COUNTY OF LOS ANGELES
DEPARTMENT OF REGIONAL PLANNING
320 WEST TEMPLE STREET
LOS ANGELES, CALIFORNIA 90012

MITIGATED NEGATIVE DECLARATION

PROJECT NUMBER: *R2009-00925 RENV200900056*

1. DESCRIPTION:

Applicant proposes the rehabilitation of the existing 149-unit Tahiti Marina apartment complex, which will include substantial renovation of the apartment building interiors and exteriors, both private and public areas, waterfront promenade, parking facilities and landscaped areas of the existing apartment complex. The project also includes an Option to Amend Lease Agreement for the subject Parcel 7, to be approved by the County Board of Supervisors prior to initiation of the proposed rehab work at the site. None of these improvements will change the intensity of use or density of the existing apartment complex.

2. LOCATION:

13900 Tahiti Way, Marina Del Rey

3. PROPONENT:

13900 Tahiti Harbor Ltd.

4. FINDINGS OF NO SIGNIFICANT EFFECT:

BASED ON THE ATTACHED INITIAL STUDY, IT HAS BEEN DETERMINED THAT THE PROJECT WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT WITH MODIFICATION AS IDENTIFIED ON THE PROJECT CHANGES/CONDITIONS FORM INCLUDED AS PART OF THE INITIAL STUDY.

5. LOCATION AND CUSTODIAN OF RECORD OF PROCEEDINGS:

THE LOCATION AND CUSTODIAN OF THE RECORD OF PROCEEDINGS ON WHICH ADOPTION OF THIS MITAGATED NEGATIVE DECLARATION IS BASED IS: DEPARTMENT OF REGIONAL PLANNING, 320 WEST TEMPLE STREET, LOS ANGELES, CA 90012

PREPARED BY: *Michael Tripp*
DATE: *March 15, 2010*

Tahiti Marina Apartments Renovation Project (Marina del Rey Parcel 7)
County Project No. R2009-00925/ Environmental Review No. RENV200900056
Mitigation Monitoring Program

Impact Mitigation	Responsible Agency or Party	Action Required	Monitoring Agency or Party	Timing
Noise				
1. All construction equipment, fixed or mobile, that is utilized on the site shall be in proper operating condition and fitted with standard factory silencing features. In areas where construction equipment (such as generators and air compressors) is left stationary and operating for more than one day within 100 feet of residential land uses, temporary portable noise structures shall be built. These barriers shall be located between the piece of equipment and sensitive land uses that preclude all sight-lines from the equipment to the residential land use(s). The County Building Official or a designee should spot check to ensure compliance.	Project Applicant	Properly maintain construction equipment and provide temporary portable noise structures, where applicable	Los Angeles County Department of Public Works	Throughout construction activities
2. Construction activities shall be restricted to between the hours of 7:30 a.m. to 6:00 p.m., and shall be prohibited on Sundays and legal holidays, in order to minimize noise disturbance on surrounding residences.	Project Applicant	Restriction on construction hours	Los Angeles County Department of Regional Planning	Throughout construction activities
3. Construction crews shall minimize engine idling in order to minimize noise disturbance on surrounding residences.	Construction contractor	Minimize idling of engine equipment	Los Angeles County Department of Regional Planning	Throughout construction activities
4. At least 14 days prior to initiation of any project-related construction activity, the applicant shall provide written notice to residents in the subject Tahiti Apartments complex and residents of the adjoining Marina Harbor and Bay Club apartments complexes on Tahiti Way of the anticipated duration of construction and anticipated activities prior to the start of construction. The notice shall provide a phone number where neighbors can register questions and complaints. Applicant shall provide for the maintenance a log of questions and complaints and	Project Applicant	Minimum 14-day advanced written notification to residents on Tahiti Way regarding construction	Los Angeles County Department of Regional Planning	Prior to start of construction

Impact Mitigation	Responsible Agency or Party	Action Required	Monitoring Agency or Party	Timing
reasonable efforts shall be made to respond to questions and address complaints received.		activities; maintenance of construction activity complaint line and log		
5. The applicant shall post a notice at the construction site indicating the type of project, duration of construction activities and the phone number where questions and complaints can be registered.	Project Applicant	Posting of notice	Los Angeles County Department of Regional Planning	Throughout construction activities
6. Staging and delivery areas shall be located as far as feasible away from existing residences. Deliveries and hauling activities shall be scheduled between 9:00 a.m. and 4:00 p.m., to the extent feasible, to minimize disturbance of residents in the area.	Project Applicant	Location of staged equipment to be as far as possible from residences and deliveries and hauling to be restricted to the hours noted	Los Angeles County Department of Regional Planning	Throughout construction activities
7. All compressors, air conditioning units and other noise generating equipment shall be placed away from all residential receptors. All units shall have noise reduction casing or bases.	Project Applicant	Location of noise generating equipment	Los Angeles County Department of Regional Planning	Throughout the life of the project
Water Quality				
8. Applicant shall comply with all pertinent NPDES requirements of the Regional Water Quality Control Board and the County Department of Public Works	Project Applicant	NPDES compliance	Los Angeles County Department of Public Works	Throughout construction activities
9. Hammers and other hydraulic attachments shall be protected from run-on and run-off by placing them on plywood and covering them with plastic or a comparable material prior to the onset of rain.	Project Applicant	Provide plywood and appropriate	Los Angeles County Department of Regional Planning	Throughout construction activities

Impact Mitigation	Responsible Agency or Party	Action Required	Monitoring Agency or Party	Timing
		covers for equipment		
10. Sandbag barriers shall be placed around the staging areas to control sediment and prevent run-off.	Project Applicant	Install sandbags	Los Angeles County Department of Regional Planning	Throughout construction activities
11. All debris and trash shall be disposed of in appropriate trash containers on land by the end of each construction day.	Project Applicant	Make available appropriate trash containers. Ensure proper disposal of debris and trash	Los Angeles County Department of Regional Planning	Throughout construction activities
12. Discharge of hazardous materials into the study area shall be prohibited.	Project Applicant	Prohibit discharge	Los Angeles County Department of Regional Planning	Throughout construction activities
Air Quality				
13. To reduce emissions during construction, the applicant shall implement the following actions and BMP's: • Construction parking shall be configured to minimize traffic interference. • Construction activities that affect traffic flow on the arterial system shall be scheduled at off-peak hours as permitted. • Truck deliveries will be consolidated when possible. • Maintain equipment and vehicle engines in good condition and in proper tune according to manufacturers' specifications and per SCAQMD rules, to minimize exhaust emissions. • Suspend use of construction equipment during second stage smog alerts. • Use electricity from power poles rather than temporary diesel- or gasoline-powered generators.	Project Applicant	Monitoring construction activity to ensure emissions are minimized as indicated	Los Angeles County Department of Regional Planning	Throughout construction activities

Impact Mitigation	Responsible Agency or Party	Action Required	Monitoring Agency or Party	Timing
• Use methanol- or natural gas-powered mobile equipment and pile drivers instead of diesel if readily available at competitive prices. • Use propane- or butane-powered on-site mobile equipment instead of gasoline if readily available at competitive prices.				
Biota				
13. Active bird nests are protected by the Migratory Bird Treaty Act (16 U.S.C. 704) and the California Fish and Game Code (Section 3503, 3503.5 and 3513). If activities associated with construction or grading are planned during the nesting/breeding season for native birds, generally January through March for early nesting birds (e.g., Coopers hawks or hummingbirds) and from mid-March through September for most bird species, the applicant shall have a qualified biologist conduct surveys for active bird nests. Pre-construction nesting bird surveys must be conducted weekly within 30 days prior to initiation of ground-disturbing activities to determine the presence/absence of active nests. The surveys shall continue on a weekly basis with the last survey being conducted no more than three days before the start of clearance/construction work. Surveys shall include examination of trees, shrubs, and the ground, within grasslands, for nesting birds, as several bird species known to the area are shrub or ground nesters, including mourning doves. Applicant shall submit all such surveys to Department of Regional Planning staff for review and inclusion in the case file. All bird nests that are found within the construction zone shall be protected by a buffer appropriate to the species observed, and demarcated by construction fencing or other means that will allow avoidance of the nests, until young birds have fledged and no continued use of the nest is observed. If ground-disturbing activities are delayed past the pre-construction survey, additional pre-construction surveys shall be conducted so that no more than three days will have elapsed between the survey and ground-disturbing activities.	Project Applicant	Conduct pre-construction bird survey and submit result to DRP; maintain buffer zones between project activities and active nests and demarcate any such buffer zones.	Los Angeles County Department of Regional Planning	Prior to any construction

Impact Mitigation	Responsible Agency or Party	Action Required	Monitoring Agency or Party	Timing
Utilities				
14. During construction, materials requiring disposal will be recycled to the extent feasible (untreated wood, concrete, asphalt, metals, glass, drywall, paper and rubble are potentially recyclable); other materials will be disposed of at local landfills as appropriate.	Project Applicant	Recycling of construction debris as feasible	Los Angeles County Department of Regional Planning	Throughout construction activities
15. During operation, a permanent full-service recycling program shall be implemented for residents and marina lessees that will include contracting for periodic onsite collection and physical improvements such as centralized receptacles to recycle paper, plastic, glass and metal waste products. The recycling program shall be fully maintained at all times by building management.	Project Applicant and Subsequent Owner(s)	On-site recycling services and facilities to be provided	Los Angeles County Department of Regional Planning	Throughout the life of the project
Geotechnical				
16. Proposed structures shall be designed in conformance with the requirements of the effective editions of the UBC and the County of Los Angeles Building Code. Prior to issuance of building permits for any new structures, applicant shall submit a geotechnical report for review and approval to the County Department of Public Works, to the satisfaction of said Department.	Project Applicant	Conformance with UBC and LA County Building Code and submittal of geotechnical report to LACDPW for new structures prior to building permit issuance, to the satisfaction of LACDPW	Los Angeles County Department of Public Works	Prior to issuance of building permit.
Flood Hazard				

Impact Mitigation	Responsible Agency or Party	Action Required	Monitoring Agency or Party	Timing
17. To properly engineer site drainage patterns in conformance with County Department of Public Works requirements, applicant shall submit a Drainage Concept to the Los Angeles County Department of Public Works for review and approval prior to issuance of grading or building permits.	Applicant	Submittal of Drainage Concept to LACDPW prior to issuance of grading or building permit	Los Angeles County Department of Public Works	Prior to issuance of building permit.
Traffic				
18. In order to reduce traffic circulation conflicts on Tahiti Way during project construction, applicant shall submit a construction traffic management plan to Los Angeles County Department of Public Works for review and approval prior to initiation of any construction-related work at the subject property.	Applicant	Submittal of construction traffic management plan to LACDPW prior to initiation of site work	Los Angeles County Department of Public Works	Prior to initiation of site work
Mitigation Compliance				
19. As a means of ensuring compliance of the above mitigation measures, the applicant and subsequent owner(s) are responsible for submitting an annual mitigation compliance report to the Los Angeles Department of Regional Planning for review, and for replenishing the mitigation monitoring account, if necessary, until such time as all mitigation measures have been implemented and completed.	Project Applicant and Subsequent Owner(s)	Submittal of annual mitigation compliance report; replenishing mitigation monitoring account	Los Angeles Department of Regional Planning	Annually until such time as all mitigation measures have been implemented and completed

STAFF USE ONLY

PROJECT NUMBER: *R2009-00925*
CASES: *RENV200900056*

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

COUNTY OF LOS ANGELES
DEPARTMENT OF REGIONAL PLANNING

GENERAL INFORMATION

I.A. Map Date: *May 2009* Staff Member: *Michael Tripp*

Thomas Guide: *702-A1* USGS Quad: *Venice*

Location: *13900 W. Tahiti Way, Marina del Rey, CA 90292*

Description of Project: *The proposed project (Tahiti Marina Apartments) is located on Parcel 7 at 13900 Tahiti Way in the unincorporated community of Marina del Rey. The subject parcel is approximately five acres in size and is leased from the County of Los Angeles. The proposed project requires a Coastal Development Permit to authorize the rehabilitation of the three-story 149-unit existing apartment complex located in one building over a 40- month time period, beginning on or about the first quarter of 2011. The proposed project includes substantial renovation of the apartment building interiors and exteriors, both private and public areas, waterfront promenade, parking facilities and landscaped areas of the existing apartment complex. The project also includes an Option to Amend Lease Agreement for the subject Parcel 7, to be approved by the County Board of Supervisors prior to initiation of the proposed rehab work at the site. The current renovation project does not entail any demolition or replacement of the existing Tahiti Marina boat slips; however, as part of the current renovation project, the existing anchorage lighting, electrical and water utility systems will be upgraded. The proposed project will not require grading or excavation activities. The proposed project will include the following renovation items for the complex:*

Apartment Building Façade: *The existing apartment building on the project site will be stripped of its current exterior façade. The exterior of the building will be upgraded using new materials and replacing windows and balconies for energy conservation.*

The Apartment Building Individual Unit Interiors: *All of the residential units located within the complex will be renovated. The renovation will include, new bathrooms and kitchens, washer and dryers, waste plumbing pipes, fixtures, electrical upgrades, technology infrastructure, and web-based amenities.*

Apartment Building Interior Common Areas: *The interior common areas of the existing apartment building on-site will include a new design for the entrance lobby with a concierge desk and new disabled-accessible bathrooms*

for visitors to the complex. Additionally, this portion of the renovation will include new lights, new signs, and new materials and designs for all apartment unit entrances.

Exterior Common Areas: *The pool area, club house, restroom facilities, landscaping, lighting, promenade, and bulkhead railing will all be renovated as part of the proposed project. The existing building on top of the garage will be removed. The vacant space will be developed into a patio garden. The existing pool and area around the pool will be renovated with new handrails and planters. Additionally, the proposed project will develop a new gym below an existing deck located on the east side of the building, in the existing parking garage. The new gym will occupy a larger space for a new and larger equipment area, lockers, showers, and restroom facilities.*

Electrical Upgrade: *The proposed project will include electrical upgrade to the entire complex. The proposed project will upgrade the existing transformer in the existing Southern California Edison (SCE) manhole located near the complex, and will upgrade nine existing multimeter apartments' boards, panels and feeds. Additionally, the proposed project will include the upgrading of new electrical feeder lines to the relocated boaters' restrooms and new gym.*

Boaters' Restrooms: *The proposed project will also renovate the existing boaters' restroom. Improvements will include the installation of new lockers, showers, and restroom facilities.*

The proposed landside renovation project does not entail any demolition or replacement of the existing Tahiti Marina anchorage, which is a private recreational boat anchorage located on the waterside portion of the subject parcel; however, as part of the current renovation project, the existing anchorage utility stations will be replaced. Pursuant to terms of the Option to Amend Lease Agreement for the subject Parcel 7, to be approved by the County Board of Supervisors prior to initiation of the proposed rehab work at the site, the applicant will be contractually obligated to the County to demolish the existing waterside anchorage and to construct a new private boat anchorage on the waterside portion of the subject parcel no less than 10 years from the date of completion of the landside renovations described herein.

Environmental Setting: *The project site is located in the unincorporated Los Angeles County community of Marina del Rey, in the western portion of the harbor. Specifically, the project site is located at the eastern terminus of Tahiti Way, on finger "2", surrounded by basin "B" to the north, the Main Channel to the east, and basin "A" to the south. There are residential apartments to the west and southwest, with boat docks in the water to the north, south and east. The site is currently developed with a 149 unit apartment complex located within a 237,500 square foot three-story building.*

Gross Acres: *5 acres (landside)*

Zoning: *SP – Specific Plan: Tahiti Development Zone - Residential III (Medium-density multi-family residential)*

Community/Areawide Plan: *Marina del Rey Land Use Plan*

Community Standards District: *N/A*

General Plan: *Marina del Rey Specific Plan*

Major projects in area:

PROJECT NUMBER	DESCRIPTION & STATUS
Project R2006-03647	Parcel 10R – Replace existing 136-unit apartment complex with a400-unit complex (Continued hearing scheduled before Regional Planning Commission on 02/03/10)
Project R2006-03652	Parcel FF – Replace existing public parking lot with a 126-unit apartment complex (Continued hearing scheduled before Regional Planning Commission on 02/03/10)
Project TR067861	Parcel 9U – Construct 19-story, 288-unit hotel with restaurant and other facilities (Continued hearing scheduled before Regional Planning Commission on 02/03/10)
Project R2006-03643	Parcel 9U – Construct public wetland park (Continued hearing scheduled before Regional Planning Commission on 02/03/10)
Project R2006-01510	Parcel OT- Replace existing public parking lot with a 114-unit Active Senior Accommodations Facility (Continued hearing scheduled for the Regional Planning Commission on 12/16/09)
Project R2005-00234	Parcels 100 and 101 – 544 apartment units located in 12 buildings (Approved by the Board of Supervisors on 01/27/09)
Project R2006-02726	Parcel 21 – Replace existing commercial center with a new center that contains 2,916 square feet of retail uses, 11,432 square feet of marine commercial uses, a 5,000 square foot yacht club, a 6,000 square foot health club, and a 447-space parking structure. (Continued hearing scheduled for the Regional Planning Commission on 12/16/09)
Project 98-134	Parcel 15 – Replace existing 288 unit apartment complex with a 585 unit complex. (Approved December 6, 2000)

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

REVIEWING AGENCIES

- ☐ None
- ☒ LA Regional Water Quality Control Board
- ☐ Lahontan Regional Water Quality Control Board
- ☒ Coastal Commission
- ☒ Army Corps of Engineers

Trustee Agencies

- ☐ None
- ☒ State Fish and Game (South Coast Region-5)
- ☐ State Parks

Special Reviewing Agencies

- ☐ None
- ☐ National Parks
- ☐ National Forest
- ☒ Department of Conservation Division of Oil, Gas and Geothermal Resources
- ☒ City of Los Angeles
- ☐ Santa Monica Mountains Conservancy
- ☒ South Coast Air Quality Management District

Regional Significance

- ☒ None
- ☐ SCAG Criteria
- ☐ Air Quality
- ☐ Water Resources
- ☐ Santa Monica Mountains Area

County Reviewing Agencies

- ☒ Department of Public Works
  Traffic & Lighting, Geotechnical & Materials Engineering, Environmental Programs, and Waterworks/Sewer Maintenance
- ☐ Department of Parks & Recreation
- ☒ Beaches and Harbors
- ☒ Sheriff Department
- ☒ Fire Department
- ☒ Public Health – Environmental Health

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				Potential Concern
HAZARDS	1. Geotechnical	6	☐	☒	☐	*Liquefaction*
	2. Flood	7	☐	☒	☐	*Tsunami inundation area*
	3. Fire	8	☒	☐	☐	
	4. Noise	9	☐	☒	☐	*Construction related noise*
RESOURCES	1. Water Quality	10	☐	☒	☐	*NPDES*
	2. Air Quality	11	☐	☒	☐	*Construction related*
	3. Biota	13	☐	☒	☐	*Nesting birds*
	4. Cultural Resources	15	☒	☐	☐	
	5. Mineral Resources	16	☒	☐	☐	
	6. Agriculture Resources	17	☒	☐	☐	
	7. Visual Qualities	18	☒	☐	☐	
SERVICES	1. Traffic/Access	19	☐	☒	☐	*Construction vehicle traffic*
	2. Sewage Disposal	21	☒	☐	☐	
	3. Education	22	☒	☐	☐	
	4. Fire/Sheriff	23	☒	☐	☐	
	5. Utilities	24	☐	☒	☐	*Construction related waste disposal*
OTHER	1. General	26	☒	☐	☐	
	2. Environmental Safety	27	☒	☐	☐	
	3. Land Use	29	☒	☐	☐	
	4. Pop/Hous./Emp./Rec.	30	☒	☐	☐	
	5. Mandatory Findings	31	☐	☒	☐	*Nesting birds*

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 Tripp* Date: *15 March 2010*

Michael Tripp

Approved by: *Samuel Dea* Date: *15 March 2010*

Samuel Dea

☐ This proposed project is exempt from Fish and Game CEQA filling 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.	☐	☐	☒	Is the project located in an active or potentially active fault zone, Seismic Hazards Zone, or Alquist-Priolo Earthquake Fault Zone? *The project site is located in an area of potential liquefaction (State of California Seismic Hazards Zone Map – Venice Quad) and a region of known fault zones and seismic activity. However, prior to project construction, the applicant will prepare a geotechnical report to be approved by The Los Angeles County Department of Public Works (DPW) if required by said department.*
b.	☐	☒	☐	Is the project site located in an area containing a major landslide(s)? *According to the Los Angeles County Seismic Safety Element and the California Geological Survey, the project site is not within an area identified as having a potential for landslides. There are no known landslides near the project site, nor is the project site in the path of any known or potential landslides. No further analysis is required.*
c.	☐	☒	☐	Is the project site located in an area having high slope instability? *According to the Los Angeles County Seismic Safety Element and the California Geological Survey, the project site is not within an area identified as having a potential for slope instability. No further analysis is required.*
d.	☐	☐	☒	Is the project site subject to high subsidence, high groundwater level, liquefaction, or hydrocompaction? *The project site is located in an area of potential liquefaction (State of California Seismic Hazards Zone Map – Venice Quad) and a region of known fault zones and seismic activity. Prior to issuance of a building permit for any new structures, the applicant shall submit a geotechnical report to be reviewed and approved by DPW, to the satisfaction of said Department.*
e.	☐	☐	☒	Is the proposed project considered a sensitive use (school, hospital, public assembly site) located in close proximity to a significant geotechnical hazard? *The project contains residential uses, which is considered a sensitive use. The project site is located in an area of potential liquefaction (State of California Seismic Hazards Zone Map – Venice Quad) and a region of known fault zones and seismic activity. However, prior to project construction, the applicant will prepare a geotechnical report to be approved by DPW.*
f.	☐	☒	☐	Will the project entail substantial grading and/or alteration of topography including slopes of over 25%? *The project does not propose grading activities or alteration of the existing topography.*
g.	☐	☒	☐	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? *The project would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994).*
h.	☐	☒	☐	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**
☐ Lot Size

☐ **OTHER CONSIDERATIONS**
☐ Project Design

☒ Approval of Geotechnical Report by DPW

Applicant shall submit a geotechnical report to DPW for review and approval for new structures in advance of issuance of building permit, to the satisfaction of said Department.

