

STAFF USE ONLY

PROJECT NUMBER: R2008-02340

CASES: RCDP200800007/RCUP200800191

RENV200800127/RPA200800012

RPKP200800010/RVAR200800015



***** INITIAL STUDY *****

**COUNTY OF LOS ANGELES
DEPARTMENT OF REGIONAL PLANNING**

GENERAL INFORMATION

I.A. Map Date: 12/10/08 Staff Member: Michael Tripp

Thomas Guide: 672 B7 USGS Quad: Venice

Location: 13483 Fiji Way, Marina del Rey 90292

Description of Project: The proposed project consists of the demolition of all existing uses, which include, a parking lot on Parcel 52, and the Marina Del Rey Sheriff's Station maintenance shop/storage area and the Beaches and Harbors' trailer complex on Parcel GG. This will be followed by the construction of a dry stack storage structure on Parcel 52 which will have the capacity to house 345 boats. The roof of the structure will be 70' tall, with the exception of the roof and enclosure that covers the boat hoist, which will be 82' tall. The proposed dry stack storage building will be a maximum of 354' long by 138' wide and will have a footprint of approximately 47,100 square feet. Said structure will extend 97' over the channel, projecting over the water. The project also involves the construction of a 106' by 50' structure, with an approximate footprint of 5,300 square feet, which will house an office and customer lounge and the Sheriff's Boatwright/Lifeguard facility. Lastly, the project proposes to create a 30-space mast up sail boat storage area, which is approximately 21,206 square feet in size, and a pedestrian promenade. This project entitlement requires a Specific Plan Amendment to change the landside land use classification of Parcels 52 and GG from Public Facilities to Boat Storage with a Waterfront Overlay Zone and to redesignate a portion of Parcel 49M from parking to the Public Facilities Land Use Category. A Marina-wide Local Coastal Program Amendment is needed to add dry stack storage buildings, that are attached to a landside structure, to the list of permitted uses in the "Water" Land Use Category and to allow structures that are over the water portion of parcels to be permitted at the same height as their landside counterparts. A Coastal Development Permit is requested for the demolition of all existing improvements and the subsequent construction of a new dry stack storage building, pedestrian promenade, a boaters' lounge and office, and the Sheriff's Boatwright/Lifeguard Facility. A Conditional Use Permit is being requested to authorize the dry stack storage use, Sheriff's Boatwright/Lifeguard facility and fuel dock in the proposed Boat Storage Land Use Category. A Parking Permit is requested for the reduction of parking spaces from the required 192 spaces to the proposed 135 spaces and to allow for the use of valet parking. A Variance is being requested to authorize construction of the dry stack building within the 5' rear yard setback and within 15' of the bulkhead and to allow the dry stack structure to be 82 feet in height rather than the permitted height of 75 feet.

Environmental Setting: The project site is located at 13483 Fiji Way in the unincorporated Los Angeles County community of Marina del Rey in the southeastern portion of its small craft harbor, near the intersection of Admiralty Way and Fiji Way. Vehicular access is via Fiji Way, an improved local street. The site is currently developed as a public parking lot (Parcel 52) and as a maintenance/storage yard for the Marina del Rey Sheriff's Station and as a temporary office site, containing 5 trailers, for the Department of Beaches and Harbors on Parcel GG. The project site is primarily flat with a slight downward slope to the north. Surrounding land uses consist of a public boat storage and public boat lunch ramp to the north and east of the site, a West Marine boat maintenance and repair facility is located to the west, and the Ballona Wetlands Ecological Reserve is located to the east.

Zoning: Specific Plan

General Plan: Marina del Rey Specific Plan

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

Major projects in area:

<u>PROJECT NUMBER</u>	<u>DESCRIPTION & STATUS</u>
<u>R2006-03647</u>	<u>400-unit apartment development in three separate structures. (Pending)</u>
<u>R2006-03652</u>	<u>126-unit apartment development in one structure. (Pending)</u>
<u>R2006-03643</u>	<u>19-story hotel with 152 hotel suites and 136 timeshare suites. (Pending)</u>
<u>98-134</u>	<u>1022-unit apartment units/10,000 sq.ft. retail, 439 boat slips. (Approved 12/6/00)</u>
<u>R2007-01480</u>	<u>10 buildings including 32,600 sq.ft. restaurant, 29,150 sq.ft. retail, 6,500 sq. ft. ferry terminal, 60,500 sq.ft. hotel and 1,012 parking spaces. (Pending)</u>
<u>R2005-00234</u>	<u>New 544-unit apartment complex that will replace an existing 202-unit complex. (Pending)</u>
<u>R2006-01510</u>	<u>New 114-unit senior retirement facility. (Pending)</u>
<u>R2006-02726</u>	<u>New structure with Marine Commercial and retail uses, a new health club and a 6-level parking structure. (Pending)</u>

NOTE: For EIRs, above projects are not sufficient for cumulative analysis.

REVIEWING AGENCIES

Responsible Agencies

- | | |
|---|---|
| <input type="checkbox"/> None | <input checked="" type="checkbox"/> Coastal Commission |
| <input checked="" type="checkbox"/> LA Regional Water Quality Control Board | <input checked="" type="checkbox"/> Army Corps of Engineers |
| <input type="checkbox"/> Lahontan Regional Water Quality Control Board | <input type="checkbox"/> |

Trustee Agencies

- | | |
|---|--------------------------------------|
| <input type="checkbox"/> None | <input type="checkbox"/> State Parks |
| <input checked="" type="checkbox"/> State Fish and Game | <input type="checkbox"/> |

Special Reviewing Agencies

- | | |
|---|--|
| <input type="checkbox"/> None | <input type="checkbox"/> High School District |
| <input type="checkbox"/> National Parks | <input type="checkbox"/> Elementary School District |
| <input type="checkbox"/> National Forest | <input checked="" type="checkbox"/> Local Native American Tribal Council |
| <input checked="" type="checkbox"/> Culver City | <input type="checkbox"/> Town Council |
| <input checked="" type="checkbox"/> City of Los Angeles | <input type="checkbox"/> Water District |
| <input type="checkbox"/> Los Angeles City Public Works | <input checked="" type="checkbox"/> Department of Toxic Substances Control |

Regional Significance

- | | |
|--|--|
| <input checked="" type="checkbox"/> None | <input type="checkbox"/> Water Resources |
| <input type="checkbox"/> SCAG Criteria | <input type="checkbox"/> Santa Monica Mountains Area |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> |

County Reviewing Agencies

- | | |
|---|--|
| <input checked="" type="checkbox"/> Beaches and Harbors | <input checked="" type="checkbox"/> Sheriff Department |
| <input checked="" type="checkbox"/> DPW: Land Development, Geotechnical and Materials Engineering, Traffic and Lighting, Waterworks and Sewer Maintenance, and Environmental Programs | <input checked="" type="checkbox"/> Fire Department |
| <input checked="" type="checkbox"/> Sanitation District | <input checked="" type="checkbox"/> Health Services |

IMPACT ANALYSIS MATRIX			ANALYSIS SUMMARY (See individual pages for details)			
			Less than Significant Impact/No Impact			
			Less than Significant Impact with Project Mitigation			Potentially Significant Impact
			CATEGORY	FACTOR	Pg	
HAZARDS	1. Geotechnical	5	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Liquefaction area
	2. Flood	6	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Tsunami inundation area
	3. Fire	7	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Storage of fuel
	4. Noise	8	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Construction and operational impacts
RESOURCES	1. Water Quality	9	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Vicinity to Marina and Ballona Wetlands
	2. Air Quality	10	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Cumulative and construction impacts
	3. Biota	11	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Brown Pelican, Great Blue Heron, Eel Grass.
	4. Cultural Resources	12	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	5. Mineral Resources	13	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	6. Agriculture Resources	14	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	7. Visual Qualities	15	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
SERVICES	1. Traffic/Access	16	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	2. Sewage Disposal	17	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	3. Education	18	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	4. Fire/Sheriff	19	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	5. Utilities	20	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Government office will be moved in conjunction with the project.
OTHER	1. General	21	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The building is out of scale with what exists in the area.
	2. Environmental Safety	22	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Contaminated soil exists onsite
	3. Land Use	23	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The project requires Plan Amendments.
	4. Pop/Hous./Emp./Rec.	24	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	5. Mandatory Findings	25	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Potential cumulative traffic impacts

DEVELOPMENT MONITORING SYSTEM (DMS)

As required by the Los Angeles County General Plan, DMS* shall be employed in the Initial Study phase of the environmental review procedure as prescribed by state law.

- Development Policy Map Designation: Category 2: Conservation/Maintenance
- Yes No Is the project located in the Antelope Valley, East San Gabriel Valley, Malibu/Santa Monica Mountains or Santa Clarita Valley planning area?
- Yes No Is the project at urban density and located within, or proposes a plan amendment to, an urban expansion designation?

If both of the above questions are answered "yes", the project is subject to a County DMS analysis.

Check if DMS printout generated (attached)

Date of printout: _____

Check if DMS overview worksheet completed (attached)

EIRs and/or staff reports shall utilize the most current DMS information available.

ENVIRONMENTAL FINDING

FINAL DETERMINATION: On the basis of this Initial Study, the Department of Regional Planning finds that this project qualifies for the following environmental document:

NEGATIVE DECLARATION, inasmuch as the proposed project will not have a significant effect on the environment.

An Initial Study was prepared on this project in compliance with the State CEQA Guidelines and the environmental reporting procedures of the County of Los Angeles. It was determined that this project will not exceed the established threshold criteria for any environmental/service factor and, as a result, will not have a significant effect on the physical environment.

MITIGATED NEGATIVE DECLARATION, in as much as the changes required for the project will reduce impacts to insignificant levels (see attached discussion and/or conditions).

An Initial Study was prepared on this project in compliance with the State CEQA Guidelines and the environmental reporting procedures of the County of Los Angeles. It was originally determined that the proposed project may exceed established threshold criteria. The applicant has agreed to modification of the project so that it can now be determined that the project will not have a significant effect on the physical environment. The modification to mitigate this impact(s) is identified on the Project Changes/Conditions Form included as part of this Initial Study.

ENVIRONMENTAL IMPACT REPORT*, inasmuch as there is substantial evidence that the project may have a significant impact due to factors listed above as "significant".

At least one factor has been adequately analyzed in an earlier document pursuant to legal standards, and has been addressed by mitigation measures based on the earlier analysis as described on the attached sheets (see attached Form DRP/IA 101). The Addendum EIR is required to analyze only the factors changed or not previously addressed.

Reviewed by: Michael T. [Signature] Date: 1/8/08

Approved by: [Signature] Date: 1/8/08

This proposed project is exempt from Fish and Game CEQA filing fees. There is no substantial evidence that the proposed project will have potential for an adverse effect on wildlife or the habitat upon which the wildlife depends. (Fish & Game Code 753.5).

Determination appealed – see attached sheet.

*NOTE: Findings for Environmental Impact Reports will be prepared as a separate document following the public hearing on the project.

HAZARDS - 1. Geotechnical

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Is the project located in an active or potentially active fault zone, Seismic Hazards Zone, or Alquist-Priolo Earthquake Fault Zone? <i>The subject site is located approximately 1.9 miles from the Charnock Fault, 3.2 miles from the Overland Fault and 4.1 miles from the Santa Monica Fault. (Los Angeles County Safety Element-Plate 1, Fault Rupture Hazards and Historic Seismicity Map)</i>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site located in an area containing a major landslide(s)? <i>Los Angeles County Safety Element-Plate 5, Landslide Inventory Map</i>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site located in an area having high slope instability?
d.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Is the project site subject to high subsidence, high groundwater level, liquefaction, or hydrocompaction? <i>Liquefaction (Los Angeles County Safety Element- Plate 4, Liquefaction Susceptibility Map)</i>
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the proposed project considered a sensitive use (school, hospital, public assembly site) located in close proximity to a significant geotechnical hazard?
f.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the project entail substantial grading and/or alteration of topography including slopes of over 25%? <i>Topography is relatively flat and only 15,000 cubic yards of grading is expected.</i>
g.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project be located on expansive soil, as defined in Table 18-1-B of Uniform Building Code (1994), creating substantial risks to life or property?
h.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

STANDARD CODE REQUIREMENTS

- Building Code, Title 26 - Sections 110.2, 111 & 113
(Geotechnical Hazards, Engineering Geology and Soils Engineering Report, Earthquake Fault)
- MITIGATION MEASURES OTHER CONSIDERATIONS
- Lot Size Project Design Approval of Geotechnical Report by DPW

Consult with DPW Geotechnical & Materials Engineering. Project condition will include requirement of approval of geotechnical by DPW prior to issuance of construction permit.

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by, **geotechnical** factors?

- Potentially significant Less than significant with project mitigation Less than significant/No Impact

HAZARDS - 2. Flood

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the major drainage course, as identified on USGS quad sheets by a dashed line, located on the project site? <i>USGS Venice Quad Sheet</i>
b.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Is the project site located within or does it contain a floodway, floodplain, or designated flood hazard zone? <i>Tsunami inundation area (LA County Safety Element-Plate 6, Flood Inundation Hazards Map)</i>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site located in or subject to high mudflow conditions?
d.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Could the project contribute or be subject to high erosion and debris deposition from run-off?
e.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Would the project substantially alter the existing drainage pattern of the site or area?
f.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors (e.g., dam failure)?

STANDARD CODE REQUIREMENTS

- Building Code, Title 26 – Section 110.1 (Flood Hazard)
 Health and Safety Code, Title 11 – Chapter 11.60 (Floodways)

MITIGATION MEASURES

Lot Size Project Design

OTHER CONSIDERATIONS

Approval of Drainage Concept by DPW

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by **flood (hydrological)** factors?

- Potentially significant Less than significant with project mitigation Less than significant/No Impact

HAZARDS - 3. Fire

SETTING/IMPACTS

- | | Yes | No | Maybe | |
|----|--------------------------|-------------------------------------|-------------------------------------|---|
| a. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Is the project site located in a Very High Fire Hazard Severity Zone (Fire Zone 4)?
<i>LA County Safety Element-Plate 7, Wildland and Urban Fire Hazards Map</i> |
| b. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Is the project site in a high fire hazard area and served by inadequate access due to lengths, width, surface materials, turnarounds or grade?
<i>Vehicular and pedestrian access is taken from Fiji Way, an improved street</i> |
| c. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Does the project site have more than 75 dwelling units on a single access in a high fire hazard area? |
| d. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Is the project site located in an area having inadequate water and pressure to meet fire flow standards?
<i>Public water service is available to meet fire flow standards</i> |
| e. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Is the project located in close proximity to potential dangerous fire hazard conditions/uses (such as refineries, flammables, explosives manufacturing)? |
| f. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Does the proposed use constitute a potentially dangerous fire hazard?
<i>The proposed fuel tanks may be a potential fire hazard</i> |
| g. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Other factors? |

STANDARD CODE REQUIREMENTS

- Utilities Code, Title 20 – Section 20.16.060 (Fire Flow & Fire Hydrants Requirements)
- Fire Code, Title 32 – Sections 902.2.1 & 902.2.2.1 (Access & Dimensions)
- Fire Code, Title 32 – Sections 1117.2.1 (Fuel Modification Plan, Landscape Plan & Irrigation Plan)

MITIGATION MEASURES

Project Design

OTHER CONSIDERATIONS

Compatible Use

Project review by the Fire Department is required prior to building permit issuance

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by **fire hazard** factors?

- Potentially significant Less than significant with project mitigation Less than significant/No Impact

HAZARDS - 4. Noise

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site located near a high noise source (airports, railroads, freeways, industry)?
b.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the proposed use considered sensitive (school, hospital, senior citizen facility) or are there other sensitive uses in close proximity?
c.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Could the project substantially increase ambient noise levels including those associated with special equipment (such as amplified sound systems) or parking areas associated with the project? <i>The operation of the hoist is expected to produce more noise than the current use.</i>
d.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project? <i>Construction and operational noise impacts are potentially significant.</i>
e.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

STANDARD CODE REQUIREMENTS

- Environmental Protection Code, Title 12 – Chapter 12.08 (Noise Control)
 Building Code, Title 26 – Sections 1208A (Interior Environment – Noise)

MITIGATION MEASURES

OTHER CONSIDERATIONS

Lot Size

Project Design

Compatible Use

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be adversely impacted by **noise**?

