of Los Angeles identifies landfill capacity in 15-year planning periods.³⁶ As discussed above, Los Angeles County's landfills have adequate capacity to service the existing population and planned growth until the year 2017, and, capacity will likely extend well beyond the year 2017. However, because it is not possible to identify specific landfills that would accept solid waste from the project after 2017, this EIR conservatively concludes that the project will result in a significant solid waste impact beyond 2017. Therefore, it is reasonable to assume that solid waste disposal facilities and other options will be available

³⁶ Los Angeles County Department of Public Works, *Los Angeles County Integrated Waste Management Plan, "2002 Annual Report on the Countywide Summary Plan and Countywide Siting Element,"* 2004, 38.

~~in the future. Mitigation to reduce the amount of project-generated solid waste disposed of at landfills is recommended. Based upon this information and the inclusion of mitigation measures, project solid waste impacts would be reduced to less than significant levels.~~

Hazardous waste generation and disposal will be handled and disposed of in accordance with all appropriate state and federal laws. Because of the many laws and regulations associated with the disposal of hazardous waste, it would have to be determined at the time of disposal where any certain hazardous waste would be taken. At this time, hazardous wastes cannot be disposed of within Los Angeles County. However, hazardous debris generated during construction and operation can be accommodated by the permitted Class I and II landfills currently in operation within Southern and Central California, and no significant impact to hazardous waste disposal facilities are expected as a result of the Woodfin Suite Hotel and Timeshare Resort.

Mitigation Measures Recommended by the EIR:

5.10-109. The Woodfin Suite Hotel and Timeshare Resort shall comply with Title 20, Chapter 20.87, of the Los Angeles County Code, Construction and Demolition Debris Recycling. The project proponent shall also provide a Waste Management Plan to recycle, at a minimum, 50 percent of the construction and demolition debris. Documentation of this recycling program will be provided to the County of Los Angeles Department of Public Works, prior to the issuance of the Certificate of Occupancy.

5.10-110. To reduce the volume of solid and hazardous waste generated by the operation of the project, a solid waste management plan shall be developed by the Neptune Marina Project Parcel ~~FF-9U~~ applicant. This plan shall be reviewed and approved by the County of Los Angeles Department of Public Works. The plan shall identify methods to promote recycling and re-use of materials, as well as safe disposal consistent with the policies and programs contained within the County of Los Angeles Source Reduction and Recycling Element. Methods shall include locating recycling bins in proximity to dumpsters used by future on-site residents.

Conclusion:

Construction: Not significant.

Operation: ~~Not~~ Significant and unavoidable.

5.10.5 CUMULATIVE IMPACTS

5.10.5.1 Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project and Other Related Projects

As discussed earlier in this section, new landfills must be developed and other waste disposal options implemented to accommodate future growth. These options may include diversion or transformation as the preferred methods for addressing solid waste and specific and practical applications (i.e., market development, public education and public policy initiatives).³⁷ Solid waste haulers will continue to have flexibility to determine where solid waste is ultimately disposed of based on economic factors.

Because solid waste (including hazardous waste) can be disposed of outside of Los Angeles County and because solid waste disposal is driven by a free-enterprise system, it is reasonable to assume that, to some degree, solid waste generated by cumulative development would be disposed of outside Los Angeles County, and possibly, outside of the State of California. Given this assumption, the cumulative projects area could encompass a geographic area beyond the jurisdictional boundaries of Los Angeles County and could, conceivably, extend beyond state boundaries. It is beyond the scope of this EIR and too speculative to attempt to quantify the solid waste that could be generated by cumulative development that is proposed in greater Los Angeles County or the region beyond, or to assess the landfills that might be available or, more importantly, other solid waste disposal options which could be available. Therefore, the focus of this cumulative impact analysis is the cumulative impacts of the proposed Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project in conjunction with the related/approved projects identified in **Section 4.0, Cumulative Projects**. The applicable thresholds are listed below in bold followed by an analysis of the cumulative impacts and their potential significance. Mitigation measures are also identified which would reduce or avoid potentially significant adverse impacts.

5.10.5.1.1 Threshold: Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs; and

Threshold: Not comply with federal, state, and local statutes and regulations related to solid waste.