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.	☐	☒	☐	Is the major drainage course, as identified on USGS quad sheets by a dashed line, located on the project site? *The USGS does not identify a major drainage course on the project site. (Source: USGS, Venice Quadrangle).*
b.	☐	☐	☒	Is the project site located within or does it contain a floodway, floodplain, or designated flood hazard zone? *The project site is located in a potential tsunami inundation area. The proposed project is the renovation of an existing apartment complex. No new units are proposed as part of the project.*
c.	☐	☒	☐	Is the project site located in or subject to high mudflow conditions? *The project site is located within an urbanized area and is surrounded by developed land to the west, and the basins and main channel of the Marina del Rey small craft harbor on all other sides. Due to the setting of the project site, high mudflow conditions are not known to occur.*
d.	☐	☒	☐	Could the project contribute or be subject to high erosion and debris deposition from run-off? *Project implementation would not substantially alter existing runoff and drainage conditions at the project site. As such, no change in site runoff is expected following project implementation. However, the project Applicant shall submit to the Los Angeles County Department of Public Works for review and approval a drainage concept prior to the issuance of a building permit.*
e.	☐	☒	☐	Would the project substantially alter the existing drainage pattern of the site or area? *Project implementation would not substantially alter existing runoff and drainage conditions at the project site. However, the project Applicant shall submit to the Los Angeles County Department of Public Works for review and approval a drainage concept prior to the issuance of a building permit.*
f.	☐	☒	☐	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

☒ **OTHER CONSIDERATIONS**
☐ Project Design
☒ Approval of Drainage Concept by DPW

Applicant shall submit to the Los Angeles County Department of Public Works for review and approval a drainage concept prior to the issuance of grading or building permits to the satisfaction of said department.

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.	☐	☒	☐	Is the project site located in a Very High Fire Hazard Severity Zone (Fire Zone 4)? *The project site is not located in a Very High Fire Hazard Severity Zone (Fire Zone 4). No further analysis is necessary. (Source: LA County Safety Element – Wildland and Urban Fire Hazards Map)*
b.	☐	☒	☐	Is the project site in a high fire hazard area and served by inadequate access due to lengths, width, surface materials, turnarounds or grade? *The project site is not located in a high fire hazard area. The project site is located at the terminus of Tahiti Way and is currently developed with adequate access for fire fighting equipment. Final building plans will be submitted to the Los Angeles County Fire Department for review and approval to insure sufficient access.*
c.	☐	☒	☐	Does the project site have more than 75 dwelling units on a single access in a high fire hazard area? *The project site is not located in a high fire hazard area. However, the project site currently contains 149 dwelling units, and is located at the terminus of Tahiti Way, which provides only a single access. Final building plans will be submitted to the Los Angeles County Fire Department for review and approval.*
d.	☐	☒	☐	Is the project site located in an area having inadequate water and pressure to meet fire flow standards? *The project site is served by Los Angeles County's Marina del Rey Water System. The Los Angeles County Fire Department has confirmed that existing water flow pressure at the subject parcel is sufficient to meet the Department's firefighting needs; no upgrades to the existing water conveyance system are thus required for the project.*
e.	☐	☒	☐	Is the project located in close proximity to potential dangerous fire hazard conditions/uses (such as refineries, flammables, explosives manufacturing)? *The project site is located in the unincorporated Los Angeles County community of Marina del Rey, in the western portion of its small craft harbor. Surrounding land uses are mostly residential. The project site is not located in close proximity to potential dangerous fire hazard conditions. No additional analysis is required.*
f.	☐	☒	☐	Does the proposed use constitute a potentially dangerous fire hazard? *The project proposes residential uses that do not constitute a potentially dangerous fire hazard. No further analysis is required.*
g.	☐	☒	☐	Other factors?

STANDARD CODE REQUIREMENTS

☒ Utilities Code, Title 20 – Section 20.16.060 (Fire Flow & Fire Hydrants Requirements)
☒ California Fire Code, Title 24, Part 9 – Section 503 (Fire Apparatus Access Roads)
☐ Fire Code, Title 32 – Sections 317.2.1 (Fuel Modification Plan)

☐ **MITIGATION MEASURES**
☐ Project Design

☐ **OTHER CONSIDERATIONS**
☐ Compatible Use

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.	☐	☒	☐	Is the project site located near a high noise source (airports, railroads, freeways, industry)? *Los Angeles International Airport is located approximately 1.75 miles southeast of the project site.*
b.	☐	☐	☒	Is the proposed use considered sensitive (school, hospital, senior citizen facility) or are there other sensitive uses in close proximity? *Project implementation would contain residential uses, which is considered a sensitive use. The closest offsite sensitive land use is the Bay Club Apartment complex located to the west of the project site. Residents in this complex are not expected to experience construction and operational noise louder than the standards set forth by the County of Los Angeles. Impacts are expected to be less than significant with project mitigation. (Source: Noise Study For Tahiti Marina Apartments Rehabilitation Project In Los Angeles County, California, prepared by Impact Sciences, Inc., July 2009). Even though the project Noise Study concludes that residents in the project vicinity are not expected to experience construction and operational noise louder than the standards set forth by the County of Los Angeles, noise attenuation measures have nonetheless been incorporated to reduce construction-related noise to apartment residents in the project vicinity.*
c.	☐	☒	☐	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? *The project would not include an increase in intensity. Consequently, the project would not result in an increase in ambient noise level. Project buildout would not increase the existing amount of total project parking; however, 24 additional parking spaces would be provided at the exterior parking lot, to account for parking spaces lost in the parking garage due to construction of a gymnasium in a portion of the garage. The introduction of 24 outdoor parking spots is not considered substantial, and no further analysis is necessary.*
d.	☐	☒	☐	Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project? *Construction of the proposed project is expected to begin on or about September 2010 and be completed, in approximately 40 months, on or about March 2014. The County Noise Control Ordinance (County Code Section 12.08.440) identifies specific restrictions regarding construction noise. The operation of equipment used in construction, drilling, repair, alteration or demolition work is prohibited between weekday hours of 7:00 PM to 7:00 AM and anytime on Sundays or legal holidays if such noise would create a noise disturbance across a residential or commercial real-property line. All mobile stationary internal-combustion-powered equipment and machinery is also required to be equipped with suitable exhaust and air-intake silencers in proper working order* *Project construction activities would not exceed the maximum noise levels listed in the County Code Section 12.08.440 (Source: Noise Study For Tahiti Marina Apartments Rehabilitation Project In Los Angeles County, California, prepared by Impact Sciences, Inc., July 2009). No further analysis is necessary.*
e.	☐	☒	☐	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

Noise Study For Tahiti Marina Apartments, prepared by Impact Sciences, Inc., July 2009 on file.

To reduce construction-related noise to apartment residents in the project vicinity, the following measures shall be implemented:

- *All construction equipment, fixed or mobile, that is utilized on the site shall be in proper operating condition and fitted with standard factory silencing features. In areas where construction equipment (such as generators and air compressors) is left stationary and operating for more than one day within 100 feet of residential land uses, temporary portable noise structures shall be built. These barriers shall be located between the piece of equipment and sensitive land uses that preclude all sight-lines from the equipment to the residential land use(s).*

- *Project-related construction activities shall be restricted to between the hours of 7:30 a.m. to 6:00 p.m., and shall be prohibited on Sundays and legal holidays, in order to minimize noise disturbance on surrounding residences.*

- *Project construction crews shall minimize engine idling in order to minimize noise disturbance on surrounding residences.*

- *At least 14 days prior to initiation of any project-related construction activity, the applicant shall provide written notice to residents in the subject Tahiti Apartments complex and residents of the adjoining Marina Harbor and Bay Club apartments complexes on Tahiti Way of the anticipated duration of construction and anticipated activities prior to the start of construction. The notice shall provide a phone number where neighbors can register questions and complaints. Applicant shall provide for the maintenance a log of questions and complaints and reasonable efforts shall be made to respond to questions and address complaints received.*

- *The applicant shall post a notice at the construction site indicating the type of project, duration of construction activities and the phone number where questions and complaints can be registered.*

- *Staging and delivery areas shall be located as far as feasible away from existing residences. Deliveries and hauling activities shall be scheduled between 9:00 a.m. and 4:00 p.m., to the extent feasible, to minimize disturbance of residents in the area.*

- *All compressors, air conditioning units and other noise generating equipment shall be placed away from all residential receptors. All units shall have noise reduction casing or bases.*

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.	☐	☒	☐	Is the project site located in an area having known water quality problems and proposing the use of individual water wells? *Water service is provided to the project site by Los Angeles County's Marina del Rey Water System. No water quality problems are known to exist in the area. Additionally, the project does not propose the use of individual water wells.*
b.	☐	☒	☐	Will the proposed project require the use of a private sewage disposal system? *No. Wastewater generated at the project site is collected and conveyed by a sewer system owned and operated by the Los Angeles County Department of Public Works and treated by an agreement with the City of Los Angeles.*
	☐	☐	☐	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 *or* is the project proposing on-site systems located in close proximity to a drainage course?
c.	☐	☐	☒	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? *Construction activities could potentially result in impacts to storm water runoff. The project shall comply with the California Regional Water Quality Control Board and the County National Pollutant Discharge Elimination System (NPDES) permit discharge requirements. Compliance would reduce potentially significant impacts to less than significant levels.*
d.	☐	☒	☐	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? *Proposed project improvements would not increase the percentage of impervious surface area on the project site. Therefore, the project would likely not result in an increase in storm water runoff. As such, the existing drainage facilities have adequate capacity to accommodate Project flows. Nonetheless, the Project shall comply with the California Regional Water Quality Control Board and the County National Pollutant Discharge Elimination System (NPDES) permit discharge requirements.*
e.	☐	☐	☐	Other factors?

STANDARD CODE REQUIREMENTS

☐ Health & Safety Code, Title11 – Chapter 11.38 (Water & Sewers)
☒ Environmental Protection,Title 12 – Chapter 12.80 (Storm-water & Runoff Pollution Control)
☒ Plumbing Code, Title 28 – Chapter 7 (Sanitary Drainage)

☒ **MITIGATION MEASURES**
☐ Lot Size ☐ Project Design
☐ Industrial Waste Permit

☐ **OTHER CONSIDERATIONS**
☐ Compatible Use ☐ Septic Feasibility Study
☒ National Pollutant Discharge Elimination System (NPDES) Permit

Applicant shall comply with all pertinent NPDES requirements of the Regional Water Quality Control Board and the Los Angeles County Department of Public Works. The following additional water quality mitigation measures shall also be incorporated into the project:

- *Hammers and other hydraulic attachments shall be protected from run-on and run-off by placing them on plywood and covering them with plastic or a comparable material prior to the onset of rain.*
- *Sandbag barriers shall be placed around the staging areas to control sediment and prevent run-off.*
- *All debris and trash shall be disposed of in appropriate trash containers on land by the end of each construction day.*

- *Discharge of hazardous materials into the study area shall be prohibited.*

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.	☐	☒	☐	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)? *The proposed project will consist of the renovation of 149 existing apartments and the construction of a new gym and boater's facilities. This project will not exceed the State's criteria for regional significance.*
b.	☐	☒	☐	Is the proposal considered a sensitive use (schools, hospitals, parks) and located near a freeway or heavy industrial use? *The proposed project consists of residential uses but is not located near a freeway or heavy industrial use. The surrounding similar residential land uses are not expected to emit criteria pollutants that would have a significant impact on the proposed project.*
c.	☐	☒	☐	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? *The proposed project would not result in an increase in population and apartment units. Therefore, the proposed project would not result in an increase in existing operational emissions. The average daily trips associated with the project would remain the same as the existing average daily trips. The proposed project will not change the land use and population of the project site and will therefore not have a significant impact with respect to this criterion.*
d.	☐	☐	☒	Will the project generate or is the site in close proximity to sources that create obnoxious odors, dust, and/or hazardous emissions? *The residential land uses associated with the proposed project are not expected to be a source of persistent odors, dust, and/or hazardous emissions. Construction of the project is temporary and dust and odors associated with construction are not expected to have a significant impact on air quality. Refuse associated with operation of the project will be disposed of in accordance with all applicable regulations. Hazardous substances are regulated by the state under the California Accidental Release Prevention Program, and residential uses do not emit hazardous emissions that are significant. Impacts are expected to be less than significant with project mitigation.*
e.	☐	☒	☐	Would the project conflict with or obstruct implementation of the applicable air quality plan? *The project shall comply with the South Coast Air Quality Management District's (SCAQMD) CEQA Air Quality Handbook and other guidance provided by SCAQMD. Compliance would reduce potentially significant impacts to less than significant levels.*
f.	☐	☒	☐	Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation? *No. The proposed project will comply with SCAQMD's Air Quality Handbook and other guidance provided by SCAQMD and emissions from construction and operation will not exceed the emission thresholds for criteria pollutants. In addition, emissions will not exceed the localized ambient concentration thresholds established in the SCAQMD's LST Methodology. Therefore, the project is not expected to violate any air quality standards or contribute substantially to an existing or projected air quality violation.*
g.	☐	☒	☐	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)?

No. The proposed project will comply with SCAQMD's Air Quality Handbook and other guidance provided by SCAQMD and is not expected to have a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment for.

h. ☐ ☒ ☐ Other factors – Global Climate Change?

The proposed project will use energy conserving appliances and will therefore reduce carbon dioxide emissions compared to existing emissions. Therefore, the project emissions are less than significant with respect to this criterion. (Source: Tahiti Marina Apartments Project Air Quality Assessment, Impact Sciences Inc., July 2009, page 7.).

STANDARD CODE REQUIREMENTS

☐ State of California Health and Safety Code – Section 40506 (Air Quality Management District Permit)

☐ **MITIGATION MEASURES**

☐ Project Design

☒ **OTHER CONSIDERATIONS**

☒ Air Quality Report

Tahiti Marina Apartments Project Air Quality Assessment, prepared by Impact Sciences Inc., July 2009 on file.

To reduce air emissions during construction, the following actions included in the project and BMPs shall be implemented:

- *Construction parking shall be configured to minimize traffic interference.*
- *Construction activities that affect traffic flow on the arterial system shall be scheduled at off-peak hours as permitted.*
- *Truck deliveries will be consolidated when possible.*
- *Maintain equipment and vehicle engines in good condition and in proper tune according to manufacturers' specifications and per SCAQMD rules, to minimize exhaust emissions.*
- *Suspend use of construction equipment during second stage smog alerts.*
- *Use electricity from power poles rather than temporary diesel- or gasoline powered generators.*
- *Use methanol- or natural gas-powered mobile equipment and pile drivers instead of diesel if readily available at competitive prices.*
- *Use propane- or butane-powered on-site mobile equipment instead of gasoline if readily available at competitive prices.*

CONCLUSION

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

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

RESOURCES - 3. Biota

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	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? *The project site is currently developed in an urbanized area. The project site is not located within a Significant Ecological Area (SEA), SEA Buffer, or coastal Sensitive Environmental Resource Area. SEA #29 (Ballona Creek) is located approximately 0.3 miles southeast of the project site. No additional analysis is required as the project will not encroach into the SEA.*
b.	☐	☒	☐	Will grading, fire clearance, or flood related improvements remove substantial natural habitat areas? *The project site is currently developed and does not contain substantial natural habitat areas. No further analysis is necessary.*
c.	☐	☐	☒	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? *No drainage courses that are depicted on USGS quad sheets are located on the project site. The project site abuts the Main Channel of the Marina del Rey small craft harbor to the east, basin "B" of the harbor to the north, and basin "A" of the harbor to the south. However, project implementation would not change site runoff at the project site over existing conditions. No further analysis is necessary.*
d.	☐	☒	☐	Does the project site contain a major riparian or other sensitive habitat (e.g. coastal sage scrub, oak woodland, sycamore riparian, woodland, wetland, etc.)? *The project site is currently developed and does not contain a major riparian or sensitive habitat. No further analysis is required.*
e.	☐	☒	☐	Does the project site contain oak or other unique native trees (specify kinds of trees)? *The project site contains mature trees. However, these trees are not oak or other unique native trees. No further analysis is necessary.*
f.	☐	☐	☒	Is the project site habitat for any known sensitive species (federal or state listed endangered, etc.)? *The Marina del Rey area at large is a known habitat of the Great Blue Heron, Black-crowned Night Heron and Great Egret. A nesting bird survey of the project site was conducted to determine whether onsite trees may hold active nests of breeding birds including in particular, but not exclusively, herons and egrets. Two nests were identified, one each in two trees located on the project site. The first tree contained one nest, likely by American Crows but with an outside possibility by Black-crowned Night Herons (of a previous season). The nest appeared to be inactive, and was not occupied by herons of any species. The nest in the second tree was determined to belong to either the Eastern Red Fox Squirrel or American Crow, and was determined to not belong to herons. (Source: Nesting Bird Survey for the Tahiti Apartments, performed by Jeffrey B. Froke, Ph.D., April 28, 2009). Nonetheless, as federal law protects the active nests of not only herons, but of all native birds, mitigation is provided below to ensure biota impacts would remain less than significant.*
g.	☐	☒	☐	Other factors (e.g., wildlife corridor, adjacent open space linkage)?

☒ **MITIGATION MEASURES** ☐ **OTHER CONSIDERATIONS**

☐ Lot Size
☐ ERB/SEATAC Review (Biota Report required)
☐ Project Design
☐ Biological Constraints Analysis
☐ Oak Tree Permit

Dr. Jeffrey Froke (Califauna) Breeding Bird Letter Report of April 28, 2009, on file.

Active bird nests are protected by the Migratory Bird Treaty Act (16 U.S.C. 704) and the California Fish and Game Code (Section 3503, 3503.5 and 3513). If activities associated with construction or grading are planned during the nesting/breeding season for native birds, generally January through March for early nesting birds (e.g., Coopers hawks or hummingbirds) and from mid-March through September for most bird species, the applicant shall have a qualified biologist conduct surveys for active bird nests. Pre-construction nesting bird surveys must be conducted weekly within 30 days prior to initiation of ground-disturbing activities to determine the presence/absence of active nests. The surveys shall continue on a weekly basis with the last survey being conducted no more than three days before the start of clearance/construction work. Surveys shall include examination of trees, shrubs, and the ground, within grasslands, for nesting birds, as several bird species known to the area are shrub or ground nesters, including mourning doves. All bird nests that are found within the construction zone shall be protected by a buffer appropriate to the species observed, and demarcated by construction fencing or other means that will allow avoidance of the nests, until young birds have fledged and no continued use of the nest is observed. If ground-disturbing activities are delayed past the pre-construction survey, additional pre-construction surveys will be conducted so that no more than three days will have elapsed between the survey and ground-disturbing activities.

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.	☐	☒	☐	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? *The project site is currently developed and is not located in or near an area containing known archaeological resources or features. No additional analysis is necessary.*
b.	☐	☒	☐	Does the project site contain rock formations indicating potential paleontological resources? *The project site is currently developed does not contain any rock formations. No additional analysis is required.*
c.	☐	☒	☐	Does the project site contain known historic structures or sites? *The project site is currently developed with an existing apartment complex, originally constructed in 1967. This apartment complex is not listed or is eligible for listing on any federal, state, or local registers of historic resources. No additional analysis is necessary.*
d.	☐	☒	☐	Would the project cause a substantial adverse change in the significance of a historical or archaeological resource as defined in 15064.5? *As described above, the project site does not contain any historical or archaeological resources. As such, project implementation would not cause a substantial adverse change in the significance of a historical or archaeological resource as defined in 15064.5. No additional analysis is required.*
e.	☐	☒	☐	Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? *The project site is developed with residential uses. No unique paleontological resources or unique geological features are known to exist on the project site. No further analysis is necessary.*
f.	☐	☒	☐	Other factors?

☐ **MITIGATION MEASURES**

☐ Lot Size ☐ Project Design
☐ Phase 1 Archaeology Report
Search

☐ **OTHER CONSIDERATIONS**

☐ Cultural Resources Records Search (Quick Check)
☐ Native American Heritage Commission Sacred Land Files

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.	☐	☒	☐	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? *The project site is currently developed and is not located within a locally important mineral resource discovery site. No further analysis is necessary.*
b.	☐	☒	☐	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? *The project site is currently developed and is not located within a locally important mineral resource discovery site. No further analysis is necessary*
c.	☐	☒	☐	Other factors?

☐ **MITIGATION MEASURES**

☐ Lot Size

☐ **OTHER CONSIDERATIONS**

☐ 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.	☐	☒	☐	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? *The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. No further analysis is required. (Source: Los Angeles County Important Farmland 2002 Map)*
b.	☐	☒	☐	Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract? *The project site is located within the Marina del Rey Specific Plan area and is subject to regulations of the Marina del Rey Land Use Plan. As defined in the Land Use Plan, the project site is designated as "Residential III", which permits medium-high density multi-family residential development, up to 45 units per net acre, and a height limit of 75 feet. The project site is currently developed with residential uses. No Williamson Act contract applies to the project site. Therefore, the project would not conflict with existing zoning for agricultural uses.*
c.	☐	☒	☐	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? *The project site is located on the western side of the Marina del Rey small craft harbor, an urbanized area. Agricultural uses are not located in the immediate area. Therefore, the project would not result in the conversion of farmland to non-agricultural use.*
d.	☐	☒	☐	Other factors?

☐ **MITIGATION MEASURES**

☐ Lot Size

☐ **OTHER CONSIDERATIONS**

☐ 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.	☐	☒	☐	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? *The project site is located at the terminus of Tahiti Way, which is not designated by the Scenic Highway Element as a scenic highway. However, the Marina del Rey Land Use Plan identifies land adjacent to the Main Channel as significant vantage points within the Marina. Thus, the project site is considered a significant vantage point and can be seen from significant vantage points throughout the Marina. Because the project would not add height or substantial building mass to existing development, the existing viewshed to and from the project site would not be altered.*
b.	☐	☒	☐	Is the project substantially visible from or will it obstruct views from a regional riding or hiking trail? *The project site is located in an established urbanized area and is not visible from any regional riding or hiking trail.*
c.	☐	☒	☐	Is the project site located in an undeveloped or undisturbed area that contains unique aesthetic features? *The project site is currently developed and is located within an urbanized community.*
d.	☐	☒	☐	Is the proposed use out-of-character in comparison to adjacent uses because of height, bulk, or other features? *The visual character of the project site and area is dominated by urban development within Marina del Rey. Residential uses immediately west of the project site are of similar height and building mass as the proposed project.*
e.	☐	☒	☐	Is the project likely to create substantial sun shadow, light or glare problems? *The project would neither significantly modify existing building heights nor add substantial building mass to the existing development. Existing shadows to off-site land uses would thus be generally consistent following project buildout.*
f.	☐	☒	☐	Other factors (e.g., grading or landform alteration)?