Potentially significant

Less than significant with project mitigation

Less than significant/No Impact

RESOURCES - 1. Water Quality

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site located in an area having known water quality problems and proposing the use of individual water wells? <i>There is public water serving the existing facility.</i>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the proposed project require the use of a private sewage disposal system? <hr/> If the answer is yes, is the project site located in an area having known septic tank limitations due to high groundwater or other geotechnical limitations <i>or</i> is the project proposing on-site systems located in close proximity to a drainage course?
c.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Could the project's associated construction activities significantly impact the quality of groundwater and/or storm water runoff to the storm water conveyance system and/or receiving water bodies? <i>Although the proposed project will require drainage approval from DPW, there is still a possible impact because the proposed use is located near the Ballona Wetlands.</i>
d.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Could the project's post-development activities potentially degrade the quality of storm water runoff and/or could post-development non-storm water discharges contribute potential pollutants to the storm water conveyance system and/or receiving bodies?
e.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

STANDARD CODE REQUIREMENTS

- Health & Safety Code, Title 11 – Chapter 11.38 (Water & Sewers)
- Environmental Protection, Title 12 – Chapter 12.80 (Storm-water & Runoff Pollution Control)
- Plumbing Code, Title 28 – Chapter 7; Appendices G(a), J & K (Sewers & Septic Systems)

MITIGATION MEASURES

OTHER CONSIDERATIONS

- Lot Size
- Project Design
- Compatible Use
- Septic Feasibility Study
- Industrial Waste Permit
- National Pollutant Discharge Elimination System (NPDES) Permit

Project condition will include the requirement of NPDES Permit issuance prior to construction.

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be adversely impacted by, **water quality** problems?

- Potentially significant
- Less than significant with project mitigation
- Less than significant/No Impact

RESOURCES - 2. Air Quality

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the proposed project exceed the State's criteria for regional significance (generally (a) 500 dwelling units for residential users or (b) 40 gross acres, 650,000 square feet of floor area or 1,000 employees for non-residential uses)?
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the proposal considered a sensitive use (schools, hospitals, parks) and located near a freeway or heavy industrial use?
c.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Will the project increase local emissions to a significant extent due to increased traffic congestion or use of a parking structure or exceed AQMD thresholds of potential significance?
d.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Will the project generate or is the site in close proximity to sources that create obnoxious odors, dust, and/or hazardous emissions? <i>Part of the project is a proposed fuel dock. There may be fuel odors related to the dock's operation. In addition, there may be air quality issues related to idling boats and related to onsite boat repair. Lastly, construction related air impacts may occur.</i>
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project conflict with or obstruct implementation of the applicable air quality plan?
f.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?
g.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standard (including releasing emission which would exceed quantitative thresholds for ozone precursors)?
h.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

STANDARD CODE REQUIREMENTS

- | | |
|--|---|
| <input type="checkbox"/> State of California Health and Safety Code – Section 40506 (Air Quality Management District Permit) | |
| <input type="checkbox"/> MITIGATION MEASURES | <input type="checkbox"/> OTHER CONSIDERATIONS |
| <input type="checkbox"/> Project Design | <input type="checkbox"/> Air Quality Report |

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be adversely impacted by, **air quality**?

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Potentially significant | <input type="checkbox"/> Less than significant with project mitigation | <input type="checkbox"/> Less than significant/No Impact |
|---|--|--|

RESOURCES - 3. Biota

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site located within a Significant Ecological Area (SEA), SEA Buffer, or coastal Sensitive Environmental Resource (ESHA, etc.), or is the site relatively undisturbed and natural? <i>LA County SEA and ESHA Map</i>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will grading, fire clearance, or flood related improvements remove substantial natural habitat areas?
c.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is a drainage course located on the project site that is depicted on USGS quad sheets by a dashed blue line or that may contain a bed, channel, or bank of any perennial, intermittent or ephemeral river, stream, or lake? <i>USGS Venice Quad Sheet</i>
d.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Does the project site contain a major riparian or other sensitive habitat (e.g. coastal sage scrub, oak woodland, sycamore riparian, woodland, wetland, etc.)? <i>There is potential of Eel grass in the waterside portion of the project.</i>
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Does the project site contain oak or other unique native trees (specify kinds of trees)?
f.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Is the project site habitat for any known sensitive species (federal or state listed endangered, etc.)? Brown Pelicans and Great Blue Herons have been observed in the vicinity of the project. The site contains no known nests.
g.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other factors (e.g., wildlife corridor, adjacent open space linkage)?

MITIGATION MEASURES

OTHER CONSIDERATIONS

Lot Size

Project Design

Oak Tree Permit

ERB/SEATAC Review (Biota Report required)

Biological Constraints Analysis

Construction will be halted if Brown Pelicans or Great Blue Herons are observed nesting on the site.

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, **biotic** resources?

Potentially significant

Less than significant with project mitigation

Less than significant/No Impact

RESOURCES - 4. Archaeological/Historical/Paleontological

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site in or near an area containing known archaeological resources or containing features (drainage course, spring, knoll, rock outcroppings, or oak trees) that indicate potential archaeological sensitivity?
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>The site is fully developed.</i> Does the project site contain rock formations indicating potential paleontological resources?
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Does the project site contain known historic structures or sites?
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project cause a substantial adverse change in the significance of a historical or archaeological resource as defined in 15064.5?
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
f.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

MITIGATION MEASURES

OTHER CONSIDERATIONS

Lot Size

Project Design

Cultural Resources Records Search (Quick Check) Phase 1 Archaeology Report

Native American Heritage Commission Sacred Land Files Search

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **archaeological, historical, or paleontological** resources?

Potentially significant

Less than significant with project mitigation

Less than significant/No Impact

RESOURCES - 5. Mineral Resources

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project result in the loss of availability of a locally important mineral resource discovery site delineated on a local general plan, specific plan or other land use plan?
c.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

MITIGATION MEASURES

OTHER CONSIDERATIONS

Lot Size

Project Design

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **mineral** resources?

Potentially significant Less than significant with project mitigation Less than significant/No Impact

RESOURCES - 6. Agriculture Resources

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use?
				<i>Los Angeles County Important Farmland 2002 Map</i>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project involve other changes in the existing environment that due to their location or nature, could result in conversion of Farmland, to non-agricultural use?
d.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

MITIGATION MEASURES

OTHER CONSIDERATIONS

Lot Size

Project Design

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **agriculture** resources?

Potentially significant
 Less than significant with project mitigation
 Less than significant/No Impact

RESOURCES - 7. Visual Qualities

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Is the project site substantially visible from or will it obstruct views along a scenic highway (as shown on the Scenic Highway Element), or is it located within a scenic corridor or will it otherwise impact the viewshed? <i>The site is visible from Fiji Way, a designated Scenic Highway.</i>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project substantially visible from or will it obstruct views from a regional riding or hiking trail? <i>Los Angeles County Trail System Map</i>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site located in an undeveloped or undisturbed area that contains unique aesthetic features?
d.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Is the proposed use out-of-character in comparison to adjacent uses because of height, bulk, or other features? <i>The proposed structure is larger than any other in the general area.</i>
e.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Is the project likely to create substantial sun shadow, light or glare problems? <i>The project will substantially shade portions of the Marina waters.</i>
f.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors (e.g., grading or landform alteration)?

MITIGATION MEASURES

OTHER CONSIDERATIONS

Lot Size

Project Design

Visual Simulation

Compatible Use

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on scenic qualities?

Potentially significant

Less than significant with project mitigation

Less than significant/No Impact

SERVICES - 1. Traffic/Access

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Does the project contain 25 dwelling units or more and is it located in an area with known congestion problems (roadway or intersections)?
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the project result in any hazardous traffic conditions?
c.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Will the project result in parking problems with a subsequent impact on traffic conditions? <i>The project is displacing a public parking lot and is requesting a parking permit to have less than the required amount of parking.</i>
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will inadequate access during an emergency (other than fire hazards) result in problems for emergency vehicles or residents/employees in the area?
e.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Will the congestion management program (CMP) Transportation Impact Analysis thresholds of 50 peak hour vehicles added by project traffic to a CMP highway system intersection or 150 peak hour trips added by project traffic to a mainline freeway link be exceeded?
f.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project conflict with adopted policies, plans, or program supporting alternative transportation (e.g., bus, turnouts, bicycle racks)?
g.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

MITIGATION MEASURES

OTHER CONSIDERATIONS

Project Design

Traffic Report

Consultation with DPW Traffic & Lighting Division

A traffic study for this project has not yet been submitted by the applicant.

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **traffic/access** factors?

Potentially significant

Less than significant with project mitigation

Less than significant/No Impact

SERVICES - 2. Sewage Disposal

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If served by a community sewage system, could the project create capacity problems at the treatment plant?
b.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Could the project create capacity problems in the sewer lines serving the project site?
c.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

STANDARD CODE REQUIREMENTS

- Utilities Code, Title 20 – Division 2 (Sanitary Sewers and Industrial Waste)
- Plumbing Code, Title 28 – Chapter 7 (Sanitary Drainage)
- California Health Safety Code – Section 5474 (Sewer connection mitigation fee)

MITIGATION MEASURES

OTHER CONSIDERATIONS

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **sewage disposal** facilities?

- Potentially significant Less than significant with project mitigation Less than significant/No Impact

SERVICES - 3. Education

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could the project create capacity problems at the district level?
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could the project create capacity problems at individual schools that will serve the project site?
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could the project create student transportation problems?
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could the project create substantial library impacts due to increased population and demand?
e.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

STANDARD CODE REQUIREMENTS

- State of California Government Code – Section 53080 (School Facilities Fee)
- Planning & Zoning Code, Title 22 - Chapter 22.72 (Library Facilities Mitigation Fee)
- MITIGATION MEASURES
- OTHER CONSIDERATIONS
- Site Dedication

Residential units are not proposed with this project.

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to **educational** facilities/services?

- Potentially significant
- Less than significant with project mitigation
- Less than significant/No Impact

SERVICES - 4. Fire/Sheriff Services

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could the project create staffing or response time problems at the fire station or sheriff's substation serving the project site?
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Are there any special fire or law enforcement problems associated with the project or the general area?
c.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

STANDARD CODE REQUIREMENTS

Revenue & Finance Code, Title 4 – Chapter 4.92 (Fire Protection Facilities Fee)

MITIGATION MEASURES

OTHER CONSIDERATIONS

Nearest Fire Station is 2.12 miles away at 4433 Admiralty Way, Marina del Rey, CA 90292

Nearest Sheriff Station is 0.5 miles away at 13851 Fiji Way, Marina del Rey, CA 90292

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to **fire/sheriff** services?

Potentially significant

Less than significant with project mitigation

Less than significant/No Impact

SERVICES - 5. Utilities/Other Services

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site in an area known to have an inadequate public water supply to meet domestic needs or to have an inadequate ground water supply and proposes water wells? <i>There is existing water service to serve the project site.</i>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site in an area known to have an inadequate water supply and/or pressure to meet fire fighting needs?
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could the project create problems with providing utility services, such as electricity, gas, or propane? <i>All utility services are available at the existing site.</i>
d.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Are there any other known service problem areas (e.g., solid waste)? <i>The existing sewer line may be undersized.</i>
e.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services or facilities (e.g., fire protection, police protection, schools, parks, roads)? <i>Existing government facilities are proposed to be moved in conjunction with this project.</i>
f.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

STANDARD CODE REQUIREMENTS

- Plumbing Code, Title 28 – Chapters 3, 6 & 12
- Utilities Code, Title 20 – Divisions 1, 4 & 4a (Water, Solid Waste, Garbage Disposal Districts)

MITIGATION MEASURES

OTHER CONSIDERATIONS

Lot Size

Project Design

Water Purveyor Will-serve Letter

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to **utilities** services?

Potentially significant

Less than significant with project mitigation

Less than significant/No Impact

OTHER FACTORS - 1. General

SETTING/IMPACTS

- | | Yes | No | Maybe | |
|----|-------------------------------------|-------------------------------------|--------------------------|---|
| a. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Will the project result in an inefficient use of energy resources? |
| b. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Will the project result in a major change in the patterns, scale, or character of the general area or community?
<i>The building is larger than those in the surrounding area.</i> |
| c. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Will the project result in a significant reduction in the amount of agricultural land? |
| d. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Other factors? |

STANDARD CODE REQUIREMENTS

California State Administrative Code, Title 24, Part 5, T-20 (Energy Conservation)

MITIGATION MEASURES

OTHER CONSIDERATIONS

Lot Size

Project Design

Compatible Use

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to any of the above factors?

Potentially significant

Less than significant with project mitigation

Less than significant/No Impact

OTHER FACTORS - 2. Environmental Safety

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Are any hazardous materials used, transported, produced, handled, or stored on-site? <i>Gasoline and diesel fuel will be stored at the site. In addition, hazardous materials related to boat repair may also be stored on the site.</i>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Are any pressurized tanks to be used or any hazardous wastes stored on-site? <i>There are no pressurized tanks proposed for the project site.</i>
c.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Are any residential units, schools, or hospitals located within 500 feet and potentially adversely affected? <i>Apartments are located approximately 1,440 feet northeast of the site.</i>
d.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Have there been previous uses that indicate residual soil toxicity of the site or is the site located within two miles downstream of a known groundwater contamination source within the same watershed? <i>Fuel tanks related to the parcel's previous use leaked into the soil.</i>
e.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Would the project create a significant hazard to the public or the environment involving the accidental release of hazardous materials into the environment? <i>There is a potential for the release of fuel into Marina waters.</i>
f.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
g.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or environment? <i>EnviroStor Database.</i>
h.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project result in a safety hazard for people in a project area located within an airport land use plan, within two miles of a public or public use airport, or within the vicinity of a private airstrip?
i.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
j.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

MITIGATION MEASURES

OTHER CONSIDERATIONS

Phase 1 Environmental Assessment

Toxic Clean-up Plan

CONCLUSION

Considering the above information, could the project have a significant impact relative to **public safety**?

Potentially significant

Less than significant with project mitigation

Less than significant/No Impact

OTHER FACTORS - 3. Land Use

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Can the project be found to be inconsistent with the plan designation(s) of the subject property? <i>The current Land Use Designation of Parcels 52 and GG does not allow for the proposed project.</i>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Can the project be found to be inconsistent with the zoning designation of the subject property?
c.				Can the project be found to be inconsistent with the following applicable land use criteria:
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Hillside Management Criteria?
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	SEA Conformance Criteria?
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other?
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project physically divide an established community?
e.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other factors?

MITIGATION MEASURES

OTHER CONSIDERATIONS

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **land use** factors?

Potentially significant

Less than significant with project mitigation

Less than significant/No Impact

OTHER FACTORS - 4. Population/Housing/Employment/Recreation

SETTING/IMPACTS

- | | Yes | No | Maybe | |
|----|--------------------------|-------------------------------------|--------------------------|---|
| a. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Could the project cumulatively exceed official regional or local population projections? |
| b. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Could the project induce substantial direct or indirect growth in an area (e.g., through projects in an undeveloped area or extension of major infrastructure)? |
| c. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Could the project displace existing housing, especially affordable housing? |
| d. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Could the project result in substantial job/housing imbalance or substantial increase in Vehicle Miles Traveled (VMT)? |
| e. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Could the project require new or expanded recreational facilities for future residents? |
| f. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? |
| g. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Other factors? |

MITIGATION MEASURES

OTHER CONSIDERATIONS

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **population, housing, employment, or recreational** factors?

Potentially significant

Less than significant with project mitigation

Less than significant/No Impact

MANDATORY FINDINGS OF SIGNIFICANCE

Based on this Initial Study, the following findings are made:

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?
b.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Does the project have possible environmental effects that are individually limited but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.
<hr/>				
				<i>Cumulative traffic impacts may be significant</i>
c.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the environmental effects of the project cause substantial adverse effects on human beings, either directly or indirectly?