Cumulative Analysis: As shown in **Table 5.10-6**, buildout of the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project and other related projects would generate

³⁷ GBB, Solid Waste Management Consultants, *Approaching an Integrated Solid Waste Management System for Los Angeles County, California*, 1997.

an estimated ~~2928,199~~ 599 pounds per day, or ~~5,329~~ 219 tons per year, of solid waste. These quantities represent a worst-case scenario, with no recycling activities in place. Other pending projects within the City would generate solid waste beyond the amounts generated by the project and the identified related projects. However, future projects would be required to provide adequate areas for collecting and loading recyclable materials in accordance with the County's Model Ordinance to reduce the volume of solid waste entering landfills. This recycling, implemented in concert with the Countywide efforts and programs, would substantially reduce the volume of solid waste generated by the project and entering landfills. Assuming that cumulative projects will divert at least 50 percent of the waste stream annually, the related cumulative projects would generate approximately 2,664 610 tons of solid waste per year. Please see **Appendix 5.10** for calculation worksheets.

**Table 5.10-6
Cumulative Solid Waste Generation (No Recycling)
Proposed Project and Related Projects**

Land Use	Units	Quantity (Net)	Generation Factor ¹ (lbs./day/unit)	Daily Generation (lbs./day)	Annual Generation (tons/year)
Related Projects					
Multi-Family ²	du	3,668	6.41	23,512	4,291
Hotel/Motel ³	rooms	348	2	696	127
Commercial	sq. ft.	-34,398	0.01	-344	-63
Restaurant ²	sq. ft.	16314	0.06	979	145
Restaurant ⁴	seat	797	1	797	179
Office	sq. ft.	-11692	0.01	-116	-21
Subtotal:				25,523	4,658
Proposed Project		--	--	3,676076	671561
Total:				2928,199599	5,329219

Source: Impact Sciences, Inc., April 2007.

du = dwelling unit; sq. ft. = square feet

Note: Numbers may not total exactly due to rounding.

¹ Generation factor provided by the Ventura County Solid Waste Management Department's Guidelines for Preparation of Environmental Assessments for Solid Waste Impacts, unless otherwise noted.

² Includes senior care facilities.

³ Generation factor from the California Integrated Waste Management Website, November 2003, which cites the Draft EIR for the North Hills Development which, in turn, cites the City of Los Angeles Bureau of Solid Waste, 1989.

⁴ Generation factor from the California Integrated Waste Management Web site, accessed June 2007, which cites the draft EIR for the Stevenson Ranch (Phase IV) in Los Angeles County.

It is reasonable to assume the market forces that drive the waste disposal industry will place pressure on the industry and governmental agencies to continually identify new economically feasible means of

waste disposal in the future to accommodate this growth. However, because an adequate supply of landfill space has not been approved for beyond 2017 and because existing hazardous waste management facilities in the County are deemed inadequate, the cumulative increase in solid and hazardous waste generation would cause a significant impact unless additional landfill space or other disposal alternatives are approved. Table 5.10-7 Disposal Capacity Need Analysis for Los Angeles County indicates the capacity of the landfills within Los Angeles County.

Mitigation Measures: There are no cumulative mitigation measures known to be available that would mitigate significant impacts to a level of insignificance.

Conclusion: Significant and unavoidable.

5.10.6 UNAVOIDABLE SIGNIFICANT IMPACTS

Project construction and operation would generate an increase in demand for solid waste collection services in the County. While there is currently sufficient landfill capacity to accommodate solid waste generated by the project, an adequate supply of landfill space in the County has not been approved for beyond 2017. As a result, the project and cumulative projects could contribute to a decline in landfill capacity, resulting in a significant impact unless additional landfill space or other disposal alternatives are approved. There are no known mitigation measures that would mitigate these potentially project and cumulative significant impacts to a less than significant level.