☐ **MITIGATION MEASURES**
☐ Lot Size ☒ Project Design

☐ **OTHER CONSIDERATIONS**
☐ Visual Report ☒ 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.	☐	☒	☐	Does the project contain 25 dwelling units or more and is it located in an area with known congestion problems (roadway or intersections)? *The site currently contains 149 dwelling units. The project will not increase the number of dwelling units or increase the intensity but rather includes a renovation and upgrade of an existing permitted use. Consequently, the project would not result in an increase in congestion on the surrounding roadway network due to increased vehicle trips.*
b.	☐	☐	☒	Will the project result in any hazardous traffic conditions? *The project site is located at the terminus of the Tahiti Way mole road. All staging and construction activities are expected to be located on the project site and the applicant shall submit a construction traffic management plan for approval to Dept of Public Works prior to commencement of any demolition or construction activities. As such, no hazardous conditions are anticipated on Tahiti Way due to project construction. Additionally, the project would not include an increase in intensity that would generate vehicle trips but rather include a renovation and upgrade of an existing permitted use. Consequently, the project would not result in an increase in congestion on the surrounding roadway network due to increased vehicle trips.*
c.	☐	☒	☐	Will the project result in parking problems with a subsequent impact on traffic conditions? *The project site currently contains 465 parking spaces. Of these, 301 parking spaces are contained within a semi-subterranean parking garage underlying the apartment units, and 164 parking spaces are provided outdoors at a surface parking lot. Project buildout would not increase the total number of on-site parking spaces; however, 24 parking spaces will be moved from the parking garage to the surface parking lot. The current Los Angeles County Parking Code requires a total of 474 parking spaces for project uses as proposed. However, project parking requirements are exempt from the current parking code because no changes to the project footprint or number of residential units are proposed. As such, the 465 parking spaces provided by the project is considered adequate by the County of Los Angeles. Additionally, as described above, project implementation would not add vehicle trips to the surrounding roadway network. Parking impacts would be less than significant.*
d.	☐	☒	☐	Will inadequate access during an emergency (other than fire hazards) result in problems for emergency vehicles or residents/employees in the area? *Project implementation would not substantially alter existing on-site emergency access. Access to the site is gained via Tahiti Way, an improved street. The project will not impair or restrict access on Tahiti Way.*
e.	☐	☒	☐	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? *As described above, project implementation would not increase vehicle trips over existing conditions.*
f.	☐	☒	☐	Would the project conflict with adopted policies, plans, or program supporting alternative transportation (e.g., bus, turnouts, bicycle racks)?

Construction of the proposed project would not interfere with existing bus service. Therefore, implementation of the proposed project is not anticipated to conflict with adopted polices, plans or programs supporting alternative transportation.

g. ☐ ☒ ☐ Other factors?

☒ **MITIGATION MEASURES** ☐ **OTHER CONSIDERATIONS**

☐ Project Design ☐ Traffic Report ☒ Consultation with DPW Traffic & Lighting Division

Applicant shall submit a construction traffic management plan to Los Angeles County Department of Public Works for review and approval prior to commencement of any demolition or construction activities.

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.	☐	☒	☐	If served by a community sewage system, could the project create capacity problems at the treatment plant? *Wastewater generated at the project site is collected and conveyed by a sewer system owned and operated by the Los Angeles County Department of Public Works and treated by agreement with the City of Los Angeles. Because the project would not intensify existing land uses at the project site, no net increase of wastewater generation is anticipated following project buildout. As such, project implementation would not increase existing flows to the treatment plant serving the project site.*
b.	☐	☒	☐	Could the project create capacity problems in the sewer lines serving the project site? *Because the project would not intensify existing land uses at the project site, no net increase of wastewater is anticipated following project buildout. As such, project implementation would not add additional flow to the sewer lines currently serving the project site.*
c.	☐		☐	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 and 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.	☐	☒	☐	Could the project create capacity problems at the district level? *The project proposes the rehabilitation of the existing Tahiti Marina Apartments, a 149-unit apartment complex. The project does not propose the introduction of additional residential units. As such, project implementation would not generate net new students compared to current uses, and no additional students would attend the Los Angeles Unified School District.*
b.	☐	☒	☐	Could the project create capacity problems at individual schools that will serve the project site? *The project proposes the rehabilitation of the existing Tahiti Marina Apartments, a 149-unit apartment complex. The project does not propose the introduction of additional residential units. As such, project implementation would not generate net new students compared to current uses, and no additional students would attend local schools.*
c.	☐	☒	☐	Could the project create student transportation problems? *The project proposes the rehabilitation of the existing Tahiti Marina Apartments, a 149-unit apartment complex. The project does not propose the introduction of additional residential units. As such, project implementation would not generate net new students compared to current uses, and additional demand for student transportation would not occur.*
d.	☐	☒	☐	Could the project create substantial library impacts due to increased population and demand? *The project proposes the rehabilitation of the existing Tahiti Marina Apartments, a 149-unit apartment complex. The project does not propose the introduction of additional residential units. As such, project implementation would not generate net new residents compared to current uses, and additional demand for library services would not occur.*
e.	☐	☒	☐	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**
☐ Site Dedication

☐ **OTHER CONSIDERATIONS**

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.	☐	☒	☐	Could the project create staffing or response time problems at the fire station or sheriff's substation serving the project site? *The project proposes the renovation of an existing 149-unit apartment building, including improvements to interiors, exteriors, waterfront promenade, parking facilities, and landscaped areas. The project does not include expansion of the number of residential units or building footprint and square footage. As such, land uses at the project site would remain similar to existing conditions, and no additional demand for fire or sheriff services would be generated following project buildout.*
b.	☐	☒	☐	Are there any special fire or law enforcement problems associated with the project or the general area? *Project implementation would not generate additional demand for local fire and sheriff services. Thus, no fire or law enforcement problems are anticipated as a result of project build-out.*
c.	☐	☒	☐	Other factors?

STANDARD CODE REQUIREMENTS

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

☐ **MITIGATION MEASURES** ☒ **OTHER CONSIDERATIONS**

Nearest fire station (Los Angeles County Fire Station #110) is located across the harbor, less than a mile away, at 4433 Admiralty Way, Marina del Rey, CA 90292.

Nearest sheriff's station is located across the harbor, less than a mile 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.	☐	☒	☐	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? *Water service is provided to the project site by Los Angeles County's Marina del Rey Water System. The project proposes the rehabilitation of an existing apartment building through the renovation of the building interiors and exteriors, waterfront promenade, and parking facilities. Existing landscaped plants and trees which require high water consumption would be replaced with native plants requiring low or much less water needs. No increase in dwelling units, building footprint, or square footage is proposed. Because the project would not intensify existing land uses at the project site, no significant increase of water demand is anticipated following project buildout. As such, project implementation would not place further demand on existing water service infrastructure serving the project site. Additionally, the project does not propose the use of individual water wells.*
b.	☐	☒	☐	Is the project site in an area known to have an inadequate water supply and/or pressure to meet fire fighting needs? *The proposed project would include the continued operation of existing residential uses and a private anchorage. The Los Angeles County Fire Department has confirmed that existing water flow pressure at the subject parcel is sufficient to meet the Department's firefighting needs; no upgrades to the existing water conveyance system are thus required for the project.*
c.	☐	☒	☐	Could the project create problems with providing utility services, such as electricity, gas, or propane? *Electricity and gas are supplied and distributed to the project site and Marina del Rey by Southern California Edison and the Southern California Gas Company, respectively. Because the project would not intensify existing land uses at the project site, no net increases of electric and gas demands are anticipated following project buildout. As such, project implementation would not place further demand on existing utility infrastructure serving the project site.*
d.	☐	☒	☐	Are there any other known service problem areas (e.g., solid waste)? *The project proposes the rehabilitation of an existing apartment building through the renovation of the building interiors and exteriors, waterfront promenade, and parking facilities. No increase in dwelling units, building footprint, or square footage is proposed. Because the project would not intensify existing land uses at the project site, no net increase of solid waste generation is anticipated following project buildout. Additionally, because project implementation only includes rehabilitation to existing development, construction of the project is not expected to result in substantial construction- related solid waste generation.*
e.	☐	☒	☐	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)? *As described above, project implementation would not increase dwelling units, building footprint, or square footage over existing conditions. Because the project would not intensify existing land uses at the project site, no net increase demand for government facilities is anticipated following project buildout. As such, project implementation would not place further demand on existing water service infrastructure serving the project site.*
f.	☐	☒	☐	Other factors?

STANDARD CODE REQUIREMENTS

☐ California Plumbing Code, Title 24, Part 5 – Chapters 3 & 6 (General Regulations & Water Supply)
☐ Utilities Code, Title 20 – Divisions 1, 4 & 4a (Water, Solid Waste & Garbage Disposal Districts)

☒ **MITIGATION MEASURES**
☐ Lot Size

☐ **OTHER CONSIDERATIONS**
☐ Project Design
☐ Water Purveyor Will-serve Letter

During construction, materials requiring disposal will be recycled to the extent feasible (untreated wood, concrete, asphalt, metals, glass, drywall, paper and rubble are potentially recyclable); other materials will be disposed of at local landfills as appropriate. A Recycling and Reuse Plan must be submitted to and approved by the Department of Public Works' Environmental Programs Division prior to any construction, demolition, or grading permits are issued.

During operation, a permanent full-service recycling program shall be implemented for residents and marina lessees that will include contracting for periodic onsite collection and physical improvements such as centralized receptacles to recycle paper, plastic, glass and metal waste products. The recycling program shall be fully maintained at all times by building management.

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.	☐	☒	☐	Will the project result in an inefficient use of energy resources? *Implementation of the project would not generate additional demand for energy resources over existing conditions. Additionally, the project would utilize energy conserving designs and materials which may reduce energy demands compared to existing uses.*
b.	☐	☒	☐	Will the project result in a major change in the patterns, scale, or character of the general area or community? *Project implementation would not increase existing square footage and residential units. No major change in the patterns, scale, or character of the general area or community would occur.*
c.	☐	☒	☐	Will the project result in a significant reduction in the amount of agricultural land? *The project site is located in an urbanized area of Los Angeles County. No reduction in the amount of agricultural land would occur.*
d.	☐	☒	☐	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.	☐	☒	☐	Are any hazardous materials used, transported, produced, handled, or stored on-site? *Existing residential uses do not generate large quantities of hazardous and/or toxic materials. The occasional use of hazardous materials generally associated with residential units and maintenance of residential amenities include the use and disposal of hazardous materials such as unused paint, aerosol cans, cleaning agents (solvents), landscaping related chemicals, and automotive supplies (by products). These materials are generally disposed of at non-hazardous Class II and III landfills (along with traditional solid waste). Demolition activities may disturb materials that could contain asbestos and lead based paint. The applicant will identify any such materials and remove and/or abate them in accordance with applicable regulations.*
b.	☐	☒	☐	Are any pressurized tanks to be used or any hazardous wastes stored on-site? *The project does not propose the installation, use or storage of pressurized tanks or hazardous wastes on-site.*
c.	☐	☒	☐	Are any residential units, schools, or hospitals located within 500 feet and potentially adversely affected? *Residential uses are located within and immediately west of the project site. However, construction and operation of the proposed project improvements do not require the extensive or ongoing use of materials or pressurized tanks that would create a significant hazard to the public. The occasional use or disposal of hazardous materials generally associated with residential uses include unused paint, aerosol cans, cleaning agents, automotive fluids, landscaping-related chemicals, and other common household substances. These materials are generally disposed of at non-hazardous Class II and III landfills (along with traditional solid waste). As such, residential units within and adjacent to the project site would not be adversely affected following project construction and build-out.*
d.	☐	☒	☐	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? *Only residential uses have been known to occur at the project site. As such, past uses are not expected to result in soil contamination.*
e.	☐	☒	☐	Would the project create a significant hazard to the public or the environment involving the accidental release of hazardous materials into the environment? *Construction and operation of the proposed project improvements do not require the extensive or ongoing use of materials or pressurized tanks that would create a significant hazard to the public. The occasional use or disposal of hazardous materials generally associated with residential uses include unused paint, aerosol cans, cleaning agents, automotive fluids, landscaping-related chemicals, and other common household substances. These materials are generally disposed of at non-hazardous Class II and III landfills (along with traditional solid waste). Therefore, the impact of the project on the environment through the routine transport, use, or disposal of hazardous materials is less than significant, given that appropriate procedures and guidelines are followed during project construction and throughout project operation.*
f.	☐	☒	☐	Would the project emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? *The project site is not located within one-quarter mile of an existing or proposed school.*
g.	☐	☒	☐	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?

The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

h. ☐ ☒ ☐ 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?
The proposed project is the renovation of an existing apartment complex and is not expected to result in a safety hazard to the Los Angeles International Airport.

i. ☐ ☒ ☐ Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
The applicant shall submit and have approved by the County of Los Angeles Fire Department prior to project approval, a Fire Safe Plan. The Fire Safe Plan shall include information internal and external fire access. The Fire Safe Plan shall be reviewed by and incorporate all recommendations of the County Fire Department prior to project construction.

j. ☐ ☐ ☒ Other factors?
The project site contains or is adjacent to a recorded plugged oil well (Division of Oil, Gas and Geothermal Resources Online Mapping System: Lat 33.97N, Long 118.45 West - http://maps.conservation.ca.gov/doms/index.html)

☐ **MITIGATION MEASURES**
☐ Phase 1 Environmental Assessment

☒ **OTHER CONSIDERATIONS**
☐ Toxic Clean-up Plan

The project shall comply with Building Code Section 110.4 Methane Gas Hazards

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.	☐	☒	☐	Can the project be found to be inconsistent with the plan designation(s) of the subject property? *The project site is located within the Marina del Rey Specific Plan area and is subject to regulations of the Marina del Rey Land Use Plan. As defined in the Land Use Plan, the project site is designated as "Residential III", which permits medium-high density multi-family residential development, up to 35 units per net acre, and a height limit of 75 feet. Based on the parcel size and land use designation, the parcel could have a maximum of 175 apartment units. The proposed project is consistent with this designation.*
b.	☐	☒	☐	Can the project be found to be inconsistent with the zoning designation of the subject property? *The current zoning designation for the project site is SP (Specific Plan). The project proposes improvements to existing residential units. No changes to these existing land uses are proposed. These improvements would be consistent with the zoning designation for the project site*
c.				Can the project be found to be inconsistent with the following applicable land use criteria:
	☐	☒	☐	Hillside Management Criteria? *No.*
	☐	☒	☐	SEA Conformance Criteria? *No.*
	☐	☐	☐	Other?
d.	☐	☒	☐	Would the project physically divide an established community? *The project site is currently developed with a 149-unit apartment building. Project implementation would make renovations and upgrades to existing uses, and would not modify any off-site properties or roadways as to physically divide an established community. No additional analysis is required.*
e.	☐	☒	☐	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.	☐	☒	☐	Could the project cumulatively exceed official regional or local population projections? *Project implementation would not increase the number of on-site residential units compared to existing conditions. As such, population at the project site is already included in current population projections.*
b.	☐	☒	☐	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)? *Project implementation would not increase the project site's land use intensity compared to existing conditions. As such, no extension of infrastructure is required.*
c.	☐	☒	☐	Could the project displace existing housing, especially affordable housing? *During the project construction period, only 70 percent of the current apartment units would be available to rent. Because the project consists of market-rate rental units, more of a transient population is expected and a higher turnover results. As such, project construction is not expected to result in the displacement of existing housing.*
d.	☐	☒	☐	Could the project result in substantial job/housing imbalance or substantial increase in Vehicle Miles Traveled (VMT)? *Project implementation would not increase the number of on-site residential units compared to existing conditions. As such, no change to current job/housing ratios are expected.*
e.	☐	☒	☐	Could the project require new or expanded recreational facilities for future residents? *Project implementation would not increase the number of on-site residential units compared to existing conditions. As such, no increase for recreation facilities is expected following project build-out.*
f.	☐	☒	☐	Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? *The project is not expected to permanently displace existing housing or residents. As such, the project would not result in the displacement of residents such that new replacement housing would need to be constructed.*
g.	☐	☐	☐	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.	☐	☐	☒	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? *The project area may host active nests of breeding birds. Mitigation is provided to ensure biota impacts would remain less than significant.*
b.	☐	☒	☐	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. *Project implementation would not increase current land use intensity. As such, no incremental impacts are expected to occur over existing conditions.*
c.	☐	☒	☐	Will the environmental effects of the project cause substantial adverse effects on human beings, either directly or indirectly? *As described throughout this Initial Study, no substantial adverse effects on human beings are anticipated to occur.*

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

FORM 196
Rev. 04/03

COUNTY OF LOS ANGELES FIRE DEPARTMENT
FIRE PREVENTION DIVISION

Fire Prevention Engineering
5823 Rickenbacker Road
Commerce, CA 90040
Telephone (323) 890-4125 Fax (323) 890-4129

Information on Fire Flow Availability for Building Permit

For All Buildings Other Than Single Family Dwellings (R-3)

INSTRUCTIONS:

Complete parts I, II (A) when:
Verifying fire flow, fire hydrant location and fire hydrant size.

Complete parts I, II (A), & II (B) when:
For buildings equipped with fire sprinkler systems, and/or private on-site fire hydrants.

PROJECT INFORMATION
(To Be Completed By Applicant)

PART I

Building Address: 13900 W. Tahiti Way (aka, "Parcel 7)

City or Area: Marina del Rey, California 90292

Nearest Cross Street: Via Marina to west

Distance of Nearest Cross Street: approximately 1,670 feet to west

Applicant: 13900 Tahiti Harbor, Ltd. (Isaac Hakim) Telephone: (310) 823-4504

Address: same as building address above

City: Marina del Rey

Occupancy (Use of Building): 149 apartments Sprinklered: Yes ☐ No ☒

Type of Construction: Type 5

Square Footage: approximately 237,500 Number of Stories: 3 over open gar.

Present Zoning: "Specific Plan" - parcel is designated "Residential III" in MDR Specific Plan

Applicant's Signature

October 5, 2009
Date

PART II-A **INFORMATION ON FIRE FLOW AVAILABILITY**
(To be completed by Water Purveyor)

Location end of cul-de-sac on Tahiti (in the median)

Distance from Nearest Property Line 50' Size of Hydrant 6x4x2½ Hydrant Number N/A Size of Water main 10-inch

Static PSI 91 Residual PSI 50 Orifice size 4" + 2.5" Pitot 20 + 30 psi

Fire Flow at 20 PSI 4248 gpm Duration 3hr Flow Test Date / Time 10/13/09 10am

---

Location 350-ft from end of cul-de-sac on Tahiti (in the median)

Distance from Nearest Property Line 400' Size of Hydrant 6x4x2½ Hydrant Number N/A Size of Water main 12-inch

Static PSI 91 Residual PSI 50 Orifice size 4" + 2.5" Pitot 20 + 30 psi

Fire Flow at 20 PSI 4248 gpm Duration 3hr Flow Test Date / Time 10/13/09 10am

---

Location 550-ft from end of cul-de-sac on Tahiti (in the median)

Distance from Nearest Property Line 600' Size of Hydrant 6x4x2½ Hydrant Number N/A Size of Water main 12-inch

Static PSI 91 Residual PSI 50 Orifice size 4" + 2.5" Pitot 20 + 30 psi

Fire Flow at 20 PSI 4248 gpm Duration 3hr Flow Test Date / Time 10/13/09 10am

Note: Two (2) fire hydrants were flowed simultaneously

PART II-B **SPRINKLERED BUILDINGS/PRIVATE FIRE HYDRANTS ONLY**

Detector Location (check one) ☑ Above Grade ☐ Below Grade ☐ Either

Backflow Protection Required (Fire Sprinklers/Private Hydrant) (check one) ☑ Yes ☐ No

Minimum Type of Protection Required (check one) ☐ Single Check Detector Assembly

☑ Double Check Detector Assembly ☑ Reduced Pressure Principle Detector Assembly

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LA County Waterworks District No. 29
Water Purveyor

[signature]
Signature

10-14-2009
Date

Associate Civil Engineer
Title

This Information is Considered Valid for Twelve Months

Fire Department approval of building plans shall be required prior to the issuance of a Building Permit by the jurisdictional Building Department. Any deficiencies in water systems will need to be resolved by the Fire Prevention Division only prior to this department's approval of building plans.

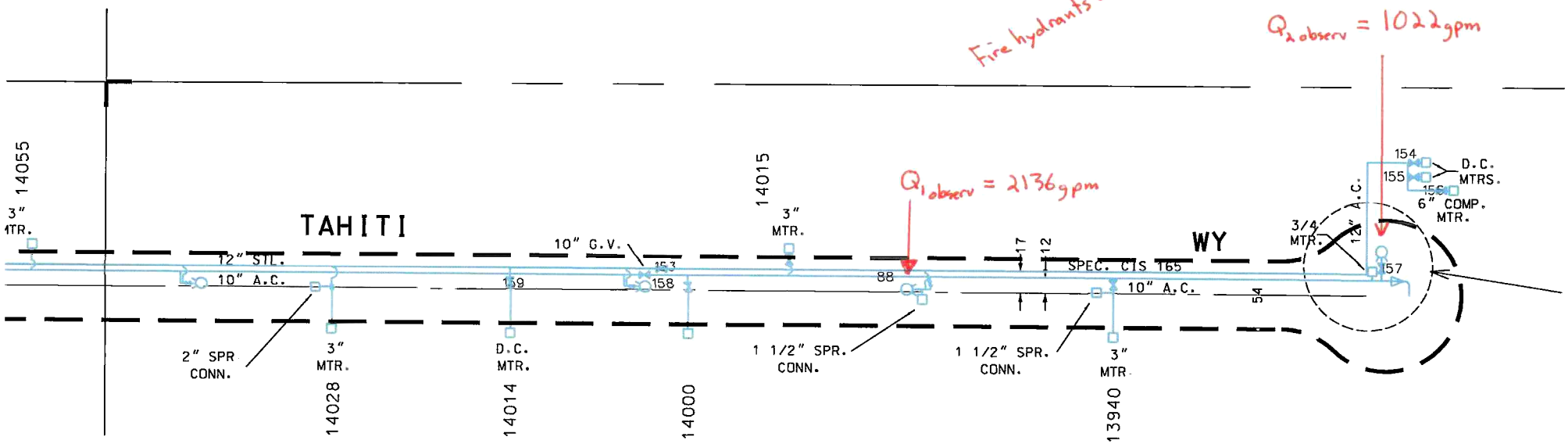
Test Date + Time 10-13-09 @ 10:00am

Test static pressure = 91psi

resid. pressure = 50psi

Fire hydrants were flowed simultaneous....