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the environment?

Potentially significant
 Less than significant with project mitigation
 Less than significant/No Impact

**County of Los Angeles
Boat Central Project – Parcels 52R and GG
Marina del Rey, California**

Project Number: R2008-02340

**Cases: RCDP200800007, RCUP200800191, RENV200800127,
RPA200800012, RPKP 200800010, RVAR200800015**

Initial Study and Notice of Preparation

Prepared For:
Los Angeles County Department of Regional Planning
320 West Temple Street
Los Angeles, California 90012

Prepared By:
CAA Planning
85 Argonaut, Suite 220
Aliso Viejo, CA 92656

January 2009

Contents

1.	Project Description	1
1.1.	Project Title	1
1.2.	Lead Agency	1
1.3.	Lead Agency Contact Person	1
1.4.	Project Location	1
1.5.	Project Sponsor's Name and Address	1
1.6.	General Plan Designation	1
1.7.	Zoning Designation	4
1.8.	Surrounding Land Uses and Setting	4
1.9.	Project Description	4
1.10.	Statement of Objectives	12
1.11.	Discretionary Approvals Required	12
1.12.	Other Public Agencies Whose Approval Is Required	20
2.	Initial Study Checklist	21
3.	Environmental Analysis	30
3.1.	Aesthetics	30
3.2.	Agricultural Resources	31
3.3.	Air Quality	31
3.4.	Biological Resources	33
3.5.	Cultural Resources	34
3.6.	Geology and Soils	35
3.7.	Hazards and Hazardous Materials	36
3.8.	Hydrology and Water Quality	38
3.9.	Land Use and Planning	40
3.10.	Mineral Resources	40
3.11.	Noise	41
3.12.	Population and Housing	42
3.13.	Public Services	43
3.14.	Recreation	43
3.15.	Transportation/Traffic	44
3.16.	Utilities and Service Systems	45
3.17.	Mandatory Findings of Significance	47
4.	References	48

Exhibits

Exhibit 1 – Regional Location Map	2
Exhibit 2 – Project Vicinity Map	3
Exhibit 3 – Existing Site Plan	6
Exhibit 4 – Photographs of Project Site and Surrounding Area – 1	7
Exhibit 5 – Photographs of Project Site and Surrounding Area – 2	8
Exhibit 6 – Photographs of Project Site and Surrounding Area – 3	9
Exhibit 7 – Proposed Site Plan	10
Exhibit 8 – Proposed LCP Land Use Designations	19

1. Project Description

1.1. Project Title

Boat Central

1.2. Lead Agency

County of Los Angeles
Department of Regional Planning
320 West Temple Street, Room 1346
Los Angeles, California 90012

1.3. Lead Agency Contact Person

Michael Tripp
County of Los Angeles
Department of Regional Planning
320 West Temple Street, Room 1346
Los Angeles, California 90012
Telephone: (213) 974-4813
Fax: (213) 626-0434
E-mail: mtripp@planning.lacounty.gov

1.4. Project Location

The project is located in the County of Los Angeles within Marina del Rey. The project site is located at 13483 Fiji Way, west of the intersection of Admiralty Way and Fiji Way. The site can be accessed via the 90 Freeway and Lincoln Boulevard. Exhibit 1, Regional Location Map, depicts the location of the project site within Southern California. Exhibit 2, Project Vicinity Map, depicts the project's location within Marina del Rey.

1.5. Project Sponsor's Name and Address

The project site is the subject of a long-term lease. The property Lessee, MDR Boat Central, and the property owner, the County of Los Angeles, are considered co-applicants for this project.

MDR Boat Central
Tom Hogan and Jeff Pence
3416 Via Lido, Suite G
Newport Beach, CA 92660

County of Los Angeles
Department of Beaches and Harbors
Attn: Gary Brockman
13837 Fiji Way
Los Angeles, CA 90292

1.6. General Plan Designation

The project site is designated "Specific Plan" by the County of Los Angeles General Plan.

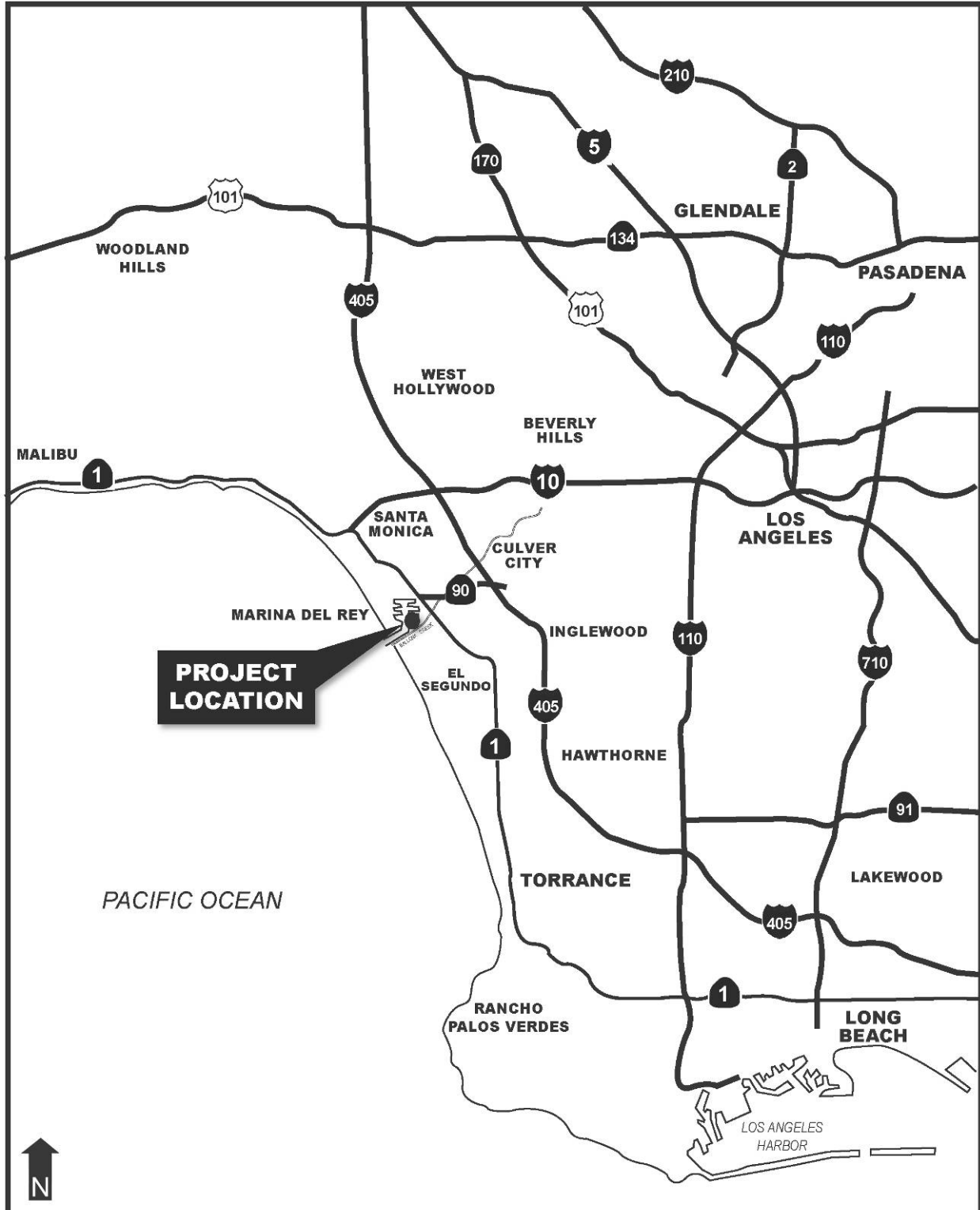


Exhibit 1 – Regional Location Map



Exhibit 2 – Project Vicinity Map

1.7. Zoning Designation

The project site is zoned "Specific Plan" by the County of Los Angeles Zoning Code. The project is located within the Marina del Rey Specific Plan (Local Coastal Program). The Local Coastal Program designation for the site is "Public Facilities."

1.8. Surrounding Land Uses and Setting

Marina del Rey is home to more than 5,000 pleasure boats and a diverse array of land uses including but not limited to: hotels, restaurants, office and commercial centers, residential uses, and public parks, beaches and bike paths. Marina del Rey is a fairly urbanized area currently undergoing a great deal of redevelopment. The community of Venice is located northwest of Marina del Rey, and Playa Vista is located to the southeast. Los Angeles International Airport is located approximately four miles southeast of Marina del Rey.

A public boat storage facility and public boat launch ramp is located immediately east and north of the site. A West Marine boat maintenance and repair facility is located to the west. A number of wet boat slips are located in front of the West Marine facility within Basin H. Fisherman's Village and the Villa Venetia apartment complex are located further west of the site, along Fiji Way. Government facilities including the Coast Guard, the County Sheriff and the County Department of Beaches and Harbors offices are also located to the west of the site along Fiji Way. Area A of the Ballona Wetlands Ecological Reserve is located immediately south of the site, across Fiji Way. The South Bay Bike Trail, one of the County's busiest bike paths, runs adjacent to the site along Fiji Way. Burton Chace Park is located across Basin H, northwesterly of the project site. The park contains picnic areas, paved walkways, a banquet/meeting facility, a snack bar and public restrooms. Additional dry storage in Marina del Rey is provided on parcels 77 and 95. Parcel 77 is located directly across Basin H. Parcel 95 is located approximately 1.25 miles northwest of the project site, at the intersection of Via Dolce and Washington Boulevard.

1.9. Project Description

1.9.1. Existing Setting

The project site is approximately 4.2 acres in size (3.09 acres of land and 1.11 acres of water), and is comprised of 2 parcels, hereinafter referred to as Parcel 52R and Parcel GG. The topography of the site ranges from a height of 15 feet above sea level at the southern portion of the site, sloping down to a height of seven feet above sea level at the northern portion of the site, adjacent to the water. The waterside portion of the site is located within Basin H of the marina, which is the first easterly basin within the marina.

Parcel 52R is oriented to the west and is currently developed with a public parking lot containing 237 parking spaces; there is no charge for parking on Parcel 52R. The parking is primarily utilized for charter fishing tours. Motor homes and vans also utilize the parking on a transient basis. The majority of the site is paved, however a small grassy berm runs parallel to Basin H, and approximately 20 mature palm trees are located on the berm. Access to the site is provided via two driveways along Fiji Way.

Parcel GG is oriented to the east and is currently developed with the Marina del Rey Sheriff's Station, maintenance shop and maintenance/storage yard. Additionally, five office trailers used by the Los Angeles County Department of Beaches and Harbors are located on the site. A limited number of parking spaces are located on Parcel GG. These parking spaces are utilized by Sheriff and County employees. No public parking is located on Parcel GG.

In addition to the land side parcels, a portion of the water that fronts the Parcels 52R and GG is also a part of the project site. The waterside uses include a dock utilized by charter fishing ventures and a separate dock that

is utilized by the Sheriff's Department. The existing setting of the site is depicted on Exhibit 3, Existing Site Plan. Photographs of the project site and surrounding area are provided as Exhibits 4, 5 and 6.

1.9.2. Project Overview

The Boat Central project involves five main development components including: a dry stack boat storage facility, mast-up sailboat storage, an office and customer lounge, a Sheriff's Boatwright/Lifeguard Facility, and a public promenade. The Boat Central project is one of the first of its kind on the west coast and the project would introduce a significant number of new boat storage spaces to Marina del Rey in a space saving fashion. The five main components of the project are described in detail below. The proposed project is depicted on Exhibit 7 – Proposed Site Plan. The following permits and approvals from the County of Los Angeles are being sought for the project: Specific Plan Amendment, Local Coastal Program Amendment, Conditional Use Permit for the Water front and Overlay Zone, Conditional Use Permit for the Dry-Stack Facility and Boatwright Building, and a Parking Permit. The required discretionary permits and approvals required for the project are discussed in more detail in Section 1.11 below.

a. Dry Stack Boat Storage

The dry stack boat storage facility would be located on Parcel 52R and would provide boat storage spaces within the dry stack boat storage structure. The boat storage facility would accommodate up to 345 boats and 28 boat trailers and an indoor boat repair facility. The interior of the boat storage structure would be somewhat modular, and capable of accommodating varying sizes of boats based on demand. The focus is providing for smaller boats from 20 to 35 feet in length with the maximum size limited to about 40 feet in length. The boat storage structure has been designed with an over the water component which facilitates the transfer of boats by a crane from the storage structure to the water and vice versa. New dock structures would be constructed to allow for conveyance of people to and from their boats, and temporary queuing of boats. Permanent wet slips are not proposed.

Upon request or reservation, the boats will be delivered from the structure to the dock. The new dock structure would extend up to 200 feet into Basin H on the western side of the site, which is commensurate with the adjacent docks in front of the West Marine facility. The new docks would extend up to 102 feet into the basin on the eastern side of the site. The proposed structure would be approximately 70 feet in height. A gantry crane, track and protective covering will be approximately 12 feet taller than the roof covering the rest of the structure. Due to the gentle slope of the project site, which descends approximately 7 feet from the street to the bulkhead, the dry stack structure will be approximately 63 feet tall from Fiji Way to about 70 feet tall along the water. The crane and protective covering will range from approximately 75 feet to 82 feet in height. Finally, because of the gentle slope of the project site, which descends approximately seven feet from the street to the bulkhead, the dry stack structure will be approximately 63 feet tall from Fiji Way to about 70 feet tall along the water. Due to the differential in the grade of the site, the crane and protective covering will range from approximately 75 feet to 82 feet in height. The crane, which spans the central 60 feet of the dry stack structure and runs its length, will reach a height of around 80 feet. Per LACC §22.46.1880, the height of the crane is not regulated. To improve aesthetics and reduce the escape of interior noise, a protective structure will enclose the crane. This structural feature is appurtenant to the roof of the dry stack structure and will envelope the central corridor within which the crane will maneuver. This screening is common to improve the appearance and silhouette of the building and ensure protection of the crane from the elements. The boat storage structure would protrude into Basin H and overhang the water in an articulated manner. The structure would overhang by approximately 45 feet on the eastern side, and approximately 97 feet on the western side. Along Fiji Way, the structure frontage would be approximately 138 feet.