**Table 5.10-7
Disposal Capacity Need Analysis for Los Angeles County**

Year	Waste Generation Rate (tpd-6)	Percent Diversion	Total L.A. Co. Disposal Need (tpd-6)	Imported Waste (tpd-6)	Waste Exports to Out-of-County Landfills (tpd-6)	Maximum Daily Transformation Capacity (tpd-6)	Class III Landfill Disposal Need (tpd-6)	1	2	3	4	5	6	7	8	9	10	11	12	13	Class III Landfill Daily Disposal Capacity Shortfall (Excess)
								Antelope Valley	Bradley	Burbank	Calabasas	Chiquita	Lancaster	Pebble Beach	Puente Hills	San Clemente	Scholl ⁶	Sunshine County	Sunshine City	Whittier	
								Expected Daily Tonnage 6 Day Average (tpd-6)													
								Remaining Permitted Landfill Capacity at Year's End (Million Tons)													
2006	76,305	50%	38,152	854	5,713	1,724	30,715	977	1,447	125	1,492	4,853	1,221	8.6	12,079	2.65	1,431	2,693	4,118	268	
2007	76,771	50%	38,386	900	7,500	2,069	29,717	9.2	0.1	3.0	7.9	11.0	13.5	0.09	26.6	0.04	6.4	1.4	4.3	4.4	182
2008	77,772	50%	38,886	900	7,500	2,069	30,217	8.8	C	3.0	7.4	9.5	12.9	0.085	22.7	0.040	6.0	0.2	3.6	4.3	1,675
2009	78,947	50%	39,474	900	10,000	2,069	28,305	8.2		2.9	6.9	7.9	12.4	0.082	18.8	0.039	5.5	C	2.2	4.2	1,338
2010	80,583	50%	40,292	900	10,000	2,069	29,123	7.6		2.9	6.5	6.4	11.9	0.079	14.7	0.038	5.0		0.8	4.1	592
2011	82,190	50%	41,095	900	25,000	2,069	29,926	7.1		2.8	6.0	4.8	11.4	0.076	10.6	0.037	4.6		C	4.0	10,358
2012	83,798	50%	41,899	900	25,000	2,069	30,730	6.5		2.8	5.5	3.2	10.8	0.073	6.4	0.036	4.1			3.9	9,625
2013	85,501	50%	42,751	900	25,000	2,069	31,582	5.9		2.8	5.0	1.7	C	0.070	2.3	0.0354	3.6			3.8	7,147
2014	87,418	50%	43,709	900	25,000	2,069	32,540	5.4		2.7	4.4	0.1		0.067	C	0.0345	3.1			3.7	(6,927)
2015	89,207	50%	44,604	900	25,000	2,069	33,435	4.8		2.7	3.9	C		0.064		0.0335	2.6			3.6	(12,744)
2016	90,951	50%	45,475	900	25,000	2,069	34,306	4.3		2.6	3.4			0.061		0.0326	2.1			3.5	(13,540)
2017	92,686	50%	46,343	900	25,000	2,069	35,174	3.7		2.6	2.8			0.058		0.0316	1.5			3.4	(14,332)
2018	94,321	50%	47,160	900	25,000	2,069	35,991	3.1		2.5	2.2			0.055		0.0306	1.0			3.3	(15,078)
2019	95,958	50%	47,979	900	25,000	2,069	36,810	2.6		2.5	1.7			0.051		0.0296	0.4			3.2	(15,825)
2020	97,708	50%	48,854	900	25,000	2,069	37,685	2.0		2.4	1.1			0.048		0.0285	C			3.1	(18,457)
2021	99,537	50%	49,769	900	25,000	2,069	38,600	1.5		2.4	0.5			0.044		0.0275				3.0	(19,326)
								0.9		2.3	C			0.044		0.0264				2.9	

ASSUMPTIONS:

- The Waste Generation Rate (excluding the inert waste being handled at unclassified landfills) was estimated using the CIWMB's adjustment methodology, utilizing population projection, employment and taxable sales projections available from UCLA.
- Diversion Rate is 50 percent for years 2006 through 2021.
- Expected Daily Tonnage Rates are based on permitted daily capacity for the Antelope Valley, Chiquita, Lancaster, Puente Hills, and Sunshine landfills. The expected daily tonnage rate for Burbank, Calabasas, Pebble Beach, San Clemente, Scholl, and Whittier (Savage) landfills are based on the average daily tonnages for the period of 1/1/06 to 12/31/06.
- Expected Daily Tonnage Rate for Bradley Landfill is based on the fact that the Landfill remained open through April 14, 2007.
- "tpd-6": tons per day, 6 day per week average.
- Assumes 15,000 tpd exported to Mesquite Regional Landfill at implementation of Waste-by-Rail program. Source: Appendix E-2.1.2, 2006 LA County Countywide Integrated Waste Management Plan, June 2008.

LEGEND:

- C Closure due to exhausted capacity
 - L Does not accept waste from the City of Los Angeles and Orange County
 - R Restricted Wasteshed
- CIWMB California Integrated Waste Management Board
Source: Los Angeles County Department of Public Works, May 2008