$Q_{2\ observ}$ = 1022gpm



Hazen Williams

$$Q_{20} = Q_{obs} \frac{[static - 20]^{0.54}}{[static - residual]^{0.54}}$$

$$Q_{20} = 3158 \times \frac{9.99}{7.43}$$

Q_{20} = 4246gpm @ 20psi residual

prepared by Kirk Allen
10-14-09

Tahiti Marina Apartments Project

Air Quality Assessment

Prepared for:

Isaac Hakim
Tahiti Marina Apartments & Docks
13900 Tahiti Way
Marina del Rey, CA 90272

Prepared by:

Impact Sciences, Inc.
234 E. Colorado Boulevard, Suite 205
Pasadena, CA 91101
Tel: (626) 564-1500
Fax: (626) 564-1501

July 2009

SUMMARY

The air quality assessment for the proposed Tahiti Marina Apartments Project ("project" or "proposed project"), located at 13900 Tahiti Way in Marina del Ray, unincorporated Los Angeles County, California, was prepared in accordance with the South Coast Air Quality Management District's (SCAQMD) *California Environmental Quality Act (CEQA) Air Quality Handbook* and other guidance provided by the SCAQMD. The proposed project consists of renovation of the 149 Tahiti Marina Apartment units, as well as the development of a new gym and boaters' facilities. Construction of the proposed project is anticipated to last 40 months.

The impacts associated with construction and operation of the proposed project were compared to the thresholds of significance established by the SCAQMD. Thresholds of significance during project construction are based on mass daily emission thresholds for volatile reactive organic compounds (VOCs), oxides of nitrogen (NO_X), carbon monoxide (CO), sulfur dioxide (SO_2), respirable particulate matter less than 10 microns in diameter (PM_{10}), and fine particulate matter less than 2.5 microns in diameter ($PM_{2.5}$). Thresholds of significance during project operation are based on mass daily emission thresholds for the air pollutants described above. In addition, the SCAQMD has promulgated localized significance thresholds (LSTs) that identify local ambient air impacts during project construction and operation for nitrogen dioxide (NO_2), CO, PM_{10}, and $PM_{2.5}$. In addition, the SCAQMD requires an evaluation of the project's impact on local CO concentrations near impacted intersections and roadways. Since the project would not result in an increase capacity and would in increase project-related traffic, the operational emissions and CO concentrations will be analyzed qualitatively. Copies of the supporting technical data are found in the appendices to this report.

Based on the results of the air quality assessment, construction of the proposed project would not exceed the emissions thresholds for the pollutants analyzed above. Operation of the proposed project would not exceed the emissions thresholds for the pollutants analyzed above because the rehabilitated apartment complex will have essentially the same uses as before the rehabilitation. In addition, the proposed project would not exceed the localized ambient concentration thresholds established in the SCAQMD *Final Localized Significance Threshold Methodology*[1] ("LST Methodology"). The proposed project would also not lead to the formation of CO "hotspots" due to project-related vehicular traffic. Furthermore, the proposed project would not result in an odor nuisance and would not emit substantial and toxic air contaminants that would exceed health-based standards. Finally, the construction and operation of the proposed project would not result in a significant contribution to greenhouse gas emissions and global climate change. For these reasons, the proposed project will have less-than-significant air quality impacts with respect to the above significance thresholds.

1 South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, (2008).

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Appendices

1.0 INTRODUCTION

This air quality assessment discusses and evaluates the potential air quality impacts associated with implementation of the proposed Tahiti Marina Apartments Project ("project" or "proposed project"), located at 13900 Tahiti Way in Marina del Rey, unincorporated Los Angeles County, California. The proposed project consists of renovation of 149 apartment units. Construction of the proposed project is anticipated to last 40 months. The Tahiti Marina Apartments and Docks are situated on Parcel 7 at the terminus of the Tahiti Way mole road, on the western, predominately residential side of Marina del Rey. Parcel 7 contains approximately 5 acres of land area and 6.1 acres of water area. The site is bordered by Marina Basin B to the north, Marina Basin A to the south, the main channel of the Marina to the east and the Bay Club Apartments (Parcel 8T) to the west. The existing apartments, originally constructed in 1967, consist of 149 apartment units within one three-story apartment building.

The project is located in the South Coast Air Basin (Basin), which is a geographical region that shares in the same air pollution issues. The Basin consists of Orange County and the urbanized portions of Los Angeles, Riverside, and San Bernardino Counties. The South Coast Air Quality Management District (SCAQMD) is the air pollution control agency for the Basin. This assessment has been prepared in accordance with the SCAQMD's *California Environmental Quality Act (CEQA) Air Quality Handbook* and other guidance provided by the SCAQMD.

The impacts associated with construction and operation of the proposed project are compared to the thresholds of significance established by the SCAQMD. Thresholds of significance during project construction are based on mass daily emission thresholds for volatile reactive organic compounds (VOCs), oxides of nitrogen (NO_X), carbon monoxide (CO), sulfur dioxide (SO_2), respirable particulate matter less than 10 microns in diameter (PM_{10}), and fine particulate matter less than 2.5 microns in diameter ($PM_{2.5}$). Thresholds of significance during project operation are based on mass daily emission thresholds for the air pollutants described above. In addition, the SCAQMD has promulgated localized significance thresholds (LSTs) that identify local ambient air impacts during project construction and operation for nitrogen dioxide (NO_2), CO, PM_{10}, and $PM_{2.5}$. In addition, the SCAQMD requires an evaluation of the project's impact on local CO concentrations near impacted intersections and roadways. Since the project would not result in an increase capacity and would in increase project-related traffic, the operational emissions and CO concentrations will be analyzed qualitatively. Copies of the supporting technical data are found in the appendices to this report.

The proposed project includes substantial renovation of the apartment building interiors and exteriors, both private and public areas, waterfront promenade, parking facilities and landscaped areas of the existing apartment complex. The current renovation project does not entail any demolition or

replacement of the existing Tahiti Marina boat slips (though the Tahiti Marina anchorage will be demolished and rebuilt in full no longer than 10 years after completion of the landside renovation described herein); however, as part of the current renovation project, the existing boat anchorage lighting, electrical and water utility systems will be upgraded. The existing apartment building on the project site will be stripped of its current outside façade. A new contemporary design for the façade of the building will be developed in order to improve the building both visually and functionally. The outside of the building will be upgraded via energy conservation use of new materials, windows and balconies. New and contemporary design for all units' interiors will be developed, including, new bathroom and kitchens, washer and dryers, new waste plumbing pipes, fixtures, electrical upgrade from the Edison power source currently supplying the apartments, technology infrastructure, and web-based amenities and concierge services to improve the tenants' quality of life in the best possible way.

2.0 METHODOLOGY

The air quality assessment of the proposed project utilized the following model and guidelines as tools to create the analytical basis for the analysis. The URBEMIS2007[2] Environmental Management Software was used to analyze the proposed project emissions during construction. URBEMIS2007 is a program that calculates air emissions from land use sources and incorporates the California Air Resources Board's (CARB) EMFAC2007 model for on-road vehicle emissions and the OFFROAD2007 model for off-road vehicle emissions. The model also incorporates factors specific to the Basin and the SCAQMD, such as VOC content in architectural coating and vehicle fleet mixes. During project construction, the model can analyze emissions that occur during different phases, such as building construction and architectural coating, concurrently or separately. Since the Tahiti Marina Apartments project will maintain the same number of units and population, while improving and upgrading the building, the operational emissions and CO concentrations will be analyzed qualitatively.

Site-specific or project-specific data were used in the URBEMIS2007 model where available. The Project Applicant provided the number and type of construction equipment that would be used during the different phases of construction as well as the construction schedule. The number of vendor trips (e.g., transport of building materials) and worker trips was based on default values provided in the URBEMIS2007 model. It was assumed that during construction, the project contractor would water a minimum of three times per day for dust suppression to comply with SCAQMD Rule 403 (Fugitive Dust). The emission reduction percentage association with dust suppression was based on data from the SCAQMD. It was assumed that architectural coating would commence concurrently during the last two months of each building construction (i.e., renovation) phase.

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2 Rimpo and Associates, "URBEMIS2007, version 9.2.4," http://www.urbemis.com.

The SCAQMD's *Localized Significance Threshold Methodology* ("LST Methodology") was used to assess conformity with the established LSTs. The LSTs are based on ambient air pollutant concentrations determined using dispersion modeling analyses. However, the LST document allows the use of lookup tables, which are applicable to projects with an overall site area of 5 acres or less, to determine if the construction of a project would likely exceed the LSTs. As the overall project area is approximately 5 acres, this report uses the lookup tables to assess the localized ambient air quality impacts.

3.0 THRESHOLDS OF SIGNIFICANCE

3.1 Regional Thresholds of Significance

The SCAQMD *CEQA Air Quality Handbook* provides significance thresholds for both construction and operation of projects within the SCAQMD jurisdictional boundaries. Exceedance of the SCAQMD thresholds could result in a potentially significant impact. Ultimately, the lead agency determines the thresholds of significance for impacts. If the project proposes development that would generate emissions in excess of the established thresholds, as illustrated in **Table 1, South Coast Air Quality Management District Regional Emission Thresholds**, a significant air quality impact may occur and additional analysis is warranted to fully assess the significance of impacts.

Table 1
South Coast Air Quality Management District Regional Emission Thresholds

Phase	Pollutant (pounds per day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Construction	75	100	550	150	150	55
Operational	55	55	550	150	150	55

Source: South Coast Air Quality Management District, Air Quality Significance Thresholds*, (2006).*

3.2 Localized Significance Thresholds

In addition to the above-listed emission-based thresholds, the SCAQMD also recommends that the potential impacts on localized ambient air concentrations due to construction emissions be evaluated. This LST evaluation requires that anticipated ambient air concentrations, determined using a computer-based air quality dispersion model, be compared to localized significance thresholds for PM_{10}, $PM_{2.5}$, NO_2, and CO.[3] The significance threshold for PM_{10}, which is 10.4 micrograms per cubic meter ($\mu g/m^3$),

[3] South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, (2008).

represents compliance with Rule 403 (Fugitive Dust), while the thresholds for NO_2 and CO represent the allowable increase in concentrations above background levels in the vicinity of the project that would not cause or contribute to an exceedance of the relevant ambient air quality standards. The significance threshold for $PM_{2.5}$, which is also 10.4 $\mu g/m^3$, is intended to constrain emissions to aid in progress toward attainment of the ambient air quality standards. The SCAQMD's LST Methodology includes lookup tables that can be used for projects less than 5 acres in size to determine the maximum allowable daily emissions that would satisfy the LSTs (i.e., not cause an exceedance of the applicable concentration limits). The allowable emission rates depend on (a) the Source Receptor Area (SRA) in which the project is located, (b) the size of the project site, and (c) the distance between the project site and the nearest sensitive receptor (e.g., residences, schools, hospitals). The project site is located in Marina del Rey, which is in SCAQMD SRA 2 (Northwest Los Angeles County Coastal). The project site is approximately 5.0 acres, and the distance to the nearest sensitive receptors is just over 25 meters to the west of the site. Based on these factors, the LST for each pollutant is shown in **Table 2, Localized Significance Thresholds for SRA 2**.

Table 2
Localized Significance Thresholds for SRA 2

Pollutant	Threshold (Pounds/day)
Respirable Particulate Matter (PM_{10}) – Construction	13
Fine Particulate Matter ($PM_{2.5}$) – Construction	6
Respirable Particulate Matter (PM_{10}) – Operation	3
Fine Particulate Matter ($PM_{2.5}$) – Operation	2
Nitrogen Dioxide (NO_2) – Construction/Operation	246
Carbon Monoxide (CO) – Construction/Operation	1,509

Source: SCAQMD, Final Localized Significance Threshold Methodology, *(2008).*
Note: LST thresholds are based on based on the project size of 5 acres and the distance of 25 meters to the nearest sensitive receptor in SRA 2.

3.3 Operational CO "Hotpots" Thresholds of Significance

The significance of project impacts depends on whether existing ambient CO levels in the vicinity of the project are above or below state and federal CO standards. If the ambient CO levels are less than these standards and operation of the proposed project causes an exceedance of either the state 1-hour or 8-hour CO concentrations, the project would be considered to have a significant local impact. If ambient levels already exceed a state or federal standard, then project emissions would be considered significant if they

cause an increase in the 1-hour CO concentrations by 1.0 parts per million (ppm) or more or 8-hour CO concentrations by 0.45 ppm or more.

4.0 AIR QUALITY IMPACT ANALYSIS

4.1 Construction Impacts Analysis

Construction emissions are generated from projects as a result of operation of mobile equipment and motor vehicles, disturbance of soil, and application of architectural coatings and asphalt paving. As indicated in **Table 1**, the SCAQMD has established construction thresholds of significance for VOC, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$. The proposed project would be developed over a period of approximately 40 months, beginning in September 2010 and ending in March 2014. The project would be developed over nine phases as described below:

Phase 1: Starts in September 2010 and ends 16 months later in January 2012. This phase includes the renovation of the entire building exterior, exterior signage, the roof, corner units ceiling extensions, the lobby, and the construction of a new boaters' facilities, a new gym, and promenade improvements.

Phase 2: Starts in January 2012 and ends 2 months later. This phase includes the demolition of the old boater facility and the old gym.

Phase 3A: Starts in May 2011 and ends 6 months later in October 2011. This phase includes the renovation of 24 corner unit interiors.

Phase 3B: Starts in September 2011 and ends 6 months later in March 2012. This phase includes the renovation of 23 south west unit interiors.

Phase 4: Starts in April 2012 and ends 6 months later in October 2012. This phase includes the renovation of 24 south east unit interiors.

Phase 5: Starts in October 2012 and ends 6 months later in March 2013. This phase includes the renovation of 33 west unit interiors.

Phase 6: Starts in March 2013 and ends 6 months later in September 2013. This phase includes the renovation of 30 center unit interiors.

Phase 7: Starts in September 2013 and ends 6 months later in March 2014. This phase includes the renovation of 27 east unit interiors.

Phase 8: Starts in June 2013 and ends 9 months later in March 2014. This phase includes landscaping and the installation of dock utilities and dock lighting.

The number and types of equipment assumed to be operating during the various construction phases are presented in **Table 3, Construction Equipment List**. The equipment list was provided by the Project Applicant and/or the Project Contractor. As a conservative measure, all equipment were assumed to operate continuously for 8 hours per day. In addition, because Phases 3 through 7 are similar, emissions were estimated using a single URBEMIS2007 model run assuming the renovation of 33 unit interiors in during 6 months in 2011. These assumptions would result in conservative emissions estimates.

Table 3
Construction Equipment List

Construction Phase	Construction Equipment	Quantity	Operating Hours per Day
Phase 1	Aerial Lift	1	8
	Forklift	1	8
	Tractor/Loader/Backhoe	1	8
	Welders	2	8
Phase 2	Dumpers/Tenders	2	8
	Tractor/Loader/Backhoe	1	8
Phases 3-7	Dumpers/Tenders	2	8
	Forklift	1	8
Phase 8	Grader	1	8
	Water Truck	1	8
	Paver	1	8
	Paving Equipment	1	8
	Plate Compactors	1	8
	Roller	1	8

Source: Project Applicant and/or Project Contractor; URBEMIS2007.

Based on the above information, **Table 4, Unmitigated Project Construction Emissions**, presents the estimated maximum daily emissions associated with the nine phases of the proposed project. Because the data relies largely on SCAQMD default values contained in the URBEMIS2007 model, the estimated emissions represent a reasonably conservative estimate of the construction impacts associated with the project.

Table 4
Unmitigated Project Construction Emissions

	Maximum Emissions in Pounds per Day[1]					
Construction Year	**VOC**	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
2010	2.53	12.82	20.60	0.02	1.01	0.88
2011	15.96	14.41	23.94	0.03	1.10	0.95
2012	5.52	6.14	7.28	0.01	0.64	0.44
2013	7.91	22.60	17.19	0.01	4.56	2.04
2014	7.76	21.29	16.95	0.01	4.45	1.94
Maximum pounds per day:	15.96	22.60	23.94	0.03	4.56	2.04
SCAQMD Threshold:	75	100	550	150	150	55
Exceeds Threshold?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

*Source: Impact Sciences, Inc., (2009). Emissions calculations are provided in **Appendix A**.*
Note: Totals in the table may not appear to add exactly due to rounding in the computer model calculations.
[1] *PM_{10} and $PM_{2.5}$ emissions reflect SCAQMD Rule 403 (Fugitive Dust) compliance.*

As shown in **Table 4**, air pollutant emissions generated during all phases of the proposed project construction are expected to be less than the SCAQMD established regional construction significance thresholds. As a result, construction emissions are considered less than significant. Detailed URBEMIS2007 model outputs for the construction emissions are provided in **Appendix A**.

4.2 Operational Impacts Analysis

Operational emissions would be generated by both stationary and mobile sources as a result of normal day-to-day activities on the project site after occupation. Stationary emissions would be generated by the consumption of natural gas for space and water heating devices (including residential and commercial use water heater and boilers). Mobile emissions would be generated by the motor vehicles traveling to, from, and within the project site.

The proposed project would not result in an increase in population and apartment units. Therefore, the proposed project would not result in an increase in existing operational emissions. The average daily trips associated with the project would remain the same as the existing average daily trips. In addition, the proposed project would upgrade the appliances to more energy efficient models, which would likely result in a reduction in operational emissions. Hence, the operational emissions associated with the complete buildout and operation of the proposed project would not exceed the established SCAQMD operational emissions thresholds. Therefore, operational emissions are considered less than significant.

4.3 Localized Significance Thresholds Analysis

As indicated in **Subsection 3.2** above, the SCAQMD recommends that the potential localized impacts be evaluated on the ambient air concentrations due to on-site construction emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$. The SCAQMD LST Methodology includes lookup tables that can be used to determine the maximum allowable daily emissions that would satisfy the LSTs (i.e., not cause an exceedance of the applicable concentration limits). The allowable emission rates depend on (a) the Source Receptor Area (SRA) in which the project is located, (b) the size of the project site, and (c) the distance between the project site and the nearest sensitive receptor (e.g., residences, schools, hospitals).

The LSTs for the proposed project are shown in **Table 5, Localized Significance Thresholds Analysis for Construction**, and are compared with the maximum daily on-site construction emissions. The maximum on-site emissions for NO_X, PM_{10}, and $PM_{2.5}$ were associated with Phase 8, and the maximum on-site emissions for CO were associated with Phase 1. As the construction site is approximately 5 acres, the LST daily construction emission thresholds shown below were interpolated for a 5-acre site by using the LST "lookup tables" for a 5-acre project site. The nearest sensitive receptors (multi-family residential uses) are located close to the project site. Therefore, the LST daily construction emission-based thresholds are based on a 25-meter distance as per the SCAQMD LST document.

As indicated in **Table 5**, construction on-site emissions of PM_{10}, $PM_{2.5}$, NO_X, and CO from development of the proposed project are not expected to exceed the SCAQMD LST thresholds for nearby receptors. As a result, localized impacts due to construction emissions are considered less than significant.

Table 5
Localized Significance Thresholds Analysis for Construction

Pollutant	Maximum On-Site Emissions (Pounds per day)	LST Thresholds[1] (Pounds per day)	Exceeds LST?
Respirable Particulate Matter (PM_{10}) – Construction	4.47	13	**NO**
Fine Particulate Matter ($PM_{2.5}$) – Construction	1.97	6	**NO**
Respirable Particulate Matter (PM_{10}) – Operation[2]	0.00	3	**NO**
Fine Particulate Matter ($PM_{2.5}$) – Operation[2]	0.00	2	**NO**
Nitrogen Dioxide (NO_2) – Construction/Operation[2]	21.42 / 0.00	246	**NO**
Carbon Monoxide (CO) – Construction/Operation[2]	12.20 / 0.00	1,509	**NO**

Source: Impact Sciences, Inc., (2009).

[1] *South Coast Air Quality Management District,* Final Localized Significance Threshold Methodology, *(2008).*

[2] *Net zero operational emissions.*

4.4 Operational CO "Hotspots" Analysis

The proposed Tahiti Marina Apartments project is not expected to cause an increase in the existing population, and would therefore not result in a change in project-related traffic near the vicinity of the project site. For this reason, the operation of the proposed project would not cause CO "hotspots" and would not have a significant impact on air quality.

4.5 Toxic Air Contaminants

The residential land uses associated with the proposed Project are not anticipated to emit toxic air contaminants (TACs) in appreciable quantities. The SCAQMD has established thresholds for TACs. Emissions of TACs would be significant if sensitive receptors would be exposed to a carcinogenic risk that exceeds 10 in 1 million or a noncancer Hazard Index greater than 1.0. Sources of TACs from residential land uses may include household solvents and cleaners and motor vehicle emissions. However, residential land uses do not typically generate TAC emissions in quantities that would exceed the SCAQMD thresholds. Accordingly, no significant impacts with respect to the criteria listed above are expected to occur.

4.6 Odor

The residential land uses associated with the proposed project are not expected to be a source of persistent odors. Construction of the project is temporary and is not expected to cause an odor nuisance. Refuse associated with operation of the proposed Project will be disposed of in accordance with all applicable regulations. Additionally, the adjacent land uses are such that the Project residents would not be subjected to substantial sources of objectionable odors from any surrounding land use. Consequently, no significant impacts from odors are anticipated.

5.0 GLOBAL CLIMATE CHANGE

Global climate change refers to any significant change in climate measurements, such as temperature, precipitation, or wind, lasting for an extended period (i.e., decades or longer).[4] Climate change may result from:

- Natural factors, such as changes in the sun's intensity or slow changes in the Earth's orbit around the sun;

[4] United States Environmental Protection Agency, "Glossary of Climate Change Terms," http://www.epa.gov /climatechange/glossary.html#Climate_change. 2008.