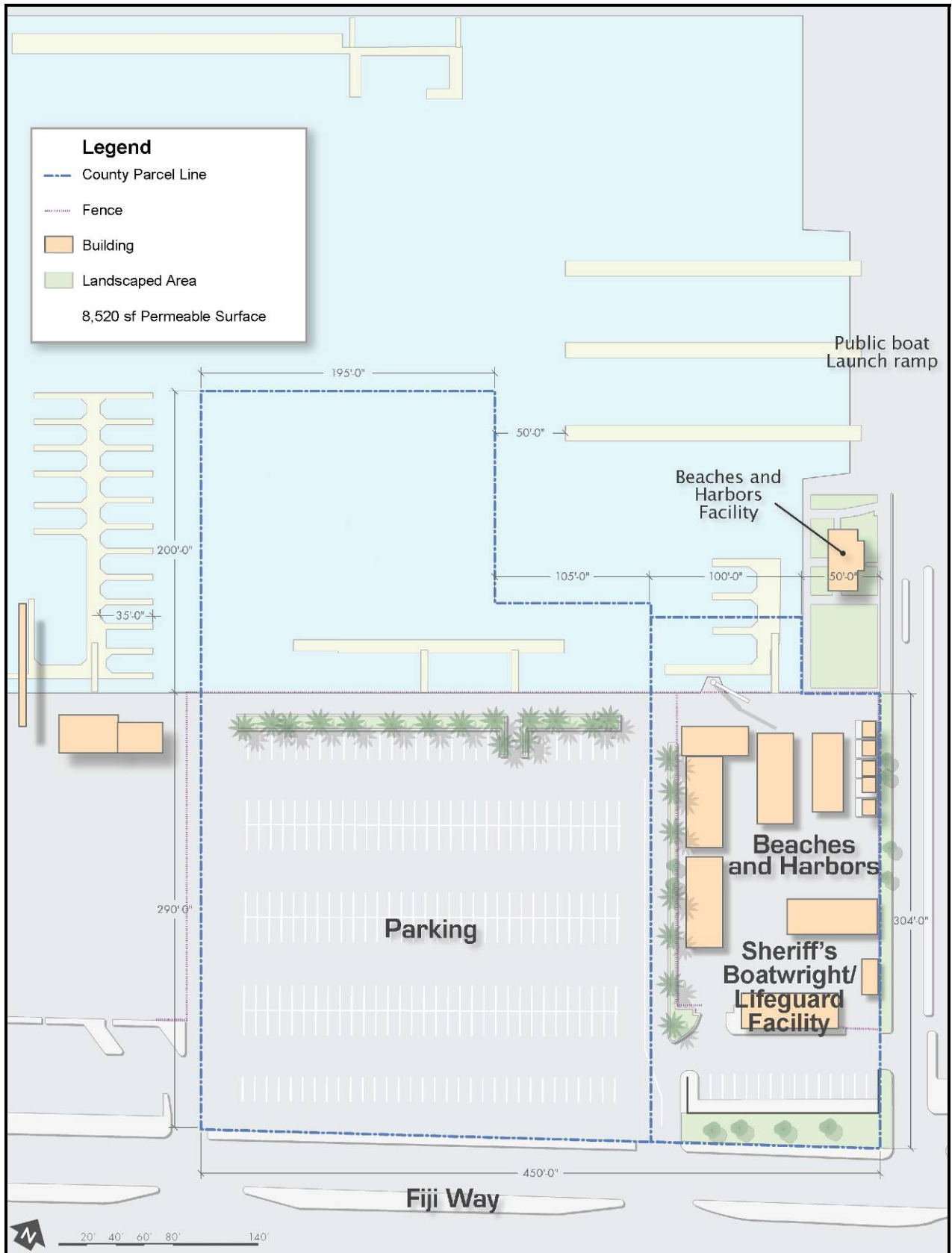


Exhibit 3 – Existing Site Plan



Photo 1 - View to the North from the southwest corner of the existing parking lot, across the channel towards Mindanao Way.



Photo 2 - View to the East from the western edge of the existing parking lot, towards existing Harbor offices/Sheriff's Boatwright facility.

Exhibit 4 – Photographs of Project Site and Surrounding Area – 1



Photo 3 - View south through parking lot towards entrance to site on Fiji Way. Across Fiji Way to the south is the Ballona Wetlands Ecological Reserve.



Photo 4 - View west along Fiji Way from existing site driveway. Ballona Wetlands Ecological Reserve to the south (left) across Fiji Way.

Exhibit 5 – Photographs of Project Site and Surrounding Area – 2



Photo 5 - View from Northern edge of parking lot looking northeast across channel towards public boat launch ramp, high rise buildings on Admiralty Way. Sheriff's Boatwright and docks showing to the east (right).



Photo 6 - View from Northern edge of parking lot looking northwest at charter boat dock and across channel towards Mindanao Way.

Exhibit 6 – Photographs of Project Site and Surrounding Area – 3

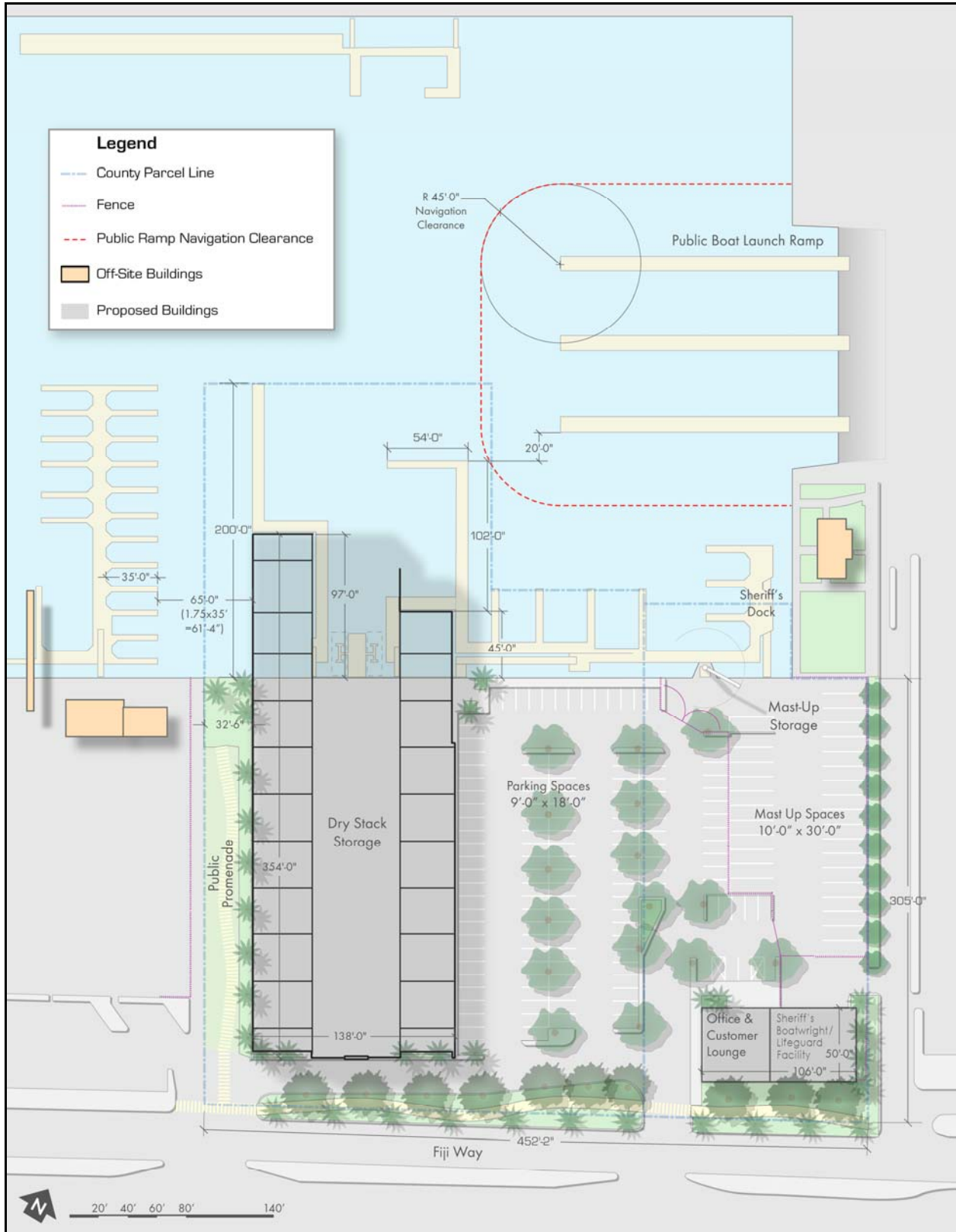


Exhibit 7 – Proposed Site Plan

The structure would include an architectural cladding of translucent polycarbonate or a similar material. Sunlight would penetrate the material, providing a well-lit and sheltered workspace. The polycarbonate also filters UV rays and resists salt corrosion, which increases the longevity of the structure. The visual bulk of the facility is broken up because the boat facility has been designed with polycarbonate panels, which effectively break down the structure's mass into planes. The long ends of the polycarbonate panels are able to slide, giving the impression that they are floating free. The design of the structure is such that the panels are able to slide and fit together such that they form planes that break up the structure's mass. Two shades of panels are planned for the structure, which will aid in visually separating the planes from one another. The shades of material are grey and white. Some portions of the structure (plaster walls and portions of the structure) will have a dark blue/grey color; however, the predominant colors of the structure are grey and white.

A 3,150-square-foot indoor boat repair facility will be located within three bays (each approximately 35 feet by 30 feet) on the ground floor of the boat storage structure. Having the boat repair facility indoors prevents pollutant escape and controls Volatile Organic Compounds (VOCs). The project will include a new pump out facility for boat waste and a fueling station to allow boaters to fill up with fuel. An underground fuel tank will be placed on the landside of the site in the parking lot near the bulkhead and docks. The precise placement of the fuel tank has not been determined.

b. Mast Up Sail Boat Storage

Storage for mast-up sail boats would be provided on Parcel GG. The sail boat storage would be located within a gated area, and would contain 30 dry storage spaces. Unlike the dry stack structure, the sail boats would be stored directly on the ground, and would not be stacked. The proposed sail boat storage spaces are ten feet wide by 30 feet long. A fixed land-side hoist will convey boats to the water. A boat wash down facility will also be incorporated into the sail boat storage area. The wash down facility will be located underneath the boat hoist, and will provide an opportunity to wash boats once removed from the water. The runoff from the wash down facility will be filtered then diverted to the sanitary sewer system; the runoff will not discharge into the marina. The project will also include the creation of two off-site public boat wash down facilities. It is anticipated that the public wash down facilities will be located at the adjacent public boat launch ramp. The off-site wash down facilities may be located elsewhere at the discretion of the County.

c. Office and Customer Lounge

In addition to the dry stack boat storage structure, a building will house the office and customer lounge and the Sheriff's Boatwright/Lifeguard facility. The building will be located on the southeastern edge of the site, on Parcel GG. The building will be two-stories, and will front Fiji Way. The building will be approximately 106 feet by 50 feet in size. The building will be divided into two distinct components, including the office and customer lounge, and the Sheriff's Boatwright/Lifeguard facility. The customer lounge will include a visitor reception facility, showers, restrooms, and personal lockers. The visitor lounge will be approximately 2,320 square feet, and will be located on the first floor of the building. An office for the boat storage facility will be located on the second floor of the building. The office will be approximately 750 square feet, and will be utilized for administrative purposes only.

d. Sheriff's Boatwright/Lifeguard Facility

The new 2,835 square foot Sheriff's Boatwright/Lifeguard shop will be located in the same building as the office and customer lounge. A 430 square foot area for Sheriff's offices will be located on the second floor. A fenced Boatwright yard will be located immediately north of the building. The yard will be approximately 2,200 square feet and will allow for maintenance and repair operations for the Sheriff's Boatwright/Lifeguard facility.

e. Public Promenade

Public access will be provided across the site along Fiji Way, and via a landscaped public promenade along the western edge of the site. All development within the marina is required to provide pedestrian access to the shoreline, except where public safety is an overriding consideration.¹ Because of the project's components, including the heavy machinery associated with the dry stack crane and the sailboat hoist, interface with pedestrians would create potentially dangerous conditions. Therefore, to ensure public safety, a waterfront promenade is not feasible.

However, the project will still provide a promenade that overlooks that marina. The public promenade will be approximately 32 feet wide by approximately 200 feet long and will provide a walking path and landscaping. A small park will be located at the terminus of the walking path overlooking the marina. Approximately five feet of vegetation, including a row of shrubs and trees will be placed alongside the dry-stack facility as a buffer, and will help lead the public to the waterfront area. Signage will be placed to notify the public of the park's existence and their ability to utilize the public park. The park will include hardscape features including a picnic area with benches.

f. Construction Schedule

Construction of the Project, including demolition, is expected to take approximately 11 months, with an anticipated completion date in late 2011 or early 2012. The Department of Beaches and Harbors plans to relocate existing Sheriff and Lifeguard functions to a nearby location during construction and clean-up. Construction staging is expected to be limited to worker parking as well as periodic, short-term storage of materials. The staging area will likely be onsite or in an area of the adjacent launch ramp property or Parcel 77. Construction activities and staging are not expected to result in any closure of the nearby bike path that runs along Fiji Way past the Property. Accordingly, the Project is in accordance with LACC 22.46.1880 which requires that the regional bicycle trail be retained or reconstructed as part of any redevelopment in the development zone.

1.10. Statement of Objectives

Identified below are goals and objectives related to the proposed project:

- Develop State-of-the-Art Dry Stack Boat Storage Facility
- Development of a boat storage facility incorporating boater-friendly, water-oriented design
- Bring a new option of boat storage to the Marina del Rey boating community
- Bring a new level of service to the Marina del Rey boating community
- Increase the number of boat storage spaces within Marina del Rey
- Provide docking facilities that are compliant with the Americans with Disabilities Act (ADA)
- Encourage recreational boating and visitation and use of the Marina's retail, restaurants and public facilities in the project vicinity

1.11. Discretionary Approvals Required

Discretionary approvals are required to implement the proposed development project. These concurrent or subsequent approvals shall be within the scope of the Environmental Impact Report.

¹ Marina del Rey Local Coastal Program, Section e 1, Shoreline Pedestrian Access, page 1-7.

a. Specific Plan Amendment

An Amendment to the Specific Plan is required to allow a change of land use classification from Public Facilities to Boat Storage² with the Waterfront Overlay Zone (the "WOZ")³ on the Land Side to allow for the dry stack storage use and to expand along Fiji Way, the WOZ pattern which current exists on the two Parcels immediately west (Parcels 53 and 54). Additionally, the County is requesting an Amendment to the Specific Plan to add the Public Facilities land use classification to Parcel 49M to allow for the development of the Department of Beaches and Harbors headquarters (a portion of which is currently housed in Parcel GG) on this site.

Table 1 - Proposed Changes to Land Use Classification

Property	Size	Land Use Classification	
		From	To
Water Side	1.11 acres	Water	Water
Land Side	3.09 acres	Public Facilities	Boat Storage + WOZ

b. Local Coastal Program Amendment - Project Specific

An amendment to the LCP, approved by the Commission, is necessary to allow for the amendment to the Specific Plan as described above. As stated in the Specific Plan, "amendments to the County Code that affect sections cited in this Specific Plan shall not apply to this Specific Plan until certified as amendments to the LCP by the California Coastal Commission."⁴ To maintain LCP consistency, along with the Specific Plan Amendment, the LUP shall have to be updated to reflect the change of classification on the property from Public Facilities to Boat Storage with the WOZ and to add the Public Facilities classification to Parcel 49M. This would include but may not be limited to updating the description of the Mindanao Development Zone in the Specific Plan and the LUP as well as the labeling of Exhibits 2, 12, 13 & 17 in the Specific Plan and Maps 7, 16, 17 and 21 in the LUP. Table 2 below provides a summary of the changes to the LCP. Table 3 below provides a summary of changes to the Local Implementation Plan ("LIP"). Proposed deletions are indicated by ~~strikeout~~, and proposed additions are indicated with **bold** typeface. Exhibit 8 – Proposed LCP Land Use Designations (page 19) depicts the existing and proposed land use designations for the site.

c. Local Coastal Program Amendment - Marina-Wide

The Applicant requests changes to the Water land use classification to allow boat storage facilities on a parcel's water side. Specifically, the Amendment request includes: 1) a text amendment to LACC §22.46.1670.B to add "Dry stack storage attached to a landside structure" to the list of *Permitted Uses*; and 2) a text amendment to LACC §22.46.1690 to allow dry stack storage facilities on the water-designated portion of a parcel at the heights allowed by the land use category on the land side of a parcel.⁵

² Marina del Rey Specific Plan, LACC §22.46.1480.

³ Marina del Rey Specific Plan, LACC §22.46.1700.

⁴ LACC §22.46.1030

⁵ The primary land use category on the land side is Boat Storage. Per §22.46.1490, Boat Storage allows heights to "a maximum of 25 feet, except that dry stack storage uses may be allowed a maximum of 75 feet when allowed by Site-Specific Development Guidelines." Per §22.46.1880, the Site-Specific Development Guidelines for the Property allow heights up to 75 feet when an expanded view corridor is provided.