- Natural processes within the climate system (e.g., changes in ocean circulation, reduction in sunlight from the addition of GHG and other gases to the atmosphere from volcanic eruptions); and

- Human activities that change the atmosphere's composition (e.g., through burning fossil fuels) and the land surface (e.g., deforestation, reforestation, urbanization, desertification).

The natural process through which heat is retained in the troposphere[5] is called the "greenhouse effect." The greenhouse effect traps heat in the troposphere through a three-fold process as follows: (1) short-wave radiation in the form of visible light emitted by the Sun is absorbed by the Earth as heat; (2) long-wave radiation re-emitted by the Earth; and (3) GHGs in the upper atmosphere absorbing or trapping the long-wave radiation and re-emitting it back towards the Earth and into space. This third process is the focus of current climate change actions.

While water vapor and CO_2 are the most abundant GHGs, other trace GHGs have a greater ability to absorb and re-radiate long-wave radiation. To gauge the potency of GHGs, scientists have established a Global Warming Potential for each GHG based on its ability to absorb and re-emit long-wave radiation over a specific time period. The Global Warming Potential of a gas is determined using CO_2 as the reference gas with a Global Warming Potential of 1 over 100 years. For example, a gas with a Global Warming Potential of 10 is 10 times more potent than CO_2 over 100 years. The use of Global Warming Potential allows GHG emissions to be reported using CO_2 as a baseline. The sum of each GHG multiplied by its associated Global Warming Potential is referred to as carbon dioxide equivalents (CO_2e). This essentially means that 1 metric ton of a GHG with a Global Warming Potential of 10 has the same climate change impacts as 10 metric tons of CO_2.

The primary effect of global climate change has been a rise in the average global tropospheric temperature of 0.2° Celsius per decade, determined from meteorological measurements world-wide between 1990 and 2005.[6] Climate change modeling using 2000 emission rates shows that further warming is likely to occur, which would induce further changes in the global climate system during the current century.[7] Changes to the global climate system and ecosystems and to California could include:

- Declining sea ice and mountain snowpack levels, thereby increasing sea levels and sea surface evaporation rates with a corresponding increase in tropospheric water vapor due to the atmosphere's ability to hold more water vapor at higher temperatures;[8]

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5 The troposphere is the bottom layer of the atmosphere, which varies in height from the Earth's surface to 10 to 12 kilometers).

6 Intergovernmental Panel on Climate Change, "Climate Change 2007: The Physical Science Basis, Summary for Policymakers," http://ipcc-wg1.ucar.edu/wg1/docs/WG1AR4_SPM_PlenaryApproved.pdf. 2007.

7 Ibid.

8 Ibid.

- Rising average global sea levels primarily due to thermal expansion and the melting of glaciers, ice caps, and the Greenland and Antarctic ice sheets;[9]

- Changing weather patterns, including changes to precipitation, ocean salinity, and wind patterns, and more energetic aspects of extreme weather including droughts, heavy precipitation, heat waves, extreme cold, and the intensity of tropical cyclones;[10]

- Declining Sierra snowpack levels, which account for approximately half of the surface water storage in California, by 70 percent to as much as 90 percent over the next 100 years;[11]

- Increasing the number of days conducive to ozone formation by 25 to 85 percent (depending on the future temperature scenario) in high ozone areas located in the Southern California area and the San Joaquin Valley by the end of the 21st century;[12]

- Increasing the potential for erosion of California's coastlines and sea water intrusion into the Sacramento and San Joaquin Delta and associated levee systems due to the rise in sea level;[13]

- Increasing pest infestation making California more susceptible to forest fires; [14] and

- Increasing the demand for electricity by 1 to 3 percent by 2020 due to rising temperatures resulting in hundreds of millions of dollars in extra expenditures. [15]

5.1 Greenhouse Gases

State law defines GHGs to include the following compounds:[16]

- *Carbon Dioxide (CO_2)*. CO_2 is primarily generated from fossil fuel combustion from stationary and mobile sources. CO_2 is the most widely emitted GHG and is the reference gas (Global Warming Potential of 1) for determining the Global Warming Potentials of other GHGs.

- *Methane (CH_4)*. Methane is emitted from biogenic sources (i.e., resulting from the activity of living organisms), incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. The Global Warming Potential of methane is 21.

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9 Ibid.

10 Ibid.

11 California Environmental Protection Agency, Climate Action Team, *Climate Action Team Report to Governor Schwarzenegger and the Legislature*, (2006).

12 Ibid.

13 Ibid.

14 Ibid.

15 Ibid.

16 All Global Warming Potentials are given as 100-year values. Unless noted otherwise, all Global Warming Potentials were obtained from the Intergovernmental Panel on Climate Change. *Climate Change 1995: The Science of Climate Change – Contribution of Working Group I to the Second Assessment Report of the Intergovernmental Panel on Climate Change*. Cambridge (UK): Cambridge University Press, 1996.

- *Nitrous Oxide (N_2O)*. Is produced by human-related sources including agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. The Global Warming Potential of nitrous oxide is 310.

- *Hydrofluorocarbons (HFCs)*. HFCs typically are used as refrigerants in both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam-blowing is growing particularly as the continued phase-out of chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs) gains momentum. The Global Warming Potential of HFCs ranges from 140 for HFC-152a to 6,300 for HFC-236fa.

- *Perfluorocarbons (PFCs)*. Perfluorocarbons are compounds consisting of carbon and fluorine. They are primarily created as a byproduct of aluminum production and semiconductor manufacturing. Perfluorocarbons are potent GHGs with a Global Warming Potential several thousand times that of carbon dioxide, depending on the specific PFC. Another area of concern regarding PFCs is their long atmospheric lifetime (up to 50,000 years).[17] The Global Warming Potentials of PFCs range from 5,700 to 11,900.

- *Sulfur Hexafluoride (SF_6)*. Sulfur hexafluoride is a colorless, odorless, nontoxic, nonflammable gas. It is most commonly used as an electrical insulator in high voltage equipment that transmits and distributes electricity. Sulfur hexafluoride is the most potent GHG that has been evaluated by the Intergovernmental Panel on Climate Change with a Global Warming Potential of 23,900. However, its global warming contribution is not as high as the Global Warming Potential would indicate due to its low mixing ratio, as compared to carbon dioxide (4 parts per trillion [ppt] in 1990 versus 365 parts per million [ppm] of CO_2).[18]

5.2 State of California Greenhouse Gas Inventory

Based upon the 2004 GHG inventory data (i.e., the latest year for which data are available) compiled by CARB for the California 1990 greenhouse gas emissions inventory, California emitted 484 $MMTCO_2e$ ***including*** emissions resulting from imported electrical power in 2004.[19] Based on the CARB inventory and GHG inventories for countries contributing to the worldwide GHG emissions inventory compiled by the World Resources Institute for 2005, California's total GHG emissions rank second in the United States (Texas is number one) with emissions of 423 $MMTCO_2e$ ***excluding*** emissions related to imported power.[20]

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17 Energy Information Administration, "Other Gases: Hydrofluorocarbons, Perfluorocarbons, and Sulfur Hexafluoride," http://www.eia.doe.gov/oiaf/1605/gg00rpt/other_gases.html. n.d.

18 United States Environmental Protection Agency, "High GWP Gases and Climate Change," http://www epa gov /highgwp/scientific.html#sf6. n.d.

19 California Air Resources Board, *California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit*, (2007).

20 United Nations Framework Convention on Climate Change, "Annex I Parties – GHG total without LULUCF," http://unfccc.int/ghg_emissions_data/ghg_data_from_unfccc/time_series_annex_i/ items/3841.php.

A California Energy Commission emissions inventory report placed CO_2 produced by fossil fuel combustion in California as the largest source of California's GHG emissions in 2004, accounting for 80 percent of the total GHG emissions.[21] Emissions of CO_2 from other sources contributed 3.1 percent of the total GHG emissions; methane emissions 6.4 percent; nitrous oxide emissions 7.6 percent; and the remaining 3.2 percent was composed of emissions of high-Global Warming Potential gases.[22] These high Global Warming Potential gases are largely composed of refrigerants, with small contributions of SF_6 used in connection with insulating materials for electricity transmission and distribution.

The primary contributors to GHG emissions in California are transportation, electric power production from both in-state and out-of-state sources, industry, agriculture and forestry, and other sources, which include commercial and residential activities. **Table 6, GHG Emissions in California**, provides a summary of GHG emissions reported in California in 1990 and 2004 separated by categories defined by the Intergovernmental Panel on Climate Change.

Table 6
GHG Emissions in California

Source Category	1990 ($MMTCO_2e$)	Percent of Total	2004 ($MMTCO_2e$)	Percent of Total
ENERGY	**386.41**	**89.2%**	**420.91**	**86.9%**
Energy Industries	157.33	36.3%	166.43	34.4%
Manufacturing Industries & Construction	24.24	5.6%	19.45	4.0%
Transport	150.02	34.6%	181.95	37.6%
Other (Residential/Commercial/Institutional)	48.19	11.1%	46.29	9.6%
Non-Specified	1.38	0.3%	2.16	0.4%
Fugitive Emissions from Oil & Natural Gas	2.94	0.7%	2.54	0.5%
Fugitive Emissions from Other Energy Production	2.31	0.5%	2.07	0.4%
INDUSTRIAL PROCESSES & PRODUCT USE	**18.34**	**4.2%**	**30.78**	**6.4%**
Mineral Industry	4.85	1.1%	5.90	1.2%
Chemical Industry	2.34	0.5%	1.32	0.3%
Non-Energy Products from Fuels & Solvent Use	2.29	0.5%	1.37	0.3%
Electronics Industry	0.59	0.1%	0.88	0.2%
Substitutes for Ozone Depleting Substances	0.04	0.0%	13.97	2.9%
Other Product Manufacture and Use	3.18	0.7%	1.60	0.3%
Other	5.05	1.2%	5.74	1.2%
AGRICULTURE, FORESTRY, & OTHER LAND USE	**19.11**	**4.4%**	**23.28**	**4.8%**
Livestock	11.67	2.7%	13.92	2.9%
Land	0.19	0.0%	0.19	0.0%

21 California Energy Commission, "Revisions to the 1990-2004 Greenhouse Gas Emissions Inventory Report, Published in December 2006," http://www.energy.ca.gov/2006publications/CEC-600-2006-013/2007-01-23_GHG_INVENTORY_REVISIONS.PDF. 2007.

22 Ibid.

Source Category	1990 ($MMTCO_2e$)	Percent of Total	2004 ($MMTCO_2e$)	Percent of Total
Aggregate Sources & Non-CO_2 Sources on Land	7.26	1.7%	9.17	1.9%
WASTE	**9.42**	**2.2%**	**9.44**	**1.9%**
Solid Waste Disposal	6.26	1.4%	5.62	1.2%
Wastewater Treatment & Discharge	3.17	0.7%	3.82	0.8%
EMISSIONS SUMMARY				
Gross California Emissions	433.29		484.40	
Sinks from Forests and Rangelands	-6.69		-4.66	
Net California Emissions	426.60		479.74	

Source: California Air Resources Board, California Greenhouse Gas Inventory by IPCC Category, *(2007).*

Between 1990 and 2004, the population of California grew by approximately 6.5 million (from 29.8 to 36.3 million).[23,24] This represents an increase of 22 percent from 1990 population levels. In addition the California economy, measured as gross state product, grew from $788 billon in 1990 to $1.1 trillion in 2000 representing an increase of approximately 40 percent—the largest gross state product growth in the United States during this period. Despite the population and economic growth, California's net GHG emissions only grew by 12.5 percent. The California Energy Commission attributes the slow rate of growth to the success of California's renewable energy programs and its commitment to clean air and clean energy.[25]

5.3 AB 32: The Global Warming Solutions Act of 2006

In June 2005, Governor Schwarzenegger established California's GHG emissions reduction targets in Executive Order S-3-05. The Executive Order established the following goals: GHG emissions should be reduced to 2000 levels by 2010, 1990 levels by 2020, and 80 percent below 1990 levels by 2050. The Secretary of the California Environmental Protection Agency (CalEPA) is required to coordinate efforts of various agencies in order to collectively and efficiently reduce GHGs.

In furtherance of the goals established in Executive Order S-3-05, the Legislature enacted Assembly Bill 32 (AB 32, Nuñez and Pavley), the California Global Warming Solutions Act of 2006, which Governor Schwarzenegger signed on September 27, 2006. AB 32 represents the first enforceable statewide program to limit GHG emissions from all major industries with penalties for noncompliance.

23 U.S. Census Bureau, "Data Finders," http://www.census.gov/. 2009.

24 California Department of Finance, "E-5 City / County Population and Housing Estimates, 2008, Revised 2001-2007, with 2000 Benchmark," http://www.dof.ca.gov/research/demographic/reports/estimates/e-5_2001-06/. 2008.

25 California Energy Commission, *Inventory of California Greenhouse Gas Emissions and Sinks 1990 to 2004*, (2006).

AB 32 requires CARB to adopt a scoping plan indicating how reductions in significant GHG sources will be achieved through regulations, market mechanisms, and other actions. CARB released the *Climate Change Proposed Scoping Plan* in October 2008, which contains an outline of the proposed State strategies to achieve the 2020 greenhouse gas emission limits. The CARB Governing Board approved the *Climate Change Scoping Plan* on December 11, 2008. Key elements of the Scoping Plan include the following recommendations:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a statewide renewable energy mix of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation-related greenhouse gas emissions for regions throughout California and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State's long-term commitment to AB 32 implementation.

Under the Scoping Plan, approximately 85 percent of the State's emissions are subject to a cap-and-trade program where covered sectors are placed under a declining emissions cap. The emissions cap incorporates a margin of safety whereby the 2020 emissions limit will still be achieved even in the event that uncapped sectors do not fully meet their anticipated emission reductions. Emissions reductions will be achieved through regulatory requirements and the option to reduce emissions further or purchase allowances to cover compliance obligations. It is expected that emission reduction from this cap-and-trade program will account for a large portion of the reductions required by AB 32.

5.4 CEQA Guidelines on Greenhouse Gas Emissions

In August 2007 the legislature enacted SB 97 (Dutton), which directs the Governor's Office of Planning and Research (OPR) to develop guidelines under CEQA for the mitigation of greenhouse gas emissions by July 1, 2009. The Resources Agency is directed to adopt the guidelines by January 1, 2010.

On June 19, 2008, OPR issued a technical advisory as interim guidance regarding the analysis of GHG emissions in CEQA documents.[26] The advisory indicated that a project's GHG emissions, including those

[26] Governor's Office of Planning and Research, *Technical Advisory – CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*, (2008).

associated with vehicular traffic, energy consumption, water usage, and construction activities, should be identified and estimated. The advisory further recommended that the lead agency determine significance of the impacts and impose all mitigation measures that are necessary to reduce GHG emissions to a less than significant level. The advisory did not recommend a specific threshold of significance. Instead, OPR requested that CARB recommend a method for setting thresholds that lead agencies may adopt.[27]

OPR issued its *Preliminary Draft CEQA Guideline Amendments for Greenhouse Gas Emissions* on January 8, 2009 ("Draft OPR Guidelines"). The Draft OPR Guidelines do not identify thresholds of significance nor do they prescribe assessment methodologies or specific mitigation measures. Rather, the Draft OPR Guidelines are consistent with the existing CEQA framework allowing lead agencies discretion in making determinations based on substantial evidence. OPR reiterated that it has requested that CARB recommend a statewide method for setting thresholds of significance.

On October 24, 2008, CARB staff released its *Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act*, which is a preliminary staff draft proposal for determining whether the emissions related to proposed new projects are significant impacts under CEQA. While the proposal is focused on helping lead agencies determine under which conditions a project may be found exempt from the preparation of an EIR, the proposal also provides a guide for establishing significance thresholds for projects for which EIRs would be prepared regardless of the project's climate change impact. According to this proposal, the threshold for determining whether a project's emissions are significant is a stringent performance-based threshold to meet the requirements of AB 32. If the project meets certain specific yet to be developed performance standards for several categories of emissions, including construction emissions, building energy use, water use, solid waste, and transportation and the project emits no more than a certain to be determined amount of metric tons of carbon equivalents per year, the project's impact would not be significant. According to CARB, California Energy Commission Tier II building energy use standards are proposed to be used, which generally require a reduction in energy usage of 30 per cent beyond Title 24 building code requirements. CARB has also proposed a 7,000 metric ton carbon dioxide equivalent ($MTCO_2e$) threshold for industrial projects, but has not yet proposed thresholds for residential and commercial projects. The annual threshold does not include emissions associated with construction- and transportation- related activities.[28]

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27 Ibid., 4.

28 California Air Resources Board, *Preliminary Staff Draft Proposal: Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act*, (2008) 7.

In April 2008, the SCAQMD, in order to provide guidance to local lead agencies on determining the significance of GHG emissions identified in CEQA documents, convened a GHG CEQA Significance Threshold Working Group. The goal of the working group is to develop and reach consensus on an acceptable CEQA significance threshold for GHG emissions that may be utilized at the discretion of lead agencies. The SCAQMD will periodically review and revise the threshold in consideration of any adopted statewide guidance or other information. In October 2008, the Working Group released a draft guidance document, Interim CEQA Greenhouse Gas (GHG) Significance Threshold, which uses a tiered approach to determine a Project's significance. It is similar, but not identical, to CARB's proposal such that projects meeting as yet to be determined performance standards and screening levels result in a less than significant impact. For industrial projects, the SCAQMD has proposed a screening level of 10,000 $MTCO_2e$ per year for industrial projects and 3,000 $MTCO_2e$ per year for residential and commercial projects. The SCAQMD includes construction and transportation emissions in their numerical thresholds. In December 2008, the SCAQMD adopted the GHG significance threshold for industrial projects where the SCAQMD is the lead agency. The SCAQMD has not adopted a threshold for residential and commercial projects.

5.5 Greenhouse Gas Emissions

The estimated GHG emissions associated with construction of the proposed project are provided in **Table 7, Construction GHG Emissions,** below. The project is not expected to result in an increase in GHG emissions during project operation. As noted earlier, the project would not result in an increase in population and apartment units. The average daily trips associated with the project would remain the same as the existing average daily trips. In addition, the proposed project would upgrade the appliances to more energy efficient models, which would likely result in a reduction in operational GHG emissions. Hence, the operational GHG emissions associated with the complete buildout and operation of the proposed project would not likely result in a net zero increase or a slight reduction in GHG emissions.

Table 7
Construction GHG Emissions

Year	GHG Emissions ($MTCO_2e$/Year)
2010	117.29
2011	407.48
2012	88.39
2013	239.90
2014	87.69
Total	**940.75**

Year	GHG Emissions ($MTCO_2e$/Year)
Amortized Emissions	**31.36**

Source: Impact Sciences (2009). For Further detail, refer to Appendix XX.

The SCAQMD recommends that construction GHG emissions be amortized over the project lifetime in order to include construction GHG emissions as part of the operational strategy to reduce GHG emissions. The SCAQMD defines a project lifetime as 30 years. Compared to the 484 $MMTCO_2e$ California emitted in 2004, the project's amortized construction emissions contribute approximately 0.000006 percent of the annual GHG emissions produced in California. Furthermore, the proposed project would upgrade the existing appliances with energy efficient models, which would reduce existing GHG emissions from the Tahiti Marina Apartments. Therefore, because the project would result in amortized emissions that are well below any proposed thresholds and because the project would incorporate measures that would reduce GHG emissions from existing conditions, the proposed Tahiti Marina Apartments project would not have a significant impact on global climate change.

6.0 CONCLUSION

The air quality assessment for the proposed Tahiti Marina Apartments Project, located at 13900 Tahiti Way in Marina del Rey, unincorporated Los Angeles County, California, was prepared in accordance with the SCAQMD's *CEQA Air Quality Handbook* and other data provided by the SCAQMD. Emissions from construction and operation of the proposed project will not exceed the emissions thresholds for the pollutants analyzed above. In addition, emissions from the proposed project will not exceed the localized ambient concentration thresholds established in the SCAQMD's LST Methodology. Additionally, the proposed project will not lead to the formation of CO hotspots due to project-related vehicular traffic. Furthermore, the proposed project would not produce odor nuisance and toxic air contaminants. Finally, the construction and operation of the proposed project would not contribute to global climate change. For these reasons, the proposed project will have less than significant air quality impacts with respect to the above significance thresholds.