Table 2 – Proposed Amendments to the Marina del Rey Land Use Plan

SECTION (PAGE)	PROPOSED CHANGE															
LUP Text Amendments																
A.1. Shoreline Access (Page 1-3)	Public (County) property, subject to restrictions – Parcel GG 49M at the eastern end of Basin H.															
A.1. Shoreline Access (Page 1-6)	Public safety concerns dictate excluding the public from areas maintaining potentially hazardous activities, such as boat yards, dry stack storage facilities , maintenance yards, flood control projects, Southern California Gas Company facilities, and private launching facilities.															
A.1. Shoreline Access (Page 1-6)	Minimum Awareness: Shoreline adjacent to private and commercial uses like apartments, and boat clubs. and dry stack facilities.															
A.1. Shoreline Access (Page 1-7)	3. All development in the existing Marina shall be designed to improve access to and along the shoreline. All development adjacent to the bulkhead in the existing Marina shall provide pedestrian access ways, benches and rest areas along the bulkhead, except where safety may be compromised, such as boatyards and dry stack facilities.															
A.2. Recreation & Visitor-Serving Facilities (Page 2–5)	Lot 52R is being proposed as the site for a dry stack facility. the new office headquarters for the Dept. of Beaches and Harbors. The Waterfront Overlay Zone is applied to the landside portion of this parcel in order to insure that opportunities for public access are not limited except with respect to the allocated development intensity. If a use other than Boat Storage is proposed a same-size Boat Storage facility shall be located elsewhere in Marina del Rey. A The new office will be relocated to Parcel 49M. necessitated when the current office site on Parcel 62 is demolished to make way for the new marina channel entrance for Area A. A yet to be determined number of public parking spaces will be incorporated into the design of this new office facility.															
A.2. Recreation & Visitor-Serving Facilities (Page 2–6)	FIGURE 3 COUNTY OWNED PARKING LOTS <table border="1"> <thead> <tr> <th>Lot</th> <th>Parcel</th> <th>Address</th> <th>Capacity</th> <th>Remarks</th> </tr> </thead> <tbody> <tr> <td>4</td> <td>49M</td> <td>13500 Mindanao Way</td> <td>227 (min.)</td> <td>Replacement Parking (124 existing, 103 Pcl FF)</td> </tr> <tr> <td>—</td> <td>52</td> <td>13051 Fiji Way</td> <td>245</td> <td>Temporary Parking</td> </tr> </tbody> </table>	Lot	Parcel	Address	Capacity	Remarks	4	49M	13500 Mindanao Way	227 (min.)	Replacement Parking (124 existing, 103 Pcl FF)	—	52	13051 Fiji Way	245	Temporary Parking
Lot	Parcel	Address	Capacity	Remarks												
4	49M	13500 Mindanao Way	227 (min.)	Replacement Parking (124 existing, 103 Pcl FF)												
—	52	13051 Fiji Way	245	Temporary Parking												
A.2. Recreation & Visitor-Serving Facilities (Page 2–8)	No designated public parking areas, including, but not limited to Lots OT, UR or FF, except for Temporary Parking areas , shall be converted to uses other than public parking or public park purposes.															
A.3. Recreational Boating (Page 3-3)	Boats stored at parcel 52 will be brought by trailer to the ramp or will use an on-site hoist. In addition, the lessee of parcel 53 is designing a 140 boat dry stacked storage facility. A dry stack storage facility is proposed for Parcel 52R and mast-up storage with an on-site launch hoist is proposed for Parcel GG. The Water Overlay Zone will provide an opportunity for other potential visitor serving amenities of a limited character (such as a beverage facility at the park, boat rentals, bike rentals, and the like).															

SECTION (PAGE)	PROPOSED CHANGE
A.3. Recreational Boating (Page 3-5)	Deck storage for sailboats may be constructed on a portion of parcel 49 and dry stack storage may be constructed on parcels 52R, GG 53 or on other parcels with a marine commercial or visitor serving commercial designation, as long as public parking and views are preserved and adequate public parking is made available.
C.8. Land Use Plan (Page 8-11)	Water: Permitting recreational uses, wet boat slips, dry stack storage attached to a landside structure , docking and fueling of boats, flood control and light marine commercial.
C.8. Land Use Plan 9. Mindanao DZ (Page 8-18)	WOZ Parcel 52R - Public Facility Boat Storage - Water WOZ Parcel GG - Public Facility Boat Storage - Water
C.8. Land Use Plan 9. Mindanao DZ (Page 8-18)	Parcel 49M - Parking - Public Facilities
LUP Map Amendments	
C.8. Land Use Plan (Map 17: Mindanao DZ Land Use) (Maps 7, 16 & 21)	52R (land): Boat Storage + Waterfront Overlay 52R (water): Water GG (land): Boat Storage + Waterfront Overlay GG (water): Water
C.8. Land Use Plan (Map 17: Mindanao DZ Land Use) (Maps 7 & 16)	49M: Parking + Public Facilities
LIP Text Amendments	
LACC 22.46.1080	- Water: A category for recreational use, wet boat slips, dry stack storage attached to a landside structure , docking and fueling of boats, flood control and light marine commercial.
LACC 22.46.1670.B	B. The following permitted uses: - Bicycle and pedestrian path rights-of-way - Boat docks, piers; - Boating-related equipment storage; - Dry stack storage attached to a landside structure; - Public view areas; - Schools for boating, sailing and other marine-related activities in which teaching is done on the water; - Wet slips.
LACC 22.46.1690	These standards shall apply for all uses in the Water category: - Building height is limited to a maximum of 15 feet, except that dry stack storage facilities shall be allowed at heights permitted by the land use category on the land side of the parcel; - Development of new boat slips must be accompanied by adequate parking and land-side facilities, including boater restrooms.

SECTION (PAGE)	PROPOSED CHANGE
LACC 22.46.1880	<ul style="list-style-type: none"> - Parcel 52R Categories: Public Facilities Boat Storage Waterfront Overlay Water - Parcel GG Categories: Public Facilities Boat Storage Waterfront Overlay Water
LACC 22.46.1880	<ul style="list-style-type: none"> - Parcel 49M Categories: Parking Public Facilities
LACC 22.46.1880	<p>Required public improvements:</p> <p>-- On Parcels 52R, GG, 53 and 54, said promenade shall only be constructed along the water if determined to be safe. and shall connect the promenade to Fiji Way Access to the waterfront shall be provided along the property line between Parcels 52R and 53. A view park shall be constructed in lieu of the promenade.</p> <p>-- In the event that a dry stack facility is not constructed on Parcel 52R, no other use may be established until such time as a new site for a dry stack facility is designated in Marina del Rey.</p>
LIP Map Amendments	
Section (Map Name)	Proposed Change
LACC 22.46 (Exhibit 2: Land Use Plan) (Exhibit 13: Mindanao DZ) (Exhibits 12 & 17)	52R (land): Boat Storage + Waterfront Overlay 52R (water): Water GG (land): Boat Storage + Waterfront Overlay GG (water): Water
LACC 22.46 (Exhibit 2: Land Use Plan) (Exhibit 13: Mindanao DZ) (Exhibit 12)	49M: Parking + Public Facilities

Table 3 – Local Implementation Plan (LIP) Text Amendments

Section (Page)	Current Text	Proposed Change
LIP Text Amendments		
22.46.1680	<p>Property in the Water category may be used for:</p> <p>A. The following uses, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit for:</p> <ul style="list-style-type: none"> - Access to property lawfully used for a purpose not permitted in the Water category; - Boat fuel docks; - Boat repair docks; - Boathouses, rowing clubs and facilities associated with crew racing; - Docking facilities for charter boats, sightseeing tours, party boats, etc.; - Oil and gas wells and observation facilities; - Publicly owned uses necessary to the maintenance of the public health, convenience or general welfare; - Signs as provided in Part 10 of Chapter 22.52 and in §22.46.1060 of this Specific Plan. 	<p>Property in the Water category may be used for:</p> <p>A. The following uses, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit for:</p> <ul style="list-style-type: none"> - Access to property lawfully used for a purpose not permitted in the Water category; - Boat fuel docks; - Boat repair docks; - Boat storage, including dry stack - Boathouses, rowing clubs and facilities associated with crew racing; - Docking facilities for charter boats, sightseeing tours, party boats, etc.; - Oil and gas wells and observation facilities; - Publicly owned uses necessary to the maintenance of the public health, convenience or general welfare; - Signs as provided in Part 10 of Chapter 22.52 and in §22.46.1060 of this Specific Plan.
22.46.1690	<p>These standards shall apply for all uses in the Water category:</p> <ul style="list-style-type: none"> - Building height is limited to a maximum of 15 feet; - Development of new boat slips must be accompanied by adequate parking and land-side facilities, including boater restrooms. 	<p>These standards shall apply for all uses in the Water category:</p> <ul style="list-style-type: none"> - Building height is limited to a maximum of 15 feet, except that dry stack storage facilities shall be allowed at heights permitted by the land use category on the land side of the parcel; - Development of new boat slips must be accompanied by adequate parking and land-side facilities, including boater restrooms.
22.46.1880	<ul style="list-style-type: none"> - Parcel 52 Categories: Public Facilities Water - Parcel GG Categories: Public Facilities Water 	<ul style="list-style-type: none"> - Parcel 52R Categories: Public Facilities Boat Storage Waterfront Overlay Water - Parcel GG Categories: Public Facilities Boat Storage Waterfront Overlay Water

Section (Page)	Current Text	Proposed Change
22.46.1880 Required public improvements:	- On Parcels 53 and 54, said promenade shall only be constructed along the water if determined to be safe, and shall connect the promenade to Fiji Way along the property line between Parcels 52 and 53.	- On Parcels GG, 52R , 53 and 54, said promenade shall only be constructed along the water if determined to be safe. A and shall connect the promenade to Fiji Way along the property line between Parcels 52R and 53 shall connect Fiji Way to the waterfront.
LIP MAP AMENDMENTS		
Section (Map Title)	Current Map Labels	Proposed Change
22.46 (Exhibit 2: Land Use Plan) (Exhibit 13: Mindanao DZ) (Exhibits 12 & 17)	52R (land): Public Facilities 52R (water): Water GG (land): Public Facilities GG (water): Water	52R (land): Boat Storage + Waterfront Overlay 52R (water): Water GG (land): Boat Storage + Waterfront Overlay GG (water): Water

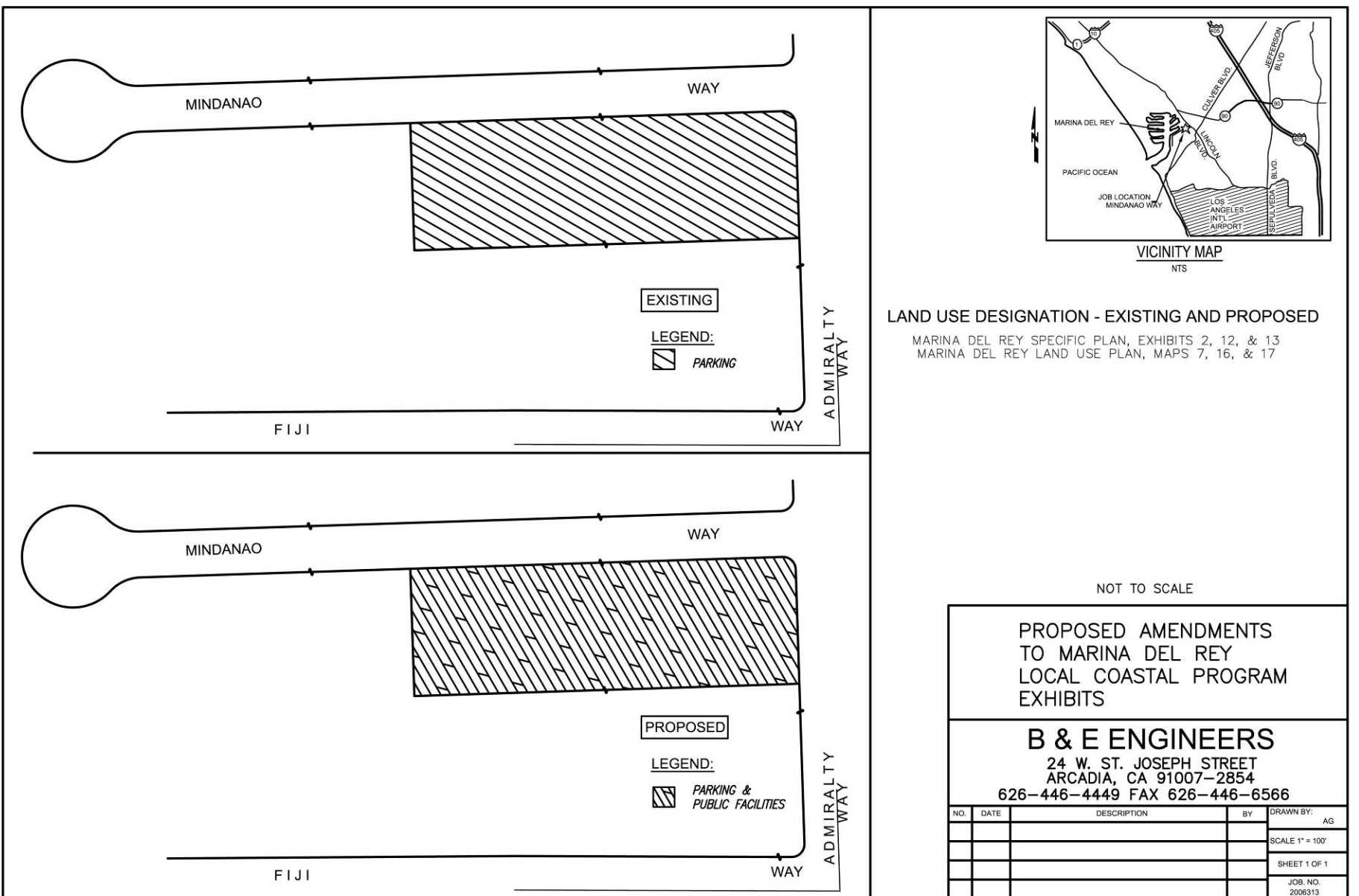
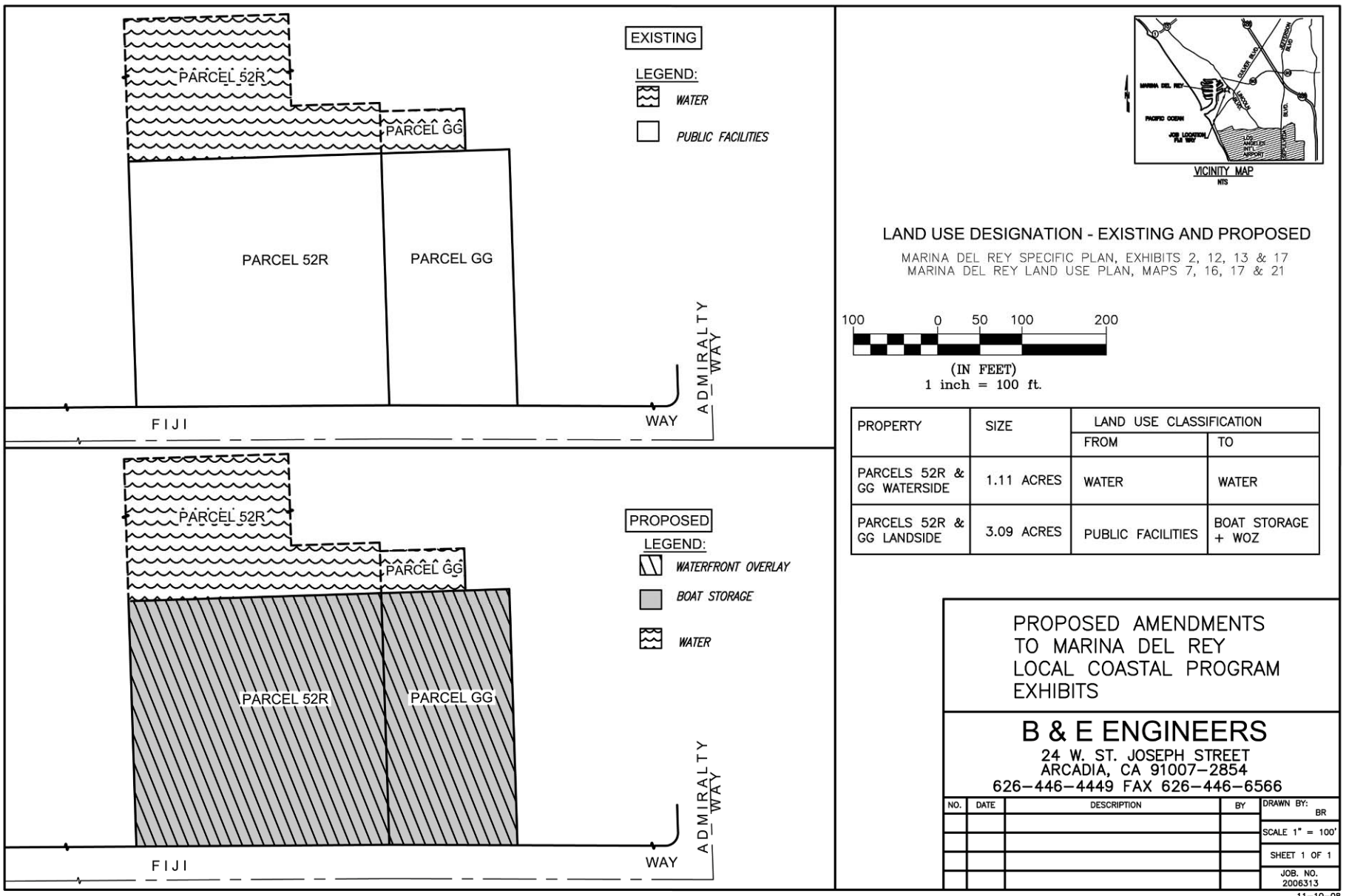