APPENDIX A

URBEMIS2007 Construction Emissions

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Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1030.01 Tahiti Marina Apartments\Construction Emissions\Tahiti Marina Apt - Phase 1.urb924
Project Name: Tahiti Marina Apartments - Phase 1
Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	2.53	12.82	20.60	0.02	0.09	0.92	1.01	0.03	0.84	0.88
2011 TOTALS (lbs/day unmitigated)	11.01	11.95	19.84	0.02	0.09	0.86	0.95	0.03	0.79	0.82

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
Time Slice 9/1/2010-12/31/2010 Active	2.53	**12.82**	**20.60**	0.02	0.09	**0.92**	**1.01**	0.03	**0.84**	**0.88**
Building 09/01/2010-12/31/2011	2.53	12.82	20.60	0.02	0.09	0.92	1.01	0.03	0.84	0.88
Building Off Road Diesel	1.83	8.28	6.01	0.00	0.00	0.72	0.72	0.00	0.66	0.66
Building Vendor Trips	0.33	3.85	2.98	0.01	0.02	0.16	0.19	0.01	0.15	0.16
Building Worker Trips	0.37	0.69	11.61	0.01	0.07	0.04	0.10	0.02	0.03	0.06
Time Slice 1/3/2011-7/14/2011 Active	2.34	11.93	19.49	0.02	0.09	0.86	0.95	0.03	0.79	0.82
Building 09/01/2010-12/31/2011	2.34	11.93	19.49	0.02	0.09	0.86	0.95	0.03	0.79	0.82
Building Off Road Diesel	1.70	7.83	5.92	0.00	0.00	0.68	0.68	0.00	0.62	0.62
Building Vendor Trips	0.31	3.47	2.76	0.01	0.02	0.14	0.17	0.01	0.13	0.14
Building Worker Trips	0.33	0.63	10.81	0.01	0.07	0.04	0.10	0.02	0.03	0.06
Time Slice 7/15/2011-12/30/2011	**11.01**	11.95	19.84	**0.02**	**0.09**	0.86	0.95	**0.03**	0.79	0.82
Building 09/01/2010-12/31/2011	2.34	11.93	19.49	0.02	0.09	0.86	0.95	0.03	0.79	0.82
Building Off Road Diesel	1.70	7.83	5.92	0.00	0.00	0.68	0.68	0.00	0.62	0.62
Building Vendor Trips	0.31	3.47	2.76	0.01	0.02	0.14	0.17	0.01	0.13	0.14
Building Worker Trips	0.33	0.63	10.81	0.01	0.07	0.04	0.10	0.02	0.03	0.06
Coating 07/15/2011-12/31/2011	8.67	0.02	0.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	8.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.01	0.02	0.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase Assumptions

Phase: Building Construction 9/1/2010 - 12/31/2011 - Building Construction

Off-Road Equipment:

1 Aerial Lifts (60 hp) operating at a 0.46 load factor for 8 hours per day

1 Forklifts (145 hp) operating at a 0.3 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

2 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Architectural Coating 7/15/2011 - 12/31/2011 - Architectural Coating

Rule: Residential Interior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 100

Rule: Residential Interior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 50

Rule: Residential Exterior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

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Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1030.01 Tahiti Marina Apartments\Construction Emissions\Tahiti Marina Apt - Phase 1.urb924
Project Name: Tahiti Marina Apartments - Phase 1
Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2010 TOTALS (lbs/day unmitigated)	2.53	12.82	20.60	0.02	0.09	0.92	1.01	0.03	0.84	0.88
2011 TOTALS (lbs/day unmitigated)	11.01	11.95	19.84	0.02	0.09	0.86	0.95	0.03	0.79	0.82

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
Time Slice 9/1/2010-12/31/2010 Active Days: 88	2.53	**12.82**	**20.60**	0.02	0.09	**0.92**	**1.01**	0.03	**0.84**	**0.88**
Building 09/01/2010-12/31/2011	2.53	12.82	20.60	0.02	0.09	0.92	1.01	0.03	0.84	0.88
Building Off Road Diesel	1.83	8.28	6.01	0.00	0.00	0.72	0.72	0.00	0.66	0.66
Building Vendor Trips	0.33	3.85	2.98	0.01	0.02	0.16	0.19	0.01	0.15	0.16
Building Worker Trips	0.37	0.69	11.61	0.01	0.07	0.04	0.10	0.02	0.03	0.06
Time Slice 1/3/2011-7/14/2011 Active Days: 139	2.34	11.93	19.49	0.02	0.09	0.86	0.95	0.03	0.79	0.82
Building 09/01/2010-12/31/2011	2.34	11.93	19.49	0.02	0.09	0.86	0.95	0.03	0.79	0.82
Building Off Road Diesel	1.70	7.83	5.92	0.00	0.00	0.68	0.68	0.00	0.62	0.62
Building Vendor Trips	0.31	3.47	2.76	0.01	0.02	0.14	0.17	0.01	0.13	0.14
Building Worker Trips	0.33	0.63	10.81	0.01	0.07	0.04	0.10	0.02	0.03	0.06
Time Slice 7/15/2011-12/30/2011 Active Days: 121	**11.01**	11.95	19.84	**0.02**	**0.09**	0.86	0.95	**0.03**	0.79	0.82
Building 09/01/2010-12/31/2011	2.34	11.93	19.49	0.02	0.09	0.86	0.95	0.03	0.79	0.82
Building Off Road Diesel	1.70	7.83	5.92	0.00	0.00	0.68	0.68	0.00	0.62	0.62
Building Vendor Trips	0.31	3.47	2.76	0.01	0.02	0.14	0.17	0.01	0.13	0.14
Building Worker Trips	0.33	0.63	10.81	0.01	0.07	0.04	0.10	0.02	0.03	0.06
Coating 07/15/2011-12/31/2011	8.67	0.02	0.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	8.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.01	0.02	0.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase Assumptions

Phase: Building Construction 9/1/2010 - 12/31/2011 - Building Construction

Off-Road Equipment:

1 Aerial Lifts (60 hp) operating at a 0.46 load factor for 8 hours per day

1 Forklifts (145 hp) operating at a 0.3 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

2 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Architectural Coating 7/15/2011 - 12/31/2011 - Architectural Coating

Rule: Residential Interior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 100

Rule: Residential Interior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 50

Rule: Residential Exterior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

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Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1030.01 Tahiti Marina Apartments\Construction Emissions\Tahiti Marina Apt - Phase 2.urb924
Project Name: Tahiti Marina Apartments - Phase 2
Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2012 TOTALS (lbs/day unmitigated)	0.57	3.67	3.19	0.00	0.19	0.30	0.49	0.04	0.28	0.32

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
Time Slice 1/2/2012-2/29/2012 Active Days: 43	**0.57**	**3.67**	**3.19**	**0.00**	**0.19**	**0.30**	**0.49**	**0.04**	**0.28**	**0.32**
Demolition 01/01/2012-02/29/2012	0.57	3.67	3.19	0.00	0.19	0.30	0.49	0.04	0.28	0.32
Fugitive Dust	0.00	0.00	0.00	0.00	0.18	0.00	0.18	0.04	0.00	0.04
Demo Off Road Diesel	0.54	3.48	2.45	0.00	0.00	0.29	0.29	0.00	0.27	0.27
Demo On Road Diesel	0.01	0.15	0.06	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Demo Worker Trips	0.02	0.04	0.68	0.00	0.00	0.00	0.01	0.00	0.00	0.00

Phase Assumptions

Phase: Demolition 1/1/2012 - 2/29/2012 - Demolition
Building Volume Total (cubic feet): 19200
Building Volume Daily (cubic feet): 432
On Road Truck Travel (VMT): 6
Off-Road Equipment:
2 Dumpers/Tenders (16 hp) operating at a 0.38 load factor for 8 hours per day
1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

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Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1030.01 Tahiti Marina Apartments\Construction Emissions\Tahiti Marina Apt - Phase 2.urb924
Project Name: Tahiti Marina Apartments - Phase 2
Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2012 TOTALS (lbs/day unmitigated)	0.57	3.67	3.19	0.00	0.19	0.30	0.49	0.04	0.28	0.32

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
Time Slice 1/2/2012-2/29/2012 Active Days: 43	**0.57**	**3.67**	**3.19**	**0.00**	**0.19**	**0.30**	**0.49**	**0.04**	**0.28**	**0.32**
Demolition 01/01/2012-02/29/2012	0.57	3.67	3.19	0.00	0.19	0.30	0.49	0.04	0.28	0.32
Fugitive Dust	0.00	0.00	0.00	0.00	0.18	0.00	0.18	0.04	0.00	0.04
Demo Off Road Diesel	0.54	3.48	2.45	0.00	0.00	0.29	0.29	0.00	0.27	0.27
Demo On Road Diesel	0.01	0.15	0.06	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Demo Worker Trips	0.02	0.04	0.68	0.00	0.00	0.00	0.01	0.00	0.00	0.00

Phase Assumptions

Phase: Demolition 1/1/2012 - 2/29/2012 - Demolition
Building Volume Total (cubic feet): 19200
Building Volume Daily (cubic feet): 432
On Road Truck Travel (VMT): 6
Off-Road Equipment:
2 Dumpers/Tenders (16 hp) operating at a 0.38 load factor for 8 hours per day
1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

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Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1030.01 Tahiti Marina Apartments\Construction Emissions\Tahiti Marina Apt - Phase 3-7.urb924
Project Name: Tahiti Marina Apartments - Phases 3-7
Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2011 TOTALS (lbs/day unmitigated)	4.95	2.47	4.09	0.00	0.02	0.13	0.15	0.01	0.12	0.13

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
Time Slice 4/1/2011-7/29/2011 Active Days: 86	0.36	2.45	3.89	0.00	0.02	0.13	0.15	0.01	0.12	0.13
Building 04/01/2011-09/30/2011	0.36	2.45	3.89	0.00	0.02	0.13	0.15	0.01	0.12	0.13
Building Off Road Diesel	0.22	1.56	0.97	0.00	0.00	0.09	0.09	0.00	0.08	0.08
Building Vendor Trips	0.07	0.76	0.60	0.00	0.01	0.03	0.04	0.00	0.03	0.03
Building Worker Trips	0.07	0.13	2.32	0.00	0.01	0.01	0.02	0.01	0.01	0.01
Time Slice 8/1/2011-9/30/2011 Active Days: 45	**4.95**	**2.47**	**4.09**	**0.00**	**0.02**	**0.13**	**0.15**	**0.01**	**0.12**	**0.13**
Building 04/01/2011-09/30/2011	0.36	2.45	3.89	0.00	0.02	0.13	0.15	0.01	0.12	0.13
Building Off Road Diesel	0.22	1.56	0.97	0.00	0.00	0.09	0.09	0.00	0.08	0.08
Building Vendor Trips	0.07	0.76	0.60	0.00	0.01	0.03	0.04	0.00	0.03	0.03
Building Worker Trips	0.07	0.13	2.32	0.00	0.01	0.01	0.02	0.01	0.01	0.01
Coating 08/01/2011-09/30/2011	4.59	0.01	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	4.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.01	0.01	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase Assumptions

Phase: Building Construction 4/1/2011 - 9/30/2011 - Building Construction

Off-Road Equipment:

2 Dumpers/Tenders (16 hp) operating at a 0.38 load factor for 8 hours per day

1 Forklifts (145 hp) operating at a 0.3 load factor for 8 hours per day

Phase: Architectural Coating 8/1/2011 - 9/30/2011 - Architectural Coating

Rule: Residential Interior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 100

Rule: Residential Interior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 50

Rule: Residential Exterior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1030.01 Tahiti Marina Apartments\Construction Emissions\Tahiti Marina Apt - Phase 3-7.urb924
Project Name: Tahiti Marina Apartments - Phases 3-7
Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2011 TOTALS (lbs/day unmitigated)	4.95	2.47	4.09	0.00	0.02	0.13	0.15	0.01	0.12	0.13

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
Time Slice 4/1/2011-7/29/2011 Active Days: 86	0.36	2.45	3.89	0.00	0.02	0.13	0.15	0.01	0.12	0.13
Building 04/01/2011-09/30/2011	0.36	2.45	3.89	0.00	0.02	0.13	0.15	0.01	0.12	0.13
Building Off Road Diesel	0.22	1.56	0.97	0.00	0.00	0.09	0.09	0.00	0.08	0.08
Building Vendor Trips	0.07	0.76	0.60	0.00	0.01	0.03	0.04	0.00	0.03	0.03
Building Worker Trips	0.07	0.13	2.32	0.00	0.01	0.01	0.02	0.01	0.01	0.01
Time Slice 8/1/2011-9/30/2011 Active Days: 45	**4.95**	**2.47**	**4.09**	**0.00**	**0.02**	**0.13**	**0.15**	**0.01**	**0.12**	**0.13**
Building 04/01/2011-09/30/2011	0.36	2.45	3.89	0.00	0.02	0.13	0.15	0.01	0.12	0.13
Building Off Road Diesel	0.22	1.56	0.97	0.00	0.00	0.09	0.09	0.00	0.08	0.08
Building Vendor Trips	0.07	0.76	0.60	0.00	0.01	0.03	0.04	0.00	0.03	0.03
Building Worker Trips	0.07	0.13	2.32	0.00	0.01	0.01	0.02	0.01	0.01	0.01
Coating 08/01/2011-09/30/2011	4.59	0.01	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	4.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.01	0.01	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase Assumptions

Phase: Building Construction 4/1/2011 - 9/30/2011 - Building Construction

Off-Road Equipment:

2 Dumpers/Tenders (16 hp) operating at a 0.38 load factor for 8 hours per day

1 Forklifts (145 hp) operating at a 0.3 load factor for 8 hours per day

Phase: Architectural Coating 8/1/2011 - 9/30/2011 - Architectural Coating

Rule: Residential Interior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 100

Rule: Residential Interior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 50

Rule: Residential Exterior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1030.01 Tahiti Marina Apartments\Construction Emissions\Tahiti Marina Apt - Phase 8.urb924
Project Name: Tahiti Marina Apartments - Phase 8
Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2013 TOTALS (lbs/day unmitigated)	2.96	20.14	13.10	0.00	3.01	1.39	4.40	0.63	1.28	1.91
2013 TOTALS (lbs/day mitigated)	2.96	20.14	13.10	0.00	0.55	1.39	1.94	0.12	1.28	1.40
2014 TOTALS (lbs/day unmitigated)	2.81	18.83	12.86	0.00	3.01	1.29	4.30	0.63	1.18	1.81
2014 TOTALS (lbs/day mitigated)	2.81	18.83	12.86	0.00	0.55	1.29	1.83	0.12	1.18	1.30

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
Time Slice 6/3/2013-12/31/2013 Active Days: 152	**2.96**	**20.14**	**13.10**	**0.00**	**3.01**	**1.39**	**4.40**	**0.63**	**1.28**	**1.91**
Building 06/01/2013-03/31/2014	1.93	11.71	8.54	0.00	0.01	1.00	1.01	0.00	0.92	0.93
Building Off Road Diesel	1.87	11.46	7.09	0.00	0.00	0.99	0.99	0.00	0.91	0.91
Building Vendor Trips	0.02	0.18	0.17	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Building Worker Trips	0.04	0.07	1.29	0.00	0.01	0.01	0.01	0.00	0.00	0.01
Mass Grading 06/01/2013-03/31/2014	1.04	8.43	4.56	0.00	3.00	0.39	3.39	0.63	0.36	0.98
Mass Grading Dust	0.00	0.00	0.00	0.00	3.00	0.00	3.00	0.63	0.00	0.63
Mass Grading Off Road Diesel	1.02	8.40	4.14	0.00	0.00	0.39	0.39	0.00	0.35	0.35
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.01	0.02	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Time Slice 1/1/2014-3/31/2014 Active Days: 64	2.81	18.83	12.86	**0.00**	**3.01**	1.29	4.30	**0.63**	1.18	1.81
Building 06/01/2013-03/31/2014	1.82	11.10	8.38	0.00	0.01	0.94	0.95	0.00	0.87	0.87
Building Off Road Diesel	1.77	10.87	7.03	0.00	0.00	0.93	0.93	0.00	0.86	0.86
Building Vendor Trips	0.02	0.16	0.15	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Building Worker Trips	0.03	0.07	1.20	0.00	0.01	0.01	0.01	0.00	0.00	0.01
Mass Grading 06/01/2013-03/31/2014	0.99	7.73	4.48	0.00	3.00	0.34	3.35	0.63	0.32	0.94
Mass Grading Dust	0.00	0.00	0.00	0.00	3.00	0.00	3.00	0.63	0.00	0.63

Mass Grading Off Road Diesel	0.98	7.70	4.09	0.00	0.00	0.34	0.34	0.00	0.31	0.31
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.01	0.02	0.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase Assumptions

Phase: Mass Grading 6/1/2013 - 3/31/2014 - Mass Site Grading/Excavation

Total Acres Disturbed: 0.15

Maximum Daily Acreage Disturbed: 0.15

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Building Construction 6/1/2013 - 3/31/2014 - Building Construction

Off-Road Equipment:

1 Pavers (100 hp) operating at a 0.62 load factor for 8 hours per day

1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

1 Plate Compactors (8 hp) operating at a 0.43 load factor for 8 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 8 hours per day

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
Time Slice 6/3/2013-12/31/2013 Active Days: 152	**2.96**	**20.14**	**13.10**	**0.00**	0.55	**1.39**	1.94	0.12	**1.28**	1.40
Building 06/01/2013-03/31/2014	1.93	11.71	8.54	0.00	0.01	1.00	1.01	0.00	0.92	0.93
Building Off Road Diesel	1.87	11.46	7.09	0.00	0.00	0.99	0.99	0.00	0.91	0.91
Building Vendor Trips	0.02	0.18	0.17	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Building Worker Trips	0.04	0.07	1.29	0.00	0.01	0.01	0.01	0.00	0.00	0.01
Mass Grading 06/01/2013-03/31/2014	1.04	8.43	4.56	0.00	0.54	0.39	0.92	0.11	0.36	0.47
Mass Grading Dust	0.00	0.00	0.00	0.00	0.53	0.00	0.53	0.11	0.00	0.11
Mass Grading Off Road Diesel	1.02	8.40	4.14	0.00	0.00	0.39	0.39	0.00	0.35	0.35
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.01	0.02	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Time Slice 1/1/2014-3/31/2014 Active Days: 64	2.81	18.83	12.86	**0.00**	0.55	1.29	1.83	0.12	1.18	1.30
Building 06/01/2013-03/31/2014	1.82	11.10	8.38	0.00	0.01	0.94	0.95	0.00	0.87	0.87
Building Off Road Diesel	1.77	10.87	7.03	0.00	0.00	0.93	0.93	0.00	0.86	0.86
Building Vendor Trips	0.02	0.16	0.15	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Building Worker Trips	0.03	0.07	1.20	0.00	0.01	0.01	0.01	0.00	0.00	0.01
Mass Grading 06/01/2013-03/31/2014	0.99	7.73	4.48	0.00	0.54	0.34	0.88	0.11	0.32	0.43
Mass Grading Dust	0.00	0.00	0.00	0.00	0.53	0.00	0.53	0.11	0.00	0.11
Mass Grading Off Road Diesel	0.98	7.70	4.09	0.00	0.00	0.34	0.34	0.00	0.31	0.31
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.01	0.02	0.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Mass Grading 6/1/2013 - 3/31/2014 - Mass Site Grading/Excavation

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Soil Stablizing Measures, the Equipment loading/unloading mitigation reduces emissions by:

PM10: 69% PM25: 69%

For Unpaved Roads Measures, the Manage haul road dust 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1030.01 Tahiti Marina Apartments\Construction Emissions\Tahiti Marina Apt - Phase 8.urb924
Project Name: Tahiti Marina Apartments - Phase 8
Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2013 TOTALS (lbs/day unmitigated)	2.96	20.14	13.10	0.00	3.01	1.39	4.40	0.63	1.28	1.91
2013 TOTALS (lbs/day mitigated)	2.96	20.14	13.10	0.00	0.55	1.39	1.94	0.12	1.28	1.40
2014 TOTALS (lbs/day unmitigated)	2.81	18.83	12.86	0.00	3.01	1.29	4.30	0.63	1.18	1.81
2014 TOTALS (lbs/day mitigated)	2.81	18.83	12.86	0.00	0.55	1.29	1.83	0.12	1.18	1.30

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
Time Slice 6/3/2013-12/31/2013 Active Days: 152	**2.96**	**20.14**	**13.10**	**0.00**	**3.01**	**1.39**	**4.40**	**0.63**	**1.28**	**1.91**
Building 06/01/2013-03/31/2014	1.93	11.71	8.54	0.00	0.01	1.00	1.01	0.00	0.92	0.93
Building Off Road Diesel	1.87	11.46	7.09	0.00	0.00	0.99	0.99	0.00	0.91	0.91
Building Vendor Trips	0.02	0.18	0.17	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Building Worker Trips	0.04	0.07	1.29	0.00	0.01	0.01	0.01	0.00	0.00	0.01
Mass Grading 06/01/2013-03/31/2014	1.04	8.43	4.56	0.00	3.00	0.39	3.39	0.63	0.36	0.98
Mass Grading Dust	0.00	0.00	0.00	0.00	3.00	0.00	3.00	0.63	0.00	0.63
Mass Grading Off Road Diesel	1.02	8.40	4.14	0.00	0.00	0.39	0.39	0.00	0.35	0.35
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.01	0.02	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Time Slice 1/1/2014-3/31/2014 Active Days: 64	2.81	18.83	12.86	**0.00**	**3.01**	1.29	4.30	**0.63**	1.18	1.81
Building 06/01/2013-03/31/2014	1.82	11.10	8.38	0.00	0.01	0.94	0.95	0.00	0.87	0.87
Building Off Road Diesel	1.77	10.87	7.03	0.00	0.00	0.93	0.93	0.00	0.86	0.86
Building Vendor Trips	0.02	0.16	0.15	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Building Worker Trips	0.03	0.07	1.20	0.00	0.01	0.01	0.01	0.00	0.00	0.01
Mass Grading 06/01/2013-03/31/2014	0.99	7.73	4.48	0.00	3.00	0.34	3.35	0.63	0.32	0.94
Mass Grading Dust	0.00	0.00	0.00	0.00	3.00	0.00	3.00	0.63	0.00	0.63

Mass Grading Off Road Diesel	0.98	7.70	4.09	0.00	0.00	0.34	0.34	0.00	0.31	0.31
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.01	0.02	0.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase Assumptions

Phase: Mass Grading 6/1/2013 - 3/31/2014 - Mass Site Grading/Excavation

Total Acres Disturbed: 0.15

Maximum Daily Acreage Disturbed: 0.15

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Building Construction 6/1/2013 - 3/31/2014 - Building Construction

Off-Road Equipment:

1 Pavers (100 hp) operating at a 0.62 load factor for 8 hours per day

1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

1 Plate Compactors (8 hp) operating at a 0.43 load factor for 8 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 8 hours per day

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
Time Slice 6/3/2013-12/31/2013 Active Days: 152	**2.96**	**20.14**	**13.10**	**0.00**	0.55	**1.39**	1.94	0.12	**1.28**	1.40
Building 06/01/2013-03/31/2014	1.93	11.71	8.54	0.00	0.01	1.00	1.01	0.00	0.92	0.93
Building Off Road Diesel	1.87	11.46	7.09	0.00	0.00	0.99	0.99	0.00	0.91	0.91
Building Vendor Trips	0.02	0.18	0.17	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Building Worker Trips	0.04	0.07	1.29	0.00	0.01	0.01	0.01	0.00	0.00	0.01
Mass Grading 06/01/2013-03/31/2014	1.04	8.43	4.56	0.00	0.54	0.39	0.92	0.11	0.36	0.47
Mass Grading Dust	0.00	0.00	0.00	0.00	0.53	0.00	0.53	0.11	0.00	0.11
Mass Grading Off Road Diesel	1.02	8.40	4.14	0.00	0.00	0.39	0.39	0.00	0.35	0.35
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.01	0.02	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Time Slice 1/1/2014-3/31/2014 Active Days: 64	2.81	18.83	12.86	**0.00**	0.55	1.29	1.83	0.12	1.18	1.30
Building 06/01/2013-03/31/2014	1.82	11.10	8.38	0.00	0.01	0.94	0.95	0.00	0.87	0.87
Building Off Road Diesel	1.77	10.87	7.03	0.00	0.00	0.93	0.93	0.00	0.86	0.86
Building Vendor Trips	0.02	0.16	0.15	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Building Worker Trips	0.03	0.07	1.20	0.00	0.01	0.01	0.01	0.00	0.00	0.01
Mass Grading 06/01/2013-03/31/2014	0.99	7.73	4.48	0.00	0.54	0.34	0.88	0.11	0.32	0.43
Mass Grading Dust	0.00	0.00	0.00	0.00	0.53	0.00	0.53	0.11	0.00	0.11
Mass Grading Off Road Diesel	0.98	7.70	4.09	0.00	0.00	0.34	0.34	0.00	0.31	0.31
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.01	0.02	0.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Mass Grading 6/1/2013 - 3/31/2014 - Mass Site Grading/Excavation

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Soil Stablizing Measures, the Equipment loading/unloading mitigation reduces emissions by:

PM10: 69% PM25: 69%

For Unpaved Roads Measures, the Manage haul road dust 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

APPENDIX B

Greenhouse Gas Emissions

Tahiti Marina Apartments
Evaluation of Global Climate Change Impacts

Table GHG-1
Construction GHG Emission Factors

Equipment Type	CO_2 Emission Factor[1] (kg/gal)	CH_4 Emission Factor[2,3] (kg/gal)	N_2O Emission Factor[2,3] (kg/gal)	CO_2 to CO_2E Ratio (GWP CH_4 □ 21) (GWP N_2O □ 310)
Off-Road	10.15	0.00058	0.00026	0.991
On-Road	10.15	0.000031	0.000029	0.999
Vendor	10.15	0.000031	0.000029	0.999
Autos[4]	n/a	n/a	n/a	0.950

Sources:

1. California Climate Action Registry, *General Reporting Protocol: Reporting Entity-Wide Greenhouse Gas Emissions Version 3.1* , (2009) 96.
2. California Climate Action Registry, *General Reporting Protocol: Reporting Entity-Wide Greenhouse as Emissions Version 3.1* , (2009) 98-100.
3. California Energy Commission, *Diesel Use in California, Remarks by Commissioner James D. Boyd, (* 2002). It was assumed that heavy duty on-road trucks have a fuel economy of 6 miles per gallon based on this data source.
4. US Environmental Protection Agency, Office of Transportation and Air Quality, *Emission Facts - Greenhouse Gas Emissions from a Typical Passenger Vehicle (EPA420-F-05-004)* , (2005) 4. Passenger vehicle CO_2 emissions are assumed to be 95□ of GHG emissions on a CO_2 equivalent basis.