Exhibit 8 – Proposed LCP Land Use Designations

d. Conditional Use Permits

Per LACC §22.46.1480, regarding Boat Storage uses, a Conditional Use Permit (a “CUP”) is required for dry stack boat storage buildings and publicly owned uses necessary to the maintenance of the public health, convenience or general welfare (the Boatwright facility). Further, per LACC §22.46.1680, regarding Water uses, the Project will require a CUP to allow for ancillary, dockside fueling of tenants’ boats.

e. Coastal Development Permit

Approval of a Coastal Development Permit (“CDP”) is required to permit construction within the Specific Plan area,⁶ to evoke the authority to locate the pedestrian promenade away from the waterfront in the interest of public safety,⁷ and to allow a structure within 15 feet of the bulkhead.⁸ The LUP requires that all applications for development go through the Coastal Development Permit process and provide evidence of consistency with Coastal Act policies and the LCP⁹. The Applicant requests that the CDP be conditioned to allow only those uses allowed for in the Boat Storage land use category under this CDP, providing assurance to the community as to the scope of the Project.

f. Parking Permit

A Parking Permit will be requested to permit the provision of on-site parking at a ratio of 0.36 cars per boat space as well as valet parking.¹⁰ The use of valet parking would be instituted only in select instances to ensure that parking demand does not reach capacity. Per the Architectural Standards, dry land boat storage uses must provide parking at a rate of one-half car parking space per boat space provided¹¹ and per the LACC spaces shall be required for the Boatwright portion of the accessory facility as determined by the Director of Planning¹².

g. Setback Variance

A variance will be requested to allow for variation from the standards of LACC §22.46.1490 which sets forth a rear setback of 5 feet. The over-the-water design of the boat storage structure does not comply with this requirement, when measured from the bulkhead. While the Property’s leasehold “property line” extends some 200 feet into the basin channel, the Applicant takes a conservative approach in measuring the setback from the edge of the Land Side. Further, the Variance request is in line with the requirements of the Architectural Standards which state that no structure be permitted within 15 feet from the face of the bulkhead.

1.12. Other Public Agencies Whose Approval Is Required

In addition to an amendment to the Local Coastal Program, other discretionary approvals are required to implement the proposed development project. Other public agencies whose review or approval is required include:

- California Coastal Commission
- Army Corps of Engineers
- Regional Water Quality Control Board
- California Department of Fish and Game
- United States Coast Guard

⁶ Marina del Rey Specific Plan, LACC Section 22.46.1110.

⁷ Per LACC 22.46.1160, relocation of public access can be incorporated into the conditions of a CDP.

⁸ Manual of Architectural Standards, Page 52.

⁹ Marina del Rey Land Use Plan, February 8, 1996: page 8-9.

¹⁰ Marina del Rey Specific Plan, LACC Chapter 22.56 Part 7.

¹¹ Manual of Architectural Standards, Page 10.

¹² LACC 22.52.1220

2. Initial Study Checklist

The Initial Study and Notice of Preparation for the project were prepared in accordance with CEQA Guidelines §15063 which states:

"Following preliminary review, the lead agency shall conduct an initial study to determine if the project may have a significant effect on the environment. If the lead agency can determine that an EIR will clearly be required for the project, an initial study is not required but still may be desirable.

The County of Los Angeles, as lead agency, has determined that there is substantial evidence that the proposed project may cause a significant effect on the environment. Based on this determination, and in accordance with CEQA Guidelines §15063, the lead agency is required to prepare an Environmental Impact Report (EIR).

Environmental Factors Potentially Affected:

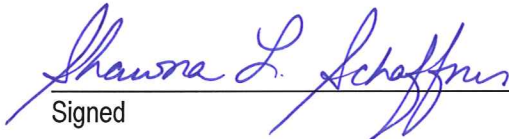
The environmental factors checked below would be potentially affected by that project, involving at least one impact that is a "Potentially Significant Impact" or "Potentially Significant Impact Unless Mitigation Incorporated" as indicated by the checklist on the following pages.

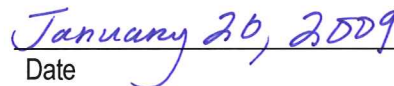
<input checked="" type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Mineral Resources
<input type="checkbox"/>	Agricultural Resources	<input checked="" type="checkbox"/>	Noise
<input checked="" type="checkbox"/>	Air Quality	<input type="checkbox"/>	Population / Housing
<input checked="" type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Public Services
<input type="checkbox"/>	Cultural Resources	<input checked="" type="checkbox"/>	Recreation
<input checked="" type="checkbox"/>	Geology / Soils	<input checked="" type="checkbox"/>	Transportation / Traffic
<input checked="" type="checkbox"/>	Hazards and Hazardous Materials	<input checked="" type="checkbox"/>	Utilities / Service Systems
<input checked="" type="checkbox"/>	Hydrology / Water Quality	<input checked="" type="checkbox"/>	Mandatory Findings of Significance
<input checked="" type="checkbox"/>	Land Use / Planning		

Environmental Determination (to be completed by the Lead Agency)

On the basis of this initial evaluation:

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


Signed


Date

Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, “Earlier Analysis,” may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. the significance criteria or threshold, if any, used to evaluate each question; and
 - b. the mitigation measure identified, if any, to reduce the impact to less than significance.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	X			
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	X			
II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X
III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?		X		
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	X			
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?		X		

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		X		
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			X	
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?				X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?				X
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:		X		
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?	X			
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?		X		
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		X		
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X		
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?		X		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X	
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X
VIII. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?		X		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				X
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?				X
f) Otherwise substantially degrade water quality?		X		

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	X			
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
j) Inundation by seiche, tsunami, or mudflow?			X	
IX. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	X			
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?			X	
X. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X
XI. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		X		
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
XIII. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?		X		
Police protection?			X	
Schools?				X
Parks?				X
Other public facilities?	X			
XIV. RECREATION --				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?		X		
XV. TRANSPORTATION/TRAFFIC -- Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?		X		
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?		X		
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e) Result in inadequate emergency access?				X
f) Result in inadequate parking capacity?	X			

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X
XVI. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		X		
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	
XVII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	X			
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

3. Environmental Analysis

3.1. Aesthetics

a) *Would the project have a substantial adverse effect on a scenic vista? (Less Than Significant Impact)*

The proposed project will introduce a boat storage structure on site as well as a two story office/customer lounge and Sheriff's Boatwright/Lifeguard shop. The dry stack boat storage is planned to be built on parcel 52R and would overhang over the marina by approximately 45 feet on the eastern side, and approximately 97 feet on the western side. The boat storage facility has been designed to accommodate up to 345 boats and 28 boat trailers.

The proposed structure would be approximately 70 feet in height. The gantry crane, track, and protective covering will span approximately 61 feet in width, run the length of the building, and extend approximately 82 feet in height at the highest point. The protective covering, or roof, will cover the crane and track, and offer shielding from the elements. The roof covering the crane will be approximately 12 feet taller than the roof covering the rest of the structure, which will be approximately 70 feet in height, as stated above. Finally, because of the gentle slope of the project site, which descends approximately seven feet from the street to the bulkhead, the dry stack structure will be approximately 63 feet tall from Fiji Way to about 70 feet tall along the water. Due to the differential in the grade of the site, the crane and protective covering will range from approximately 75 feet to 82 feet in height.

The structure will be visible from areas surrounding Basin H as well as from the marina. The predominant building material for the boat storage facility will be translucent grey and white polycarbonate panels, or a similar material, that allow for the absorption of light into the structure during the day. The structure will also have plaster walls that are grey/dark blue in color; however, the structure will be predominantly grey and white, as a majority of the structure will be comprised of the panels. The office/customer lounge and Sheriff's Boatwright/Lifeguard shop will be comprised of a combination of dark blue painted plaster walls and an insulated translucent plastic material. The proposed development on site will decrease the view of the marina from Fiji Way compared to the existing setting. Under the proposed project, approximately 50 percent of the site will remain open and will provide view corridors to the water. The EIR will contain a detailed analysis of the project's affect on scenic vistas throughout Marina del Rey.

b) *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Less Than Significant Impact)*

The Marina del Rey Local Coastal Program (LCP) characterizes Fiji Way as a scenic highway. Thus, the project site is visible from a scenic highway and could potentially impact scenic views from the highway to the water. The existing setting allows for uninterrupted views of the marina from Parcel 52R across Basin H. These views will be impacted by the proposed project. However, as part of the proposed project, a significant view corridor will be provided in accordance with the LCP. The EIR will contain a detailed analysis of the project's view corridors.

c) *Would the project substantially degrade the existing visual character or quality of the site and its surroundings? (Potentially Significant Impact)*

The proposed boat storage project is consistent with adjacent uses which include a public boat launch, dry storage, and a boat repair and maintenance facility. However, the project would add a new height and mass component to Fiji Way that does not currently exist. The project has been designed to maximize view corridors, and the boat storage structure will provide architectural articulation and

varying colors to break up the massing. The project will limit views of Basin H from Fiji Way. A detailed analysis of aesthetic impacts will be provided in the EIR, and will include visual simulations and elevations of the proposed project. Aesthetics impacts are considered potentially significant.

- d) *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Potentially Significant Impact)*

The boat storage structure has been designed with a unique architectural cladding that absorbs light and allows it to penetrate through the structure, providing all necessary day time lighting. Approximately 40 footcandles of down light will be used to illuminate the storage facility at night. This nighttime lighting will give the structure a soft glow. Light levels at night will be adequate to provide safe working levels for the crane operation and staff. The parking lot will be lit at minimum legal levels. Additionally, cutoff fixtures will be used in the parking lot and on the office/Boatwright building, which will direct light down and will confine light to the project site. The materials used for the boat storage facility and the visitor lounge/office and Boatwright facility will be made of non-reflective materials which absorb light, reducing the amount of glare. It is not anticipated that the project will create a new source of substantial glare, because non-reflective building materials will be used and reflective surfaces on site (such as parked cars) will not be greater than current site conditions. Project lighting will be fully analyzed in the EIR.

3.2. Agricultural Resources

- a) *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use? (No Impact)*

The project site is not identified as Prime Farmland, Unique Farmland or Farmland of Statewide Importance. The site is already developed and is located in an urbanized area. No impacts on agricultural resources will occur as a result of project implementation.

- b) *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract? (No Impact)*

The project site is not located in an area zoned for agricultural use, nor is it under a Williamson Act contract. No impacts will occur as a result of project implementation.

- c) *Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? (No Impact)*

No farmland exists on or near the project site. No Farmland will be converted to non-agricultural use. No impacts will occur as a result of project implementation.

3.3. Air Quality

Global climate change is essentially a change in the Earth's average weather, which can be measured by changes in temperature, precipitation and wind. Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, called for the California Air Resources Board (CARB) to develop regulations regarding how the State of California would address global climate change. Although there are currently no official thresholds or methodologies for determining the significance of a project's potential to contribute to greenhouse gasses in CEQA documents, an analysis will be completed for the proposed project because it has the potential to contribute to climate change. A full quantitative analysis will be performed in the Environmental Impact Report to assess the project's potential impacts to climate change.

a) *Would the project conflict with or obstruct implementation of the applicable air quality plan? (Less Than Significant With Mitigation Incorporated)*

Marina del Rey is located in the South Coast Air Basin (SCAB) and is subject to standards and practices of the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB). Additional regulations are governed by the EPA and Southern California Association of Governments (SCAG). SCAG has the primary responsibility for writing the federally mandated Air Quality Management Plan (AQMP). New development is required to comply with AQMP standards. The project will be subject to all applicable regulations and standards.

The proposed project could potentially conflict with or obstruct implementation of the applicable air quality plan. The project will result in new sources of emissions from operation of the mechanical equipment on site, such as the crane, and from new boats in the marina. Emissions will also be generated during the project construction. A detailed air quality report is in the process of being prepared. The air quality report will assess the impacts of the project and will identify mitigation measures to reduce impacts.

b) *Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Less Than Significant With Mitigation Incorporated)*

Both short-term (construction) and long-term (operation) of the proposed project could potentially violate air quality standards and could contribute to air quality violations. The new boats that will utilize the dry stack storage facility could increase the amount of pollutants in the project area because more boats will be introduced to Marina del Rey. In addition, the operation of the crane that will move the boats could also increase pollutants. It is important to note that the boat repair facility located inside the boat storage structure will prevent pollutants from escaping and will control volatile organic compounds (VOCs), which reduce the impacts of the project on air quality. The extent of project impacts will be assessed in the project's air quality study. See response to 3.3(a) above.

c) *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? (Potentially Significant Impact)*

The project could potentially result in a cumulatively considerable net increase in criteria pollutants during construction and thus, could impact air quality. Air quality impacts will be addressed in the project's air quality study and analyzed in detail in the EIR.

d) *Would the project expose sensitive receptors to substantial pollutant concentrations? (Less Than Significant Impact)*

The project will not expose sensitive receptors to pollutant concentrations because no sensitive receptors exist near the project site. There are no schools within one quarter mile of the project site and the nearest residential land use (Villa Venetia) is more than one quarter mile from the site. Impacts will be less than significant.

e) *Would the project create objectionable odors affecting a substantial number of people? (Less Than Significant Impact)*

The project is not anticipated to generate objectionable odors that would affect a substantial number of people because the proposed project will not contain uses that are odor generating. The indoor boat repair facility located inside the boat storage structure will allow for work on boats to take place inside, which decreases the release of pollutants and odors.

3.4. Biological Resources

- a) *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Less Than Significant With Mitigation Incorporated)*

Several reports have been/are being prepared to assess the impact of the project on biological resources. The Marine Biological Resource Assessment has been prepared jointly by Dr. Jeffrey Froke and Mr. Rick Ware. This report analyzes the short-term and long-term impacts of the proposed project on both terrestrial and marine species in the project area.

A bird study is in the process of being prepared by Dr. Jeffrey Froke. California Brown Pelicans and California Least Terns are known to forage in Marina del Rey. Additionally, Great Blue Herons are known to nest and forage within the area. However, no nests for California Brown Pelican, California Least Terns or Great Blue Herons occur on the project site. This study will analyze how the proposed project will impact several different bird species present in Marina del Rey, including but not limited to the California Least Tern, the California Brown Pelican and the Great Blue Heron.

An Eelgrass and Invasive Algae Survey /Impact Assessment are being prepared by Rick Ware. This report represents the findings of the surveys conducted for the presence of eelgrass and invasive algae on the project site. This report will also assess the potential environmental effects of construction and long-term operation of the project.

A Wind Impact Assessment has been prepared by RWDI, which assesses the effect of the proposed project on wind conditions at and near the project site. The assessment also analyzes the potential loss of surface winds that may occur if the proposed project was to be completed. Mitigation measures will be implemented to reduce impacts to species identified in the reports discussed above.

- b) *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service? (Less Than Significant With Mitigation Incorporated)*

See response to 3.4 (a) above. The project's impacts on biological resources will be analyzed in detail in the EIR.

The Ballona Wetlands Ecological Reserve (Ballona) is located immediately south of the project site, across Fiji Way. Project studies will focus on the indirect effect, and the potential impacts to Ballona. The EIR will include a detailed analysis of the project's potential impacts on Ballona. Mitigation measures focused on avoidance of impacts will be developed.

- c) *Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption or other means? (Less Than Significant With Mitigation Incorporated)*

The project involves fill of waters subject to Section 404 of the Clean Water Act. As part of the construction for the boat storage facility, several piles will be driven into the marina to secure the boat storage structure and the new dock structure. Mitigation measures will be implemented to reduce the impacts of the project. In addition, a Section 404 permit will be obtained for the project.

- d) *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (Less Than Significant With Mitigation Incorporated)*

The project site is not used as a wildlife corridor or wildlife nursery site. However, the site is adjacent to the Ballona Wetlands Ecological Reserve and wildlife may traverse the site to get to Basin H of the marina. The project introduces development to the site which would reduce access to the marina. However, approximately 50 percent of the site will remain open to the marina, which will allow access to and from the marina. The project is not anticipated to substantially interfere with migratory corridors because a large portion of the site will still be open to allow for the free movement of wildlife. The EIR will analyze potential impacts.

- e) *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Less Than Significant Impact)*

The proposed project would not conflict with any local policies or ordinances protecting biological resources. See responses 3.4(a) through (d) above.

- f) *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan? (Less Than Significant Impact)*

The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. The Ballona Wetlands Ecological Reserve is currently the subject of a habitat restoration planning process. The current draft plans involve restoration of wetlands in Area A, which is located south of the site across Fiji Way. The proposed project will not impact or restrict conservation/ restoration plans for the wetlands.

3.5. Cultural Resources

The Local Coastal Program (LCP) for Marina del Rey states that there are two known archaeological sites partially within the LCP study area and two partially adjacent to the LCP study area. The LCP also states that there is a limited potential for any additional archaeological and paleontological finds. A Phase I Archeological study was conducted for the project by Matthew A. Bost dated December 5, 2006. The survey and impact assessment was conducted to identify and evaluate any and all archaeological sites and historic properties that might exist on the project site. The survey included a review of records from the California State University (CSU) Fullerton South Central Coastal Information Center, which yielded no documentation of archaeological sites or historic structures on the project site. As described in the CSU Fullerton records, two archaeological surveys were conducted within the general project area and no prehistoric archaeological sites have been identified within one-quarter mile of the study tract.

The survey and impact assessment also involved a site visit by Mr. Bost. The site was traversed in north/south transects and all areas that could be reasonably expected to contain prehistoric cultural resources were thoroughly inspected. As detailed in the report, no archaeological sites or isolated artifacts were observed on any part of the proposed development zone. The Phase I reconnaissance-level survey of the project site resulted in no evidence of archeological resources.

The report stated that the field study was limited to a surface inspection and that it is possible that prehistoric archaeological materials could be unearthed during development. However, it is Mr. Bost's opinion that the likelihood of finding prehistoric archaeological materials is improbable. The report concluded that further archeological testing need not be undertaken and that the proposed project will

not have an adverse effect on any known archaeological or historical resources. The report recommended that should any remains be encountered during development, all earthwork shall stop in the immediate area of the finds, and that a professional cultural resource specialist be contacted so that appropriate protection measures can be undertaken. The project will be conditioned to ensure compliance with this measure.

- a) *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? (No Impact)*

The project would not cause a substantial adverse change in the significance of a historical resource. There are no historic structures on the project site and no impact would occur.

- b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (No Impact)*

The project would not cause a substantial adverse change in the significance of an archaeological resource. There are no known archaeological sites on the project site and no known prehistoric archeological sites have been identified within one-quarter mile of the project site. No impacts will occur.

- c) *Would the project directly or indirectly disturb or destroy a unique paleontological resource or site or unique geologic feature? (No Impact)*

The project would neither directly or indirectly destroy a unique paleontological resource or site or unique geologic feature since no such resources/features exist on site.

- d) *Would the project disturb any human remains, including those interred outside of formal cemeteries? (No Impact)*

No human remains are known to exist on site and no impacts will occur. The project will be conditioned to comply with grading regulations to ensure that no remains are disturbed.

3.6. Geology and Soils

- a) *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: i) Rupture of known earthquake fault? ii) Strong Seismic ground shaking? iii) Seismic related ground failure, including liquefaction? iv) Landslides? (Potentially Significant Impact)*

The proposed project is located in an area with known fault zones and seismic activity. The project site is not located on or near an Alquist-Priolo Earthquake Fault Zone. However, the project site is identified as being within a Liquefaction Zone per the State of California Seismic Hazard Zones Map and the Seismic Hazards map in the Marina del Rey Land Use Plan. A geotechnical study is currently being prepared for the project. The geotechnical study will include project specific mitigation measures to protect against liquefaction.

- b) *Would the project result in substantial soil erosion or the loss of topsoil? (Less Than Significant With Mitigation Incorporated)*

Erosion is a concern on project sites when soil or other materials lay dry during construction activities, creating dust, which can be carried away by wind, rain, or other elements. Standard construction practices will be implemented to prevent any erosion or loss of topsoil, such as temporary ground covers, desilting basins, and erosion dams. The EIR will identify specific Best Management Practices and mitigation measures that will reduce project impacts to a level of insignificance.

- c) *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (Less Than Significant With Mitigation Incorporated)*

The project site lies within a Liquefaction Zone per the State of California Seismic Hazard Zones Map. The project would not result in a landslide due to the relatively flat nature of the project site. Lateral spreading, subsidence and collapse could occur as a result of the fact that the project site is in a liquefaction zone. The geotechnical study that is currently being prepared will analyze these issues. See response to 3.6(a) above.

- d) *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (Less Than Significant Impact)*

It is not currently known whether the project site contains expansive soil, as defined in Table 18-1-B of the Uniform Building Code. A geotechnical study is currently being prepared. Specific mitigation measures will be identified in the geotechnical study which will reduce project impacts to a level of insignificance.

- e) *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? (No Impact)*

Septic or alternative disposal systems are not included in the project. The proposed project will have no impact because sewers are available for the disposal of wastewater.

3.7. Hazards and Hazardous Materials

A Phase I Preliminary Environmental Site Assessment was conducted for the project site by Methane Specialists. The Phase I report identified that two 1,000 gallon underground storage tanks that were removed from the site in 1998 had leaked, contaminating the soil on the project site. Contamination is limited to Parcel GG and is located near the south east portion of the site. The tanks leaked underneath the maintenance building, a portion of the maintenance yard and a portion of the parking lot fronting Fiji Way. Remediation is needed to clean up the pollution from the leaking underground storage tanks (LUSTS). The County of Los Angeles, as the landowner, is in the process of developing a plan for remediation. However, the full extent of the existing contamination and the level of clean up necessary are currently unknown. Remediation is likely take place concurrent with project construction. The remediation is independent of the proposed project.

- a) *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Less Than Significant With Mitigation Incorporated)*

The proposed project will not involve the routine transport of hazardous materials. However, potentially hazardous materials will be stored on site such as paints, solvents, and fuel. Hazardous materials shall be accessed by trained personnel only, and not the general public. Best Management Practices (BMPs) will be incorporated into the project to reduce the potential occurrence of upset or accident.

- b) *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Less Than Significant With Mitigation Incorporated)*

The proposed project could create a significant hazard to the public or environment relating to hazardous materials as such materials will be used and stored on site. However, such materials shall be accessed by trained personnel only, and not the general public. BMPs will be incorporated into the

project to reduce the potential occurrence of upset or accident. Additionally, mitigation measures will be incorporated into the EIR to further reduce any potential impacts of the project.

- c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (No Impact)*

Although the proposed project will handle hazardous materials on site (oils, paint, solvents, fuel), the project is not located within one-quarter mile of an existing or proposed school. Additionally, as described in 3.7(b) above, only trained personnel will have access to potentially hazardous materials. Impacts will be less than significant.

- d) *Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (Less Than Significant With Mitigation Incorporated)*

As detailed in the Waterboard Geotracker database, the project site is listed as a Leaking Underground Fuel Tank (LUFT) site. The project site is listed in the Environmental Data Resources, Inc. (EDR) Radius Report as a hazardous waste generator and a leaking underground storage tank (LUST) site. As described above the County of Los Angeles is in the process of assessing the extent of contamination from the LUST and is developing a remediation plan independent of the proposed project. The project site will be fully remediated prior to project operation.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (Less Than Significant Impact)*

The project is located approximately four miles from the Los Angeles International Airport and is not within the airport land use planning area. The proposed project is not anticipated to create a safety hazard for people residing or working in the project area. The proposed project will include a structure that is up to 70 feet tall, with the gantry crane and protective covering up to 82 feet tall, which is considerably shorter than a number of existing office and residential buildings in the vicinity. The proposed project will not interfere with air traffic.

- f) *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (No Impact)*

The project site is not located within the vicinity of a private airstrip and no impacts will occur as a result of project implementation.

- g) *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (No Impact)*

The project will not impair the implementation of an adopted emergency response or evacuation plan. Additionally, the project will not physically interfere with an adopted emergency response or evacuation plan. No impacts will occur.

- h) *Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (No Impact)*

The proposed project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires because the project site is not located in a high fire hazard area. The project site is located in a developed and urbanized area and is not subject to wildland fires. Area A of the Ballona Wetlands Ecological Reserve is located south of the site, and is the only natural area in the immediate

vicinity. Fire risk in a wetland is low. Final building plans for the project will be submitted for the Los Angeles County Fire Department's review. No impacts will occur with project implementation.

3.8. Hydrology and Water Quality

a) *Would the project violate any water quality standards or waste discharge requirements? (Less Than Significant With Mitigation Incorporated)*

The proposed project will be required to comply with all state and local regulations related to water quality standards and waste discharge. The project will be required to submit a Notice of Intent to the State Water Quality Control Board and obtain a Waste Discharge Identification number. Additionally, since the project is greater than one acre in size, the applicant shall be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) for project construction. The project will involve construction within public waterways, including dredging, and will require an Army Corps of Engineers (ACOE) Section 404 Permit and Regional Water Quality Control Board (RWQCB) Section 401 Water Quality Certification. The project will also include a boat wash down area. The runoff from the discharge area will be diverted to a filtration system prior to entering the sanitary sewer system.

Source control Best Management Practices (BMPs) and/or treatment control BMPs will be incorporated into the project design to reduce potential pollutants from entering the marina. BMPs will include bio-filtration and bio-retention swales. Additionally, detailed mitigation measures such as requiring filtration of runoff from parking lots and other impervious surfaces will be incorporated into the project. Extensive water quality BMPs will be incorporated into the project design to ensure that no impacts occur to water quality. The discharge from the boat wash-down area will be filtered before reaching the sanitary sewer system. The boat storage structure will also have catchment basins or filters that will catch runoff or leaks prior to discharge. Mitigation measures will also be incorporated where necessary to ensure protection of water quality.

The dry stack boat storage concept will result in water quality benefits when compared to wet boat slips. Dry boat storage spaces reduce the release of pollutants to surface waters when compared to wet boat slips. With wet boat slips, paint, fuel, oil and other pollutants can leak into the water over time. The dry stack boat storage is environmentally preferable to wet slips.

b) *Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (No Impact)*

The project will not impact groundwater supplies or groundwater recharge, as no groundwater will be drawn for site use. The project will increase the amount of pervious surface on site by more than 175 percent; however, the project will not interfere with groundwater. No impact to groundwater or groundwater recharge will occur with implementation of the proposed project.

c) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river in a manner which would result in substantial erosion or siltation on or off site? (Less Than Significant Impact)*

The project will not substantially alter existing drainage, including alteration of an existing stream or river. No streams or rivers are located on the site. Additionally, the drainage patterns of the site will be improved to divert runoff to bio-filtration systems. No impact will occur with implementation of the proposed project.

- d) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (No Impact)*

The proposed project would not alter the existing drainage pattern of the site or area. The proposed project will increase permeable surface approximately 175 percent from the existing setting. Additionally, runoff on the site will be diverted to bio-filtration systems, which will further reduce the amount of runoff discharged from the site. No impacts will occur.

- e) *Would the project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? (No Impact)*

As described in 3.8 (d) above, the project will increase permeable surface approximately 175 percent from the existing setting. The increase in permeable surface will decrease the amount of runoff produced by the project and discharged from the site. Additionally, runoff will be diverted to bio-filtration systems which will further reduce runoff on the site. The proposed project represents a significant benefit to water quality as compared to the existing setting. No impacts will occur.

- f) *Would the project otherwise substantially degrade water quality? (Less Than Significant With Mitigation Incorporated)*

The proposed project could potentially degrade water quality during both short-term construction activities and long-term operation. As described above in Section 3.8(a) BMPs will be incorporated into the project to reduce water runoff and discharge from the site. Mitigation measures will be included in the EIR to reduce impacts to water quality.

- g) *Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (No Impact)*

The project site is within a flood hazard zone. The water-side portion of the site is located within Flood Zone A2. The northern portion of the site is located within Flood Zone B, and the southern portion of the site is located in Flood Zone C. The proposed project includes the dry stack boat storage structure and an office and lounge building. The project would not place housing within a 100-year flood hazard area, as no housing is proposed. No impacts to housing will occur with project implementation.

- h) *Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows? (Potentially Significant Impact)*

The project is located in an identified flood hazard area. The project EIR will analyze the potential environmental impacts related to flood hazards and will include the following components: an evaluation of the existing groundwater levels on site, evaluation of the current and proposed drainage patterns on site, and evaluation of potential for flooding. Mitigation measures will be incorporated into the project to reduce impacts to an acceptable level.

- i) *Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (Less Than Significant Impact)*

See responses to Sections 3.8(g) and 3.8(h) above. No impact will occur with project implementation.

- j) *Inundation by seiche, tsunami or mudflow? (Less Than Significant Impact)*

The proposed project is a dry stack boat storage facility within Marina del Rey. While there is slight risk of a seiche or tsunami, such occurrences are not common within Marina del Rey. Additionally, there is limited risk of mudflow on the site. Project impacts will be less than significant.

3.9. Land Use and Planning

a) *Would the project physically divide an established community? (No Impact)*

The proposed project would not divide an established community. The project would significantly increase the number of boat storage spaces within Marina del Rey, and give the public increased opportunities and options as it relates to boat storage. The proposed project will not physically divide an established community, and no impact will occur.

b) *Would the project conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (Potentially Significant Impact)*

The County of Los Angeles General Plan and Zoning designations for the project site are "Specific Plan." The Marina del Rey Local Coastal Program designation for the project site is "Public Facilities." The proposed project would require amendments to the Local Coastal Program (LCP) Land Use Plan (LUP). An amendment of Parcels 52R and GG would be necessary to allow for the boat storage use. The LCP LUP designation for the site would be changed from Public Facilities to Boat Storage with a Waterfront Overlay over the land-side. Parcel 49M would be redesignated to Public Facilities to allow for the relocation of the County's administrative offices and a parking structure for County and public parking. The project EIR will include a detailed analysis of the necessary LCP amendment and the impacts of the amendment. Additionally, the EIR will include a detailed analysis of the project's compliance with the LCP policies and goals, including shoreline access, recreational and visitor-serving facilities, and recreational boating.