Tahiti Marina Apartments
Evaluation of Global Climate Change Impacts

Table GHG-2
Construction GHG Emissions

Construction Year	Equipment Type	Annual CO_2 Emissions[1] (Tons CO_2/yr)	Annual CO_2 Emissions (MT CO_2/yr)	CO_2 to CO_2e Ratio	Annual CO_2e Emissions (MT CO_2e/yr)
2010	Off-Road	33.80	30.66	0.991	30.94
2010	On-Road	-	-	0.999	-
2010	Vendor	31.32	28.41	0.999	28.44
2010	Worker/Autos	60.64	55.01	0.950	57.91
Total 2010		**125.76**	**114.09**		**117.29**
2011	Off-Road	117.26	106.38	0.991	107.35
2011	On-Road	-	-	0.999	-
2011	Vendor	107.78	97.78	0.999	97.87
2011	Worker/Autos	211.81	192.15	0.950	202.26
Total 2011		**436.85**	**396.30**		**407.48**
2012	Off-Road	31.24	28.34	0.991	28.60
2012	On-Road	0.55	0.50	0.999	0.50
2012	Vendor	21.22	19.25	0.999	19.27
2012	Worker/Autos	41.91	38.02	0.950	40.02
Total 2012		**94.92**	**86.11**		**88.39**
2013	Off-Road	176.58	160.19	0.991	161.65
2013	On-Road	-	-	0.999	-
2013	Vendor	24.03	21.80	0.999	21.82
2013	Worker/Autos	59.09	53.61	0.950	56.43
Total 2013		**259.70**	**235.60**		**239.90**
2014	Off-Road	70.38	63.85	0.991	64.43
2014	On-Road	-	-	0.999	-
2014	Vendor	6.64	6.02	0.999	6.03
2014	Worker/Autos	18.04	16.37	0.950	17.23
Total 2014		**95.06**	**86.24**		**87.69**
Total		**1,012.29**	**918.33**		**940.75**
Amortized over Project Lifetime					**31.36**

Sources:
1. Estimated CO_2 emissions from URBEMIS2007.

Where:

CH_4	Methane
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalent
gal	Gallons
GWP	Global warming potential
kg	Kilograms
MT	Metric ton
N_2O	Nitrous oxide
yr	Year

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1030.01 Tahiti Marina Apartments\Construction Emissions\Tahiti Marina Apt - Phase 1.urb924
Project Name: Tahiti Marina Apartments - Phase 1
Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	CO2
2010 TOTALS (tons/year unmitigated)	125.76
2011 TOTALS (tons/year unmitigated)	374.28

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

	CO2
2010	125.76
Building 09/01/2010-12/31/2011	125.76
Building Off Road Diesel	33.80
Building Vendor Trips	31.32
Building Worker Trips	60.64
2011	374.28
Building 09/01/2010-12/31/2011	371.54
Building Off Road Diesel	99.86
Building Vendor Trips	92.54
Building Worker Trips	179.14
Coating 07/15/2011-12/31/2011	2.74
Architectural Coating	0.00
Coating Worker Trips	2.74

Phase Assumptions

Phase: Building Construction 9/1/2010 - 12/31/2011 - Building Construction

Off-Road Equipment:

1 Aerial Lifts (60 hp) operating at a 0.46 load factor for 8 hours per day

1 Forklifts (145 hp) operating at a 0.3 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

2 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Architectural Coating 7/15/2011 - 12/31/2011 - Architectural Coating

Rule: Residential Interior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 100

Rule: Residential Interior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 50

Rule: Residential Exterior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1030.01 Tahiti Marina Apartments\Construction Emissions\Tahiti Marina Apt - Phase 2.urb924
Project Name: Tahiti Marina Apartments - Phase 2
Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	CO2
2012 TOTALS (tons/year unmitigated)	10.59

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

	CO2
2012	10.59
Demolition 01/01/2012-02/29/2012	10.59
Fugitive Dust	0.00
Demo Off Road Diesel	8.04
Demo On Road Diesel	0.55
Demo Worker Trips	2.01

Phase Assumptions

Phase: Demolition 1/1/2012 - 2/29/2012 - Demolition
Building Volume Total (cubic feet): 19200
Building Volume Daily (cubic feet): 432
On Road Truck Travel (VMT): 6
Off-Road Equipment:
2 Dumpers/Tenders (16 hp) operating at a 0.38 load factor for 8 hours per day
1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1030.01 Tahiti Marina Apartments\Construction Emissions\Tahiti Marina Apt - Phase 3-7.urb924
Project Name: Tahiti Marina Apartments - Phases 3-7
Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	CO2
2011 TOTALS (tons/year unmitigated)	41.71

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

	CO2
2011	41.71
Building 05/01/2011-10/31/2011	41.12
Building Off Road Diesel	11.60
Building Vendor Trips	10.16
Building Worker Trips	19.36
Coating 09/01/2011-10/31/2011	0.59
Architectural Coating	0.00
Coating Worker Trips	0.59

Phase Assumptions

Phase: Building Construction 5/1/2011 - 10/31/2011 - Building Construction

Off-Road Equipment:

2 Dumpers/Tenders (16 hp) operating at a 0.38 load factor for 8 hours per day

1 Forklifts (145 hp) operating at a 0.3 load factor for 8 hours per day

Phase: Architectural Coating 9/1/2011 - 10/31/2011 - Architectural Coating

Rule: Residential Interior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 100

Rule: Residential Interior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 50

Rule: Residential Exterior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1030.01 Tahiti Marina Apartments\Construction Emissions\Tahiti Marina Apt - Phase 8.urb924
Project Name: Tahiti Marina Apartments - Phase 8
Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:
CONSTRUCTION EMISSION ESTIMATES

	CO2
2013 TOTALS (tons/year unmitigated)	176.22
2013 TOTALS (tons/year mitigated)	176.22
Percent Reduction	0.00
2014 TOTALS (tons/year unmitigated)	74.20
2014 TOTALS (tons/year mitigated)	74.20
Percent Reduction	0.00

Construction Unmitigated Detail Report:
CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

	CO2
2013	176.22
Building 06/01/2013-03/31/2014	93.48
Building Off Road Diesel	75.36
Building Vendor Trips	3.71
Building Worker Trips	14.41
Mass Grading 06/01/2013-	82.75
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	78.02
Mass Grading On Road Diesel	0.00
Mass Grading Worker Trips	4.72
2014	74.20
Building 06/01/2013-03/31/2014	39.36
Building Off Road Diesel	31.73
Building Vendor Trips	1.56
Building Worker Trips	6.07

Mass Grading 06/01/2013-	34.84
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	32.85
Mass Grading On Road Diesel	0.00
Mass Grading Worker Trips	1.99

Phase Assumptions

Phase: Mass Grading 6/1/2013 - 3/31/2014 - Mass Site Grading/Excavation

Total Acres Disturbed: 0.15

Maximum Daily Acreage Disturbed: 0.15

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Building Construction 6/1/2013 - 3/31/2014 - Building Construction

Off-Road Equipment:

1 Pavers (100 hp) operating at a 0.62 load factor for 8 hours per day

1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

1 Plate Compactors (8 hp) operating at a 0.43 load factor for 8 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 8 hours per day

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Mitigated

	CO2
2013	176.22
Building 06/01/2013-03/31/2014	93.48
Building Off Road Diesel	75.36
Building Vendor Trips	3.71
Building Worker Trips	14.41
Mass Grading 06/01/2013-	82.75
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	78.02
Mass Grading On Road Diesel	0.00
Mass Grading Worker Trips	4.72

2014	74.20
Building 06/01/2013-03/31/2014	39.36
Building Off Road Diesel	31.73
Building Vendor Trips	1.56
Building Worker Trips	6.07
Mass Grading 06/01/2013-	34.84
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	32.85
Mass Grading On Road Diesel	0.00
Mass Grading Worker Trips	1.99

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Mass Grading 6/1/2013 - 3/31/2014 - Mass Site Grading/Excavation

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61 PM25: 61

For Soil Stablizing Measures, the Equipment loading/unloading mitigation reduces emissions by:

PM10: 69 PM25: 69

For Unpaved Roads Measures, the Manage haul road dust 3x daily watering mitigation reduces emissions by:

PM10: 61 PM25: 61

Noise Study

For Tahiti Marina Apartments Rehabilitation Project

In Los Angeles County, California

Prepared for:

Isaac Hakim
Tahiti Marina Apartments & Docks
13900 Tahiti Way
Marina del Rey, California 90272

Prepared by:

Impact Sciences
803 Camarillo Springs Road, Suite A
Camarillo, California 93012

July 2009

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NOISE STUDY

INTRODUCTION

Impact Sciences, Inc., prepared this noise study to forecast future anticipated construction and renovation noise levels as the Tahiti Marina Apartment Complex (proposed project) is renovated, in the community of Marina del Rey, in the County of Los Angeles. These estimated noise levels are compared to the exterior and interior noise level standards for residential uses surrounding the project site as defined in the County of Los Angeles Noise Ordinance for Construction Noise. Additionally this noise study determines the estimated noise that surrounding sensitive land uses will experience from sporadically used haul trucks during the 40-month construction and renovation project.

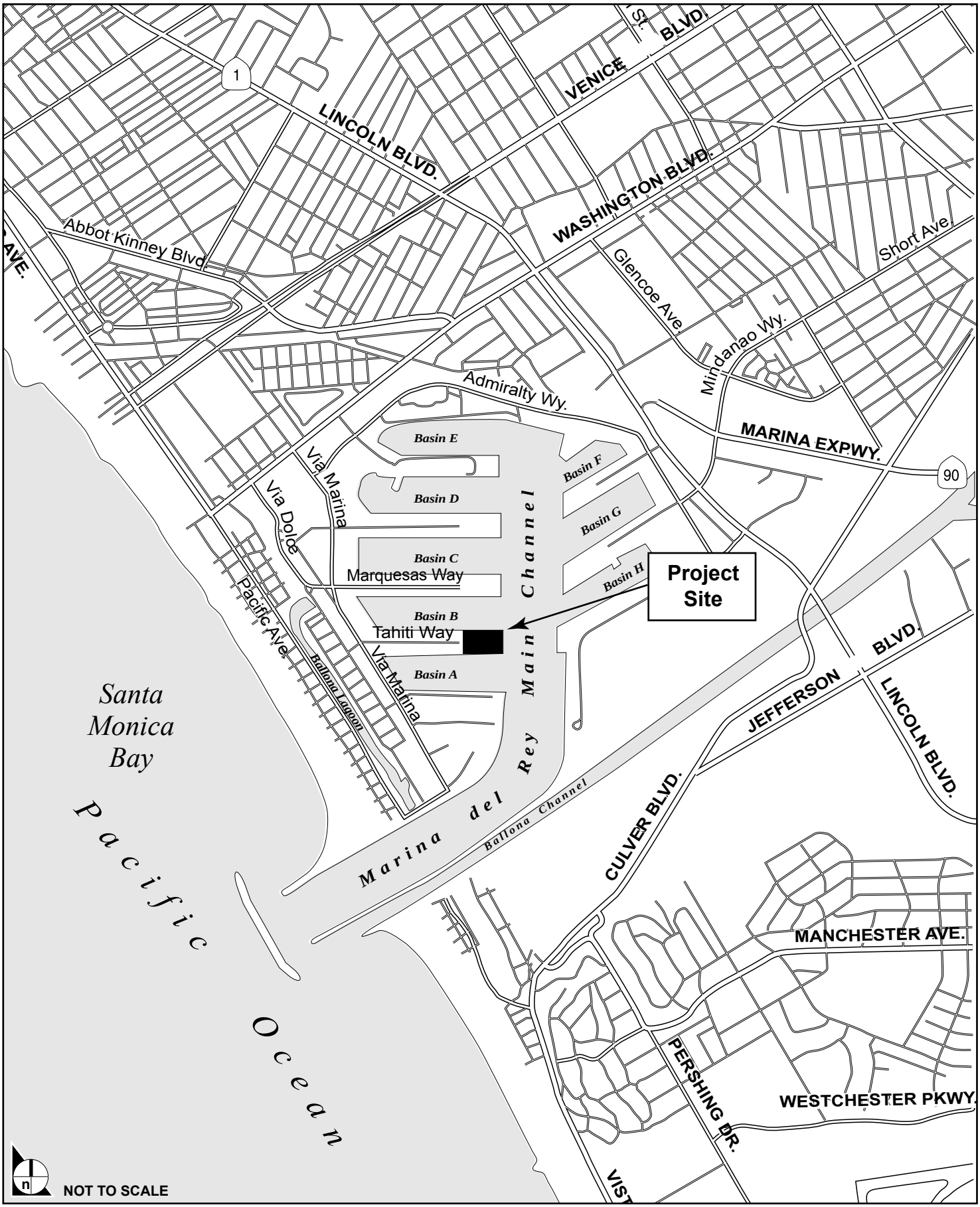
PROJECT DESCRIPTION

The proposed project is located on Parcel 7 in the community of Marina del Rey, in the County of Los Angeles, at 13900 Tahiti Way, as shown in **Figure 1, Location of the Proposed Project Site**. The proposed project will consist of the demolition and rehabilitation of the existing apartment complex over a 40-month period, beginning on or about September 2010 and being completed by March 2014. The proposed project includes substantial renovation of the apartment building interiors and exteriors (both private and public areas), waterfront promenade, parking facilities, and landscaped areas of the existing apartment complex. The current renovation project does not entail any demolition or replacement of the existing Tahiti Marina boat slips (though the Tahiti Marina anchorage will be demolished and rebuilt in full no longer than 10 years after completion of the landside renovation described herein); however, as part of the current renovation project, the existing anchorage lighting, electrical and water utility systems will be upgraded.

The proposed project will include the following renovation items for each of the project's current amenities:

- **The Apartment Building Façade**: The existing apartment building on the project site will be stripped of its current outside façade. A new contemporary design for the façade of the building will be developed in order to improve the building both visually and functionally. The exterior of the building will be upgraded using new materials, windows, and balconies for energy conservation.

- **The Apartment Building Individual Unit Interiors:** All of the apartments located within the complex will be renovated. New and contemporary design for all units' interiors will be developed, including new bathroom and kitchens, washer and dryers, new waste plumbing pipes, fixtures, electrical upgrade from the Edison power source currently supplying the apartments, technology infrastructure, and web-based amenities and concierge services to improve the tenants' quality of life in the best possible way.



SOURCE: Impact Sciences, Inc. □ July 2007

FIGURE **1**

Location of the Proposed Project Site

- **The Apartment Building Interior Common Areas:** The interior common areas of the existing apartment building on site will include a new design for the entrance lobby with a concierge desk and new disabled-accessible bathrooms for visitors to the complex. Additionally, this portion of the renovation will include new lights, new signs, and new materials and designs for all apartment unit entrances.

- **Exterior Common Areas:** The pool area, club house, restroom facilities, landscaping, lighting, promenade, and bulkhead railing will all be renovated as part of the proposed project. The pool area will be transformed once removal of the existing building, currently located on the top of the existing parking garage, occurs. The vacant space will be developed into a new "Zen-like" modern patio garden for the residents of the complex to relax and enjoy the view of the Marina. The existing pool and area around the pool will be renovated with new handrails and planters to enhance the quality of the open-space environment. The new pool and garden area will be developed with high-quality furnishings to improve the aesthetic value of the area for increased tenant usage. Additionally, the proposed project will develop a new gym below the deck located on the east side of the building, in the existing parking garage. The new gym will occupy a larger space for a new and larger equipment area, lockers, showers, and restroom facilities.

- **Electrical Upgrade:** The proposed project will include electrical upgrade to the entire complex. The proposed project will upgrade the existing transformer in the existing Southern California Edison (SCE) manhole located near the complex, and will upgrade nine existing multimeter boards for apartments, panels and feeds. Additionally, the proposed project will include new electrical feeder lines to the relocated boaters' restrooms and new gym.

- **Boaters' Restrooms:** The proposed project will also renovate the existing Boaters' Restroom. Improvements will include spa-grade improvements including the installation of new lockers, showers, and restroom facilities.

As described above, renovation of the proposed project site is expected to begin on or about September 2010 and be completed, in approximately 40 months, on or about March 2014. The plan to achieve this timing objective will occur while maintaining approximately 70 percent of the apartments available for rent. The renovation plan includes two exterior phases and divides the interior renovation of the building into six phases of approximately 25 units each. Each phase would take approximately six months to complete. During each interior phase, the renovation place for the affected common areas will also be completed. The following is the expected phasing of the proposed project over the 40-month period.

- **Phase 1:** Phase 1 of the proposed project will begin on or about September 2010 and will end 16-months later, on or about January 2012. During this time the renovation of the entire building exterior, exterior signage, roof, ceiling extensions of corner units, lobby, new boaters' facilities, new gym and promenade improvements will occur.

- **Phase 2:** Phase 2 of the proposed project will begin on or about January 2012 and end two months later, on or about March 2012. This phase will include the demolition of the existing boater's facilities and demolition of the existing gym.

- **Phase 3:** Phase 3 will be broken up into two sub-phases. Phase 3A of the proposed project will begin on or about May 2011 and will end six months later, on or about October 2011. This sub-phase will include the renovation of the interior of 24 corner apartment units in the complex. Phase 3B of the proposed project will begin on or about September 2011 and will end six months later, on or about March 2012. This sub-phase will include the renovation of the interior of 23 apartment units located on the southwest side of the complex.

- **Phase 4:** Phase 4 of the proposed project will begin on or about April 2012 and will end six months later, on or about October 2012. This phase will include the renovation of the interior of 24 apartment units located on the southeast side of the complex.

- **Phase 5:** Phase 5 of the proposed project will begin on or about October 2012 and will end six months later, on or about March 2013. This phase will include the renovation of the interior of 33 apartment units located on the west side of the complex.

- **Phase 6:** Phase 6 of the proposed project will begin on or about March 2013 and end six months later, on or about September 2013. This phase will include the renovation of the interior of 30 apartment units located in the center of the complex.

- **Phase 7:** Phase 7 of the proposed project will begin on or about September 2013, and end six months later, on or about March 2014. This phase will include the renovation of the interior of 27 apartment units located on the east side of the complex.

- **Phase 8:** Phase 8 of the proposed project will begin on or about June 2013 and end nine months later, on or about March 2014. This phase will include the renovation of the landscaping on the project site, and renovation of the dock's utilities and lighting.

Additionally, **Table 1, Construction Equipment Usage**, shows the type of construction equipment that will be used during each phase of the proposed project.

Table 1
Construction Equipment Usage

Phase	Equipment	Quantity of Equipment	Period Equipment will be Used	Hours per Day Equipment will be Used
1	Aerial Work Platform	2	September 2010 through January 2012	4
	Forklift	1	September 2010 through January 2012	3
	Welders	2	September 2010 through January 2012	8
	Backhoe	1	September 2010 through January 2012	6 [1]
2	Backhoe/Loader	1	January 2012 through March 2012	6
	Trash Container	2	January 2012 through March 2012	2
3	Forklift	1	May 2011 through October 2011 and September 2011 through October 2012	2
	Trash Container	2	May 2011 through October 2011 and September 2011 through October 2012	2
4	Forklift	1	April 2012 through October 2012	2
	Trash Container	2	April 2012 through October 2012	2
5	Forklift	1	October 2012 through March 2013	2
	Trash Container	2	October 2012 through March 2013	2
6	Forklift	1	March 2013 through September 2013	2
	Trash Container	2	March 2013 through September 2013	2
7	Forklift	1	September 2013 through March 2014	2
	Trash Container	2	September 2013 through March 2014	2
8	Water Truck	1	June 2013 through March 2014	3
	Grader	1	June 2013 through March 2014	5
	Rolling Compacter	1	June 2013 through March 2014	4
	Paving Machine	1	June 2013 through March 2014	6
	Hand Compactor	1	June 2013 through March 2014	3
	Asphalt Grinder	1	June 2013 through March 2014	8 [2]

Source:

[1] *May be used only four weeks during this phase.*

[2] *May be used in lieu of removing existing asphalt, total of four days.*

As described above, many of the eight different phases associated with the construction and renovation of the proposed project will overlap as the proposed project is built out. Phase 1 and phase 3 of the proposed project will overlap for a period of nine months; phase 2 and phase 3 of the proposed project

will overlap for two months; phase 6 and phase 8 will overlap for a period of four months; and phase 7 and phase 8 will overlap for a period of six months. The proposed project will also require the transport of material and construction debris on and off the site, and is expected to use one haul truck per day completing one round trip to and from the project each day, through duration of the renovation project.