The proposed project would not conflict with an adopted plan intended to avoid or mitigate environmental effects.

c) *Would the project conflict with any applicable habitat conservation plan or natural community conservation plan? (Less Than Significant Impact)*

The proposed project would not conflict with any applicable habitat conservation plan or natural community conservation plan. The project site is not covered by a habitat conservation plan or a natural community conservation plan. However, the Ballona Wetlands Ecological Reserve is located immediately south of the site, across Fiji Way. An extensive planning process is currently underway to remediate habitat throughout the reserve. The timeline for adopting a plan for the Ballona Wetlands Ecological Reserve is unclear, and the planning process has been on-going for a number of years.

The proposed project will not interfere with the adoption or implementation of any such plan. Additionally, the proposed project will not have any direct physical effects on the Reserve.

3.10. Mineral Resources

a) *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (No Impact)*

The proposed project will not result in the loss of availability of either a known mineral resource or a locally important mineral resource recovery site. The project site is currently paved, and developed with a parking lot and County and Sheriff offices. The proposed project will not preclude access to mineral resources, should they be discovered to exist in the future. No impact will occur with the implementation of the proposed project.

- b) *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (No Impact)*

See response to item 3.10 (a) above. No impact will occur with the implementation of the proposed project.

3.11. Noise

- a) *Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Less Than Significant With Mitigation Incorporated)*

Potential noise impacts associated with the proposed project are related to construction activities, traffic, and operation of the machinery for the boat storage facility. The County of Los Angeles General Plan Noise Ordinance provides guidelines for the regulation of noise. In addition, a noise study will be prepared and included in the EIR related to the potential noise impacts of the proposed project.

Demolition and construction activities will generate short-term noise on the project site. Construction noise represents a short-term impact on ambient noise levels. Noise impacts will be fully analyzed in the noise study. All construction activity will be required to comply with the County's Noise Ordinance. Biological resources, such as known nesting areas and other sensitive habitat will be taken into account in the noise study. Any significant noise impacts identified in the EIR will be reduced through the application of mitigation measures.

- b) *Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Less Than Significant With Mitigation Incorporated)*

Construction activity for the proposed project could potentially produce groundborne noise levels. This is especially likely during demolition of the existing dock structure, and during pile driving activities. The County's standard construction regulations require that all construction vehicles or equipment, fixed or mobile, be equipped with properly operating and maintained mufflers to minimize noise and vibration. The noise study will include a detailed vibration assessment, and mitigation measures will be identified to reduce potential impacts.

- c) *Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Potentially Significant Impact)*

The proposed project will result in an incremental increase in noise levels in the project vicinity. The project noise study will determine whether the increase in noise levels is considered significant. The majority of noise generated on the site will be associated with the operation of the crane within the boat storage structure. It is important to note that the crane will be shielded on three sides, thus reducing operational noise. Noise will also be generated by new boats in the marina. See response to 3.11(a) above.

The long-term operation of the project will result in an increase in noise levels over existing conditions. However, the project site is located next to a boat repair and maintenance facility, which produces noise throughout the day. Additionally, the public boat launch ramp also produces noise as boats are launched and removed from the marina. The noise study will assess the potential impacts of the project. Any significant noise impacts identified in the EIR will be reduced through the application of mitigation measures. See. 3.11(a) above.

- d) *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Less Than Significant with Mitigation Incorporated)*

It is anticipated that the project will result in a substantial temporary impact to noise levels in the project vicinity due to demolition and construction activities; however, construction impacts are short-term, and mitigation measures will be incorporated to reduce levels to less than significant.

- e) *For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (No Impact)*

The nearest airport to the project site is the Los Angeles International Airport, located approximately four miles southeast of the project site. The project is not within the CNEL contour line for noise impact zones. Additionally, the project site is not within the Airport Environs Land Use Plan for any airport. The project will not expose people residing or working in the project area to excessive noise levels and no impact will occur.

- f) *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (No Impact)*

There is no private airstrip located within the vicinity of the proposed project. Therefore, the project will not expose people residing or working in the project area to excessive noise levels, and no impact will occur.

3.12. Population and Housing

- a) *Would the project induce substantial population growth in an area, either directly or indirectly? (No Impact)*

The proposed project will not directly induce substantial population growth, as the project will remain in the general existing boundaries of the site and the marina, and will not involve the construction of residential homes. The project will not indirectly induce substantial population growth. The project site is located in an area undergoing significant redevelopment; however, the provision of additional boat storage spaces to Marina del Rey will not induce population growth. Rather, the project will serve an existing demand. No impacts will occur with the implementation of the proposed project.

- b) *Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (No Impact)*

The proposed project will not displace housing, and no replacement housing will be necessary. No impact will occur with the implementation of the proposed project.

- c) *Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (No Impact)*

See 3.12 (b) above. No impact will occur with the implementation of the proposed project.

3.13. Public Services

- a) *Would the project result in substantial adverse impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services? Fire Protection? Police Protection? Schools? Parks? Other Public Facilities? (Potentially Significant Impact)*

The proposed project involves the construction of a dry stack boat storage facility and associated improvements. The project will require the relocation of existing governmental offices on Parcel GG to an alternate location within Marina del Rey. The project will also temporarily impact the Sheriff's Boatwright/Lifeguard facility, which will be reconstructed on-site. Extensive coordination between the project team and the Sheriff's Department will occur to ensure no adverse impacts on the Boatwright operation. The EIR will include a plan detailing how the County offices and Sheriff's/Lifeguard facilities will be accommodated to ensure minimal to no disruption of service.

The only public boat launch facility within Marina del Rey is located immediately northeast of the project site, at the terminus of Basin H. The proposed project will include new dock facilities that extend into Basin H up to 200 feet on the west side of the site and up to 147 feet on the eastern side of the site. A thorough navigational clearance assessment will be provided in the EIR to determine whether impacts on the public boat launch will occur. Best Management Practices and/or mitigation measures will be developed if necessary to reduce potential impacts from the Boat Central project on the public boat launch facility.

The proposed project will have adequate emergency access, and the project plans must be reviewed and approved by the Fire Department. The proposed project is not a use that creates a significant demand on fire protection services. The Fire Department will be consulted to ensure the project does not result in impacts on fire protection services. Additionally, the project is not anticipated to create a high demand for police protection services. The Sheriff's Department will be consulted to ensure the project does not impact police protection services. The proposed project will not impact schools as no new students or residents are created as part of the project. Additionally, the project will not impact parks. The project includes a public promenade and a view park, and will increase the amount of park space within Marina del Rey.

3.14. Recreation

- a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (No Impact)*

The proposed project will add 345 dry stack boat storage spaces, and 30 mast-up sail boat storage spaces to Marina del Rey. The project will significantly increase recreational opportunities within Marina del Rey. The project will also include a public promenade and a view park. The project will not increase use of existing neighborhood or regional parks, but rather will provide new recreational facilities. No impact will occur as a result of project implementation.

- b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? (Less Than Significant with Mitigation Incorporated)*

The proposed project includes recreational facilities, the construction of which may have adverse physical effects on the environment. A detailed analysis of the project's impacts on the environment will

be included in the EIR. Best Management Practices and mitigation measures will be incorporated into the project in an effort to reduce physical effects on the environment to a level of insignificance. Project impacts are potentially significant.

3.15. Transportation/Traffic

- a) *Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? (Less Than Significant With Mitigation Incorporated)*

The proposed project will result in a very small number of peak hour vehicle trips. A detail Traffic Impact Analysis is being prepared for the project, which will quantify project specific impacts of the project. Mitigation measures will be introduced where impacts occur. It is anticipated that project impacts will be reduced to a level of insignificance through implementation of mitigation measures.

- b) *Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? (Less Than Significant With Mitigation Incorporated)*

See response to 3.15(a) above. The proposed project will result in a very small number of peak hour vehicle trips. A detail Traffic Impact Analysis is being prepared for the project, which will quantify project specific, and cumulative or incremental impacts of the project. Mitigation measures will be introduced where impacts occur. It is anticipated that project impacts will be reduced to a level of insignificance through implementation of mitigation measures.

- c) *Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (No Impact)*

The proposed project will not result in a change to air traffic patterns. The proposed Boat Central project involves the construction and operation of a 70-foot-high dry stack boat storage facility. There are a number of high buildings within the project vicinity, and the introduction of the proposed structure will not result in any safety risks. No impact will occur as a result of project implementation.

- d) *Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (No Impact)*

The proposed project would not increase hazards due to a design feature or incompatible use. The proposed project would reduce the number of vehicular access points on the property to one, thereby streamlining circulation on the site. No adjoining roadways will be affected by the proposed project and no impacts will occur with project implementation.

- e) *Would the project result in inadequate emergency access? (No Impact)*

The project would not result in inadequate emergency access. Emergency access will be provided via Fiji Way through the primary driveway. Emergency access will also be provided on the western side of the structure along the public promenade. No impacts will occur to emergency access as a result of the proposed project.

- f) *Would the project result in inadequate parking capacity? (Potentially Significant Impact)*

The proposed project site contains a public parking lot with 237 free parking spaces. The parking is primarily used by charter boat passengers; however, the parking lot is frequently used by other visitors to the marina during weekends and other peak times. The parking is also used by motor homes and vans on a transient basis. The parking spaces currently located on Parcel 52R will be relocated off-site

by the County of Los Angeles. The parking for the charter boat use will be relocated to the Fisherman's Village, where a parking structure is planned. Parking used by the County offices will be relocated offsite as part of the office relocation. However, formal plans to relocate the balance of the parking have not been made. Additionally, if the parking is relocated to Fisherman's Village, it is not known when that project will be complete and parking will be available. If the public parking on parcel 52R is displaced prior to the availability of replacement parking at Fisherman's Village, alternate arrangements will be made to ensure the availability of temporary public parking until the ultimate parking lot is available. The project EIR will analyze the impact of relocating free parking to an off-site location.

The Marina del Rey Specific Plan requires parking at the ratio of one half (0.5) parking space per boat stored. This ratio is not supported by industry experience which has shown that a 0.25 parking ratio is adequate for this type of facility.¹³ A parking analysis was conducted in summer of 2007 by Hirsch/Green Transportation Consulting, Inc, which indicates that the proposed Project parking ratio of 0.32 (135 full size parking spaces, including 4 handicapped stalls) is more than adequate. Mitigation will be incorporated into the project requiring a valet parking plan for peak periods. For a limited number of peak periods (July 4, Labor Day) when boat usage may approach the capacity of the proposed on-site parking, a valet parking plan will be employed to add 21 additional spaces. The valet parking plan will provide an on-site parking ratio of 0.37 which would also be below the County standard of 0.5. Therefore, a parking variance will be requested to allow less parking than is required.

- g) *Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (No Impact)*

The proposed Boat Central project would not conflict with adopted policies, plans, or programs supporting alternative transportation. Additionally, bicycle storage racks will be incorporated into the customer lounge and office building to encourage employees and boaters to bike to the site. There would be no impacts on alternative transportation due to project implementation.

3.16. Utilities and Service Systems

- a) *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (No Impact)*

The proposed project will not exceed wastewater treatment requirements of the Regional Water Quality Control Board As described in 3.8(d), (e), and (f) above, the project will result in an improvement in water quality, and a reduction in runoff as compared to the existing setting. The project will incorporate BMPs and water quality treatment features to ensure that the project will not exceed wastewater treatment requirements. The project will result in an improvement in water quality, and an increase in permeable surface as compared to the existing setting. No impact will occur with project implementation.

- b) *Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Less Than Significant With Mitigation Incorporated)*

See response to item 3.16(a) above. The project will involve the construction of new water runoff treatment and filtration devices. These treatment devices will result in an improvement in water quality discharged from the site. However, all improvements will be contained to the project site, and no new water or wastewater treatment facilities will be required off-site. The construction of new treatment devices will not impact the existing infrastructure off-site, because less runoff will be diverted to the wastewater system.

¹³ Linscott, Law & Greenspan report on Boat Central proposed parking ratio.

A sewer line and a tidal conduit currently bisect the project site. The sewer line runs along the bulkhead, and the tidal conduit runs from Basin H through the site to the Ballona Wetlands Ecological Reserve. Potential impacts to utilities on the project site will be analyzed in detail in the project EIR. With implementation of mitigation measures to protect existing infrastructure, project impacts will be less than significant.

- c) *Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Less Than Significant)*

See response to items 3.16(a) and (b) above. All new treatment devices will be contained on-site, and will not require the expansion of existing facilities off-site. The project will result in a decrease in impervious surface and water runoff discharged from the site. Project impacts will be less than significant.

- d) *Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (Less Than Significant)*

The proposed project would require additional water supplies as compared to the existing setting. Currently, the County offices and Sheriff's Boatwright/Lifeguard facility utilize water. The Sheriff's Boatwright/Lifeguard facility will continue to use water as part of their daily operations. The project will incorporate a locker room facility, complete with showers and restrooms. The project will also include a boat wash-down area, which will create a new demand for water. However, the project does not involve uses that have intensive water demand, such as residential developments. The EIR will address the water demand of the proposed project.

- e) *Would the project result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (Less Than Significant)*

The project will result in an increase in wastewater generated on-site. However, the project's increase will be minimal because the uses are not considered high wastewater generators. The EIR will contain a detailed analysis of the wastewater treatment provider's ability to serve the site. The additional capacity or increase in demand that will result from project implementation will be low and impacts are anticipated to be less than significant.

- f) *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (Less Than Significant)*

The customer lounge and offices will generate a small amount of solid waste. Additionally, solid waste may be generated by the boaters utilizing the dry storage facility. However, the proposed project is not an intensive generator of solid waste and impacts are anticipated to be less than significant.

- g) *Would the project comply with federal, state and local statutes and regulations related to solid waste? (Less Than Significant)*

The proposed project would comply with federal, state, and local statutes and regulations related to solid waste. Since the project will result in a small increase in solid waste, impacts are expected to be less than significant.

3.17. Mandatory Findings of Significance

- a) *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Less Than Significant With Mitigation Incorporated)*

The project will not result in the substantial reduction in the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. No traces of artifacts or historical buildings are known to exist on site.

While the project will not threaten or eliminate wildlife, the proposed project has the potential to impact the California Least Tern and the Brown Pelican, both identified as endangered species by USFWS. In addition, dredging activities have the potential to degrade visibility in the water, impacting foraging ability for the Least Tern. However, mitigation measures will be included in the EIR to prevent potential significant impacts to wildlife to a level of insignificance.

- b) *Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, effects of other current projects and the effects of probable future projects.) (Potentially Significant Impact)*

Marina del Rey is currently experiencing a great deal of redevelopment. There are a number of active projects going on throughout the marina. More specifically, there are two known projects on Fiji Way, Fisherman's Village and Villa Venetia, which are at varying stages in the planning process. The project EIR will contain an in-depth cumulative impacts analysis focusing on these two nearby projects, and other known projects in the surrounding area.

- c) *Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? (Less Than Significant Impact)*

Environmental effects of the project are not anticipated to cause substantial adverse effects (either directly or indirectly) on human beings because environmental impacts resulting from the project will be lessened through mitigation.

4. References

Documents Consulted

- County of Los Angeles General Plan, adopted November 25, 1980 and the County of Los Angeles Streamlined General Plan
- County of Los Angeles General Plan Policy Maps:
- Relative Slope Stability Map
- Seismic Zones Map
- Special Management Area Map
- Conservation and Open Space Policy Map
- Marina del Rey Land Use Plan, a component of the Los Angeles County Local Coastal Program, February 8, 1996
- Methane Specialists, *Draft Phase I Preliminary Environmental Site Assessment*, August 3, 2007

Individuals and Organizations Consulted

- Association of Environmental Professionals, *Alternative Approaches to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents (Revised Draft)*, April 27, 2007
- Michael Kisko, Land and Water Use Scientist of the California Department of Conservation and Farmland Mapping Division
- Jennifer Carter, Van Wert, Inc.
- Roger Van Wert, Van Wert, Inc.
- Steve Matsler, B&E Engineering
- Jeff Pence, MDR Boat Central
- Tom Hogan, MDR Boat Central
- Kathleen Crum, CAA Planning
- Margaret Partridge, CAA Planning
- Shawna Schaffner, CAA Planning
- Paul Shaver, CAA Planning