METHODOLOGY

Analysis of the existing noise conditions was completed through noise monitoring adjacent to the proposed project site on June 24 through June 25 2009, for a duration of 24 hours. Information was than gathered as to the construction and renovation schedule of the proposed project, along with the expected construction/renovation equipment that will be used during the 40-month duration of the proposed project. Noise modeling procedures involved the calculation of future noise levels emanating from the construction/renovation equipment over the eight phases that the proposed project is expected to be completed in, using the Federal Highway Administration (FHWA) Construction Equipment Noise Levels and Ranges from the Highway Construction Noise Handbook (please **Appendix A** for calculations). These modeled noise levels were than compared to the County of Los Angeles Noise Ordinance for Construction Noise (Chapter 12.08), standard of 80 A-weighted decibels (dB(A)) equivalent continuous noise level (L_{eq}) for multi-family residential units to be exposed to construction/renovation (mobile) noise. Additionally, the same modeling was used to determine the expected noise level of haul trucks that will be used during the construction and renovation of the proposed project over the 40-month period. Again, this expected noise level was compared to the County of Los Angeles Noise Ordinance for Construction Noise standard of 80 dB(A) L_{eq} to determine if the haul trucks would exceed the standard. It should be noted that In order to analyze a worst-case scenario, construction noise levels were estimated assuming that all the pieces of equipment identified below during each phase were operating simultaneously. This assumption is not likely since construction activities during each phase would vary.

FUNDAMENTALS OF NOISE

Introduction to Noise

Noise is ordinarily described as unwanted sound. Sound is generally undesirable when it interferes with normal activities, causes actual physical harm, or has an adverse effect on health. The definition of noise as unwanted sound implies that it has an adverse effect on, or causes a substantial annoyance to, people and their environment.

Sound pressure level alone is not a reliable indicator of loudness because the human ear does not respond uniformly to sounds at all frequencies. For example, the human ear is less sensitive to low and high frequencies than to the medium frequencies that more closely correspond to human speech. In response to the human ear's sensitivity, or lack thereof, to different frequencies, the A-weighted noise level,

referenced in units of dB(A), was developed to better correspond with people's subjective judgment of sound levels. In general, changes in a noise level of less than 3 dB(A) are not noticed by the human ear.[1]

Changes from 3 to 5 dB(A) may be noticed by some individuals who are extremely sensitive to changes in noise. An increase of greater than 5 dB(A) is readily noticeable, while the human ear perceives a 10 dB(A) increase in sound level to be a doubling of sound volume. A doubling of sound energy results in a 3 dB(A) increase in sound, which means that a doubling of sound wave energy (e.g., doubling the volume of traffic on a roadway) would result in a barely perceptible change in sound level. Common noise levels associated with certain activities are shown on **Figure 2, Common Noise Levels**.

Noise sources occur in two forms: (1) point sources, such as stationary equipment or individual motor vehicles; and (2) line sources, such as a roadway with a large number of mobile point sources (motor vehicles). Sound generated by a stationary point source typically diminishes (attenuates) at a rate of 6 dB(A) for each doubling of distance from the source to the receptor at acoustically hard sites and at a rate of 7.5 dB(A) at acoustically soft sites.[2]

A hard, or reflective, site does not provide any excess ground-effect attenuation and is characteristic of asphalt, concrete, and very hard-packed soil. An acoustically soft or absorptive site is characteristic of normal earth and most ground with vegetation. As an example, a 60 dB(A) noise level measured at 50 feet from a point source at an acoustically hard site would be 54 dB(A) at 100 feet from the source and it would be 48 dB(A) at 200 feet from the source. Noise from the same point source at an acoustically soft site would be 52.5 dB(A) at 100 feet and 45 dB(A) at 200 feet from the source. Sound generated by a line source typically attenuates at a rate of 3 dB(A) and 4.5 dB(A) per doubling of distance from the source to the receptor for hard and soft sites, respectively. Sound levels can also be attenuated by manmade or natural barriers, as illustrated in **Figure 3, Noise Attenuation by Barriers**. Solid walls, berms, or elevation differences typically reduce noise levels by 5 to 10 dB(A).[3]

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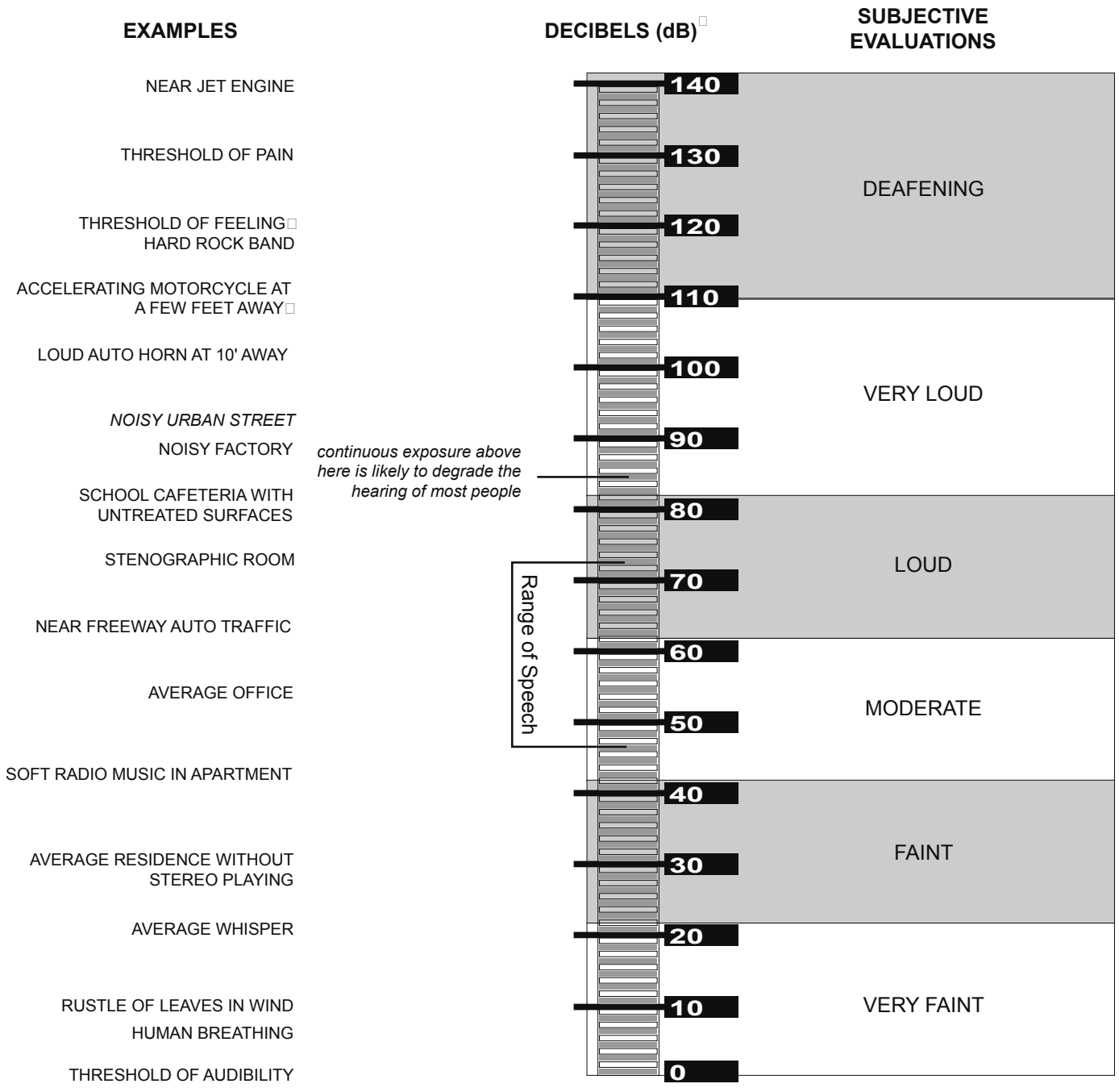
1 US Department of Transportation, Federal Highway Administration, *Highway Noise Fundamentals*, (Springfield, Virginia: US Department of Transportation, Federal Highway Administration, September 1980), p. 81.

2 US Department of Transportation, Federal Highway Administration, *Highway Noise Fundamentals*, (Springfield, Virginia: US Department of Transportation, Federal Highway Administration, September 1980), p. 97.

3 *Highway Noise Mitigation* (Springfield, Virginia: U.S. Department of Transportation, Federal Highway Administration, September 1980), p. 18.

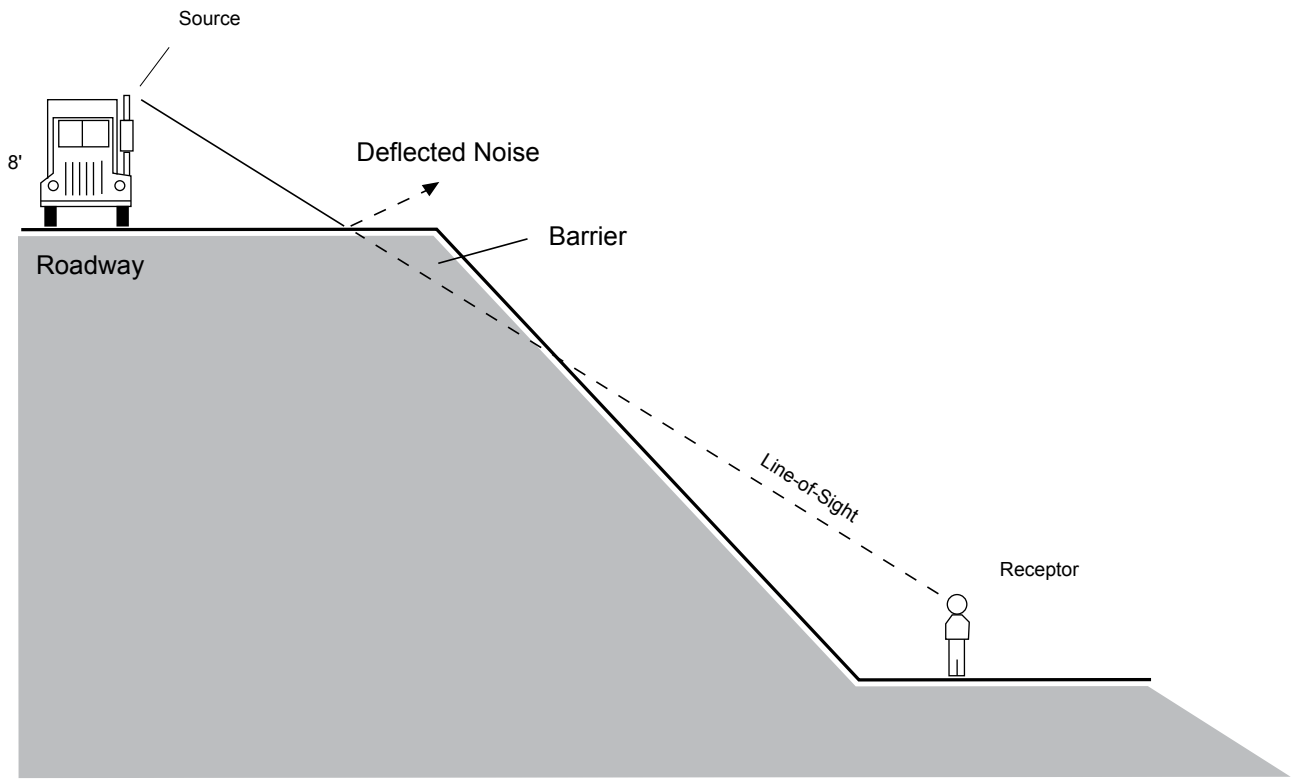


NOTE: 50' from motorcycle equals noise at about 2000' from a four-engine jet aircraft.

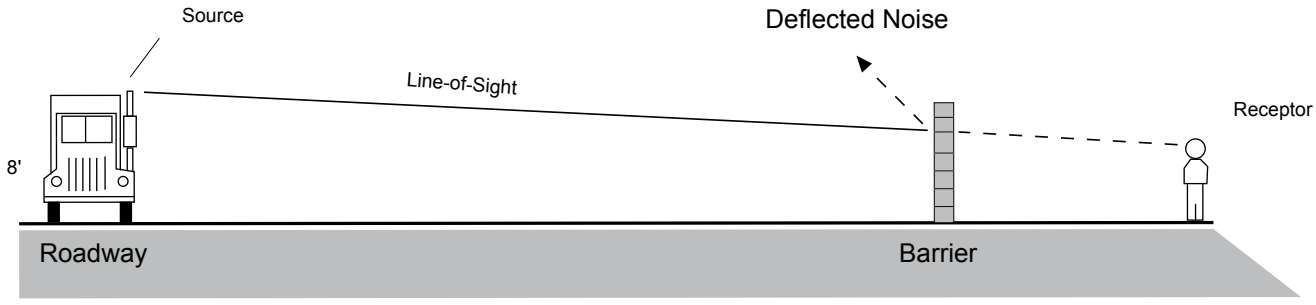
‡ *NOTE: dB are average values as measured on the A scale of a sound level meter.*

FIGURE **2**

Common Noise Levels



"Barrier Effect" Resulting from Differences in Elevation.



"Barrier Effect" Resulting from Typical Soundwall.

SOURCE: Impact Sciences, Inc. □ October 2004

FIGURE **3**

Noise Attenuation by Barriers

The minimum attenuation of exterior to interior noise provided by typical structures in California is provided in **Table 2, Outside to Inside Noise Attenuation (dB(A)).**

Table 2
Outside to Inside Noise Attenuation (dB(A))

Building Type	Open Windows	Closed Windows[1]
Residences	17	25
Schools	17	25
Places of Worship	20	30
Hospitals/Convalescent	17	25
Offices	17	25
Theaters	20	30
Hotels/Motels	17	25

Source: Transportation Research Board, National Research Council, Highway Noise: A Design Guide for Highway Engineers, National Cooperative Highway Research Program Report 117.

[1] *As shown, structures with closed windows can attenuate exterior noise by a minimum of 25 to 30 dB(A).*

When assessing community reaction to noise, there is an obvious need for a scale that averages sound pressure levels over time and quantifies the result in terms of a single numerical descriptor. Several scales have been developed that address community noise levels.

When assessing community reaction to noise, there is an obvious need for a scale that averages sound pressure levels over time and quantifies the result in terms of a single numerical descriptor. Several scales have been developed that address community noise levels. Those that are applicable to this analysis are the L_{eq} and community noise equivalent level (CNEL). L_{eq} is the average A-weighted sound level measured over a given interval. L_{eq} can be measured over any period, but is typically measured for 1-minute, 15-minute, 1-hour, or 24-hour periods. CNEL is another average A-weighted sound level measured over a 24-hour period. However, this noise scale is adjusted to account for some individuals' increased sensitivity to noise levels during the evening and nighttime hours. A CNEL noise measurement is obtained by adding 5 decibels to sound levels occurring during the evening from 7:00 PM to 10:00 PM, and 10 decibels to sound levels occurring during the nighttime from 10:00 PM to 7:00 AM. The 5 and 10 decibel penalties are applied to account for increased noise sensitivity during the evening and nighttime hours. The logarithmic effect of adding these penalties to the 1-hour L_{eq} measurements typically results in a CNEL measurement that is within approximately 3 dB(A) of the peak-hour L_{eq}.[4]

4 California Department of Transportation, *Technical Noise Supplement: A Technical Supplement to the Traffic Noise Analysis Protocol*, (Sacramento, California: October 1998), pp. N51–N54.

REGULATORY FRAMEWORK

Plans and policies that are applicable to this noise study include (1) the State of California Department of Health Services, Environmental Health Division Noise Exposure Guidelines, and (2) the Riverside County General Plan; both are discussed below.

State of California Noise Standards

The State of California, Office of Planning and Research has published, with regards to community noise exposure, recommended guidelines for land use compatibility. These guidelines rate land use compatibility in terms of being "normally acceptable," "conditionally acceptable," "normally unacceptable," and "clearly unacceptable." Each jurisdiction is required to consider these guidelines when developing its General Plan Noise Element and when determining acceptable noise levels within its community. These guidelines are representative of various land uses that include residential, commercial/mixed-use, industrial, and public facilities.

In addition, the California Commission of Housing and Community Development officially adopted interior noise standards in 1974. In 1988, the Building Standards Commission approved revisions to the standards (Title 24, Part 2, California Code of Regulations). As revised, Title 24 establishes an interior noise standard of 45 dB(A) CNEL for residential space.

County of Los Angeles General Plan Noise Element

The General Plan Noise Element outlines basic goals and policies for the County and its constituent municipalities to follow. It states as a general goal that noise mitigation costs should be assessed to the producers of the noise. Policy 16 of the Noise Element states that the county "should encourage cities to adopt definitive noise ordinances and policies that are consistent throughout the county." The Noise Element does not prescribe any specific standard for acceptable noise or vibration levels. Because the Marina del Rey area is in unincorporated Los Angeles County, the specific and applicable noise standards are addressed in the County Noise Control Ordinance (County Code Section 12.08). The Noise Control Ordinance prescribes standards for point and stationary source noise and construction-related noise, as well as general standards for vibration.

County of Los Angeles Noise Control Ordinance (For Point and Stationary Source Noise)

The County Noise Control Ordinance (County code Section 12.08) provides standards for both interior and exterior noise standards and sets guidelines for a variety of activities. Section 12.08.390 identifies exterior noise standards for stationary and point noise sources, specific noise restrictions, exemptions and variances for exterior point or stationary noise sources. Several of these standards are applicable to the project and are discussed below.

The County Noise Control Ordinance states that exterior noise levels caused by stationary or point noise sources shall not exceed the levels identified below in **Table 3, County of Los Angeles Exterior Noise Standards for Stationary and Point Noise Sources**, or the ambient noise level,[5] whichever is greater. The Noise Control Ordinance (Section 12.08.400 of the County Code) also states that interior noise levels (resulting from outside point or stationary sources) within multi-family residential units shall not exceed 45 dB(A) L_{eq} between 7:00 AM and 10:00 PM and 40 dB(A) L_{eq} between 10:00 PM and 7:00 AM. Conventional construction of building with the inclusion of fresh air supply systems or air conditioning will normally ensure that interior noise levels are acceptable. The table also includes the County's standards for acceptable exterior noise levels near receptor properties.

5 Ambient noise level is defined as the existing background noise level at the time of measurement or prediction.

Table 3
County of Los Angeles Exterior Noise Standards for Stationary and Point Noise sources

Noise Zone	Designated Noise Zone Land Use (Receptor Property)	Time Interval	Exterior Noise Level d(B(A) L_{eq}[1]
I	Noise Sensitive Area[2]	Anytime	45
II	Residential Properties	10:00 PM to 7:00 AM	45
		7:00 AM to 10:00 PM	50
III	Commercial Properties	10:00 PM to 7:00 AM	55
		7:00 AM to 10:00 PM	60
IV	Industrial Properties	Anytime	70

Source: County of Los Angeles Noise Control Ordinance, County Code Section 12.08.390.

[1] ***Standard No. 1*** *shall be the exterior noise level which may not be exceeded for a cumulative period of more than 30 minutes in any hour. Standard No. 1 shall be the applicable noise level; or, if the ambient L_{50} exceeds the forgoing level, then the ambient L_{50} becomes the exterior noise level for Standard No. 1.*
Standard No. 2 *shall be the exterior noise level which may not be exceeded for a cumulative period of more than 15 minutes in any hour. Standard No. 2 shall be the applicable noise level from Standard No. 1 plus 5 dB(A); or, if the ambient L_{25} exceeds the forgoing level, then the ambient L_{25} becomes the exterior noise level for Standard No. 2.*
Standard No. 3 *shall be the exterior noise level which may not be exceeded for a cumulative period of more than five minutes in any hour. Standard No. 3 shall be the applicable noise level from Standard No. 1 plus 10 dB(A); or, if the ambient $L_{8.3}$ exceeds the forgoing level, then the ambient $L_{8.3}$ becomes the exterior noise level for Standard No. 3.*
Standard No. 4 *shall be the exterior noise level which may not be exceeded for a cumulative period of more than one minute in any hour. Standard No. 4 shall be the applicable noise level from Standard No. 1 plus 15 dB(A); or, if the ambient $L_{1.7}$ exceeds the forgoing level, then the ambient $L_{1.7}$ becomes the exterior noise level for Standard No. 4.*
Standard No. 5 *shall be the exterior noise level which may not be exceeded for any period of time. Standard No. 5 shall be the applicable noise level from Standard No. 1 plus 20 dB(A); or, if the ambient L_0 exceeds the forgoing level, then the ambient L_0 becomes the exterior noise level for Standard No. 5.*

[2] *Not defined in the County Noise Ordinance. To be designated by the County Health Officer.*

County of Los Angeles Noise Ordinance (For Construction Noise)

The County Noise Control Ordinance (County Code Section 12.08.440) identifies specific restrictions regarding construction noise. The operation of equipment used in construction, drilling, repair, alteration or demolition work is prohibited between weekday hours of 7:00 PM to 7:00 AM and anytime on Sundays or legal holidays if such noise would create a noise disturbance across a residential or commercial real-property line.[6] The Noise Control Ordinance further states that the contractor shall conduct construction activities in such a manger that the maximum noise levels at the affected buildings will not exceed those listed in **Table 4, County of Los Angeles Construction Equipment Noise**

6 Noise disturbance is not defined in the Noise Control Ordinance. The County Health Officer has the authority to define and determine the extent of a noise disturbance on a case-by-case basis.

Restrictions. All mobile stationary internal-combustion-powered equipment and machinery is also required to be equipped with suitable exhaust and air-intake silencers in proper working order.

Table 4
County of Los Angeles Construction Equipment Noise Restrictions

Residential Structures	Single-Family Residential	Multi-Family Residential	Commercial[1]
Mobile Equipment: Maximum noise level for nonscheduled, intermittent, short-term operation (less than 10 days) of mobile equipment.			
Daily, except Sundays and legal holidays, 7:00 AM to 8:00 PM	75 dB(A) L_{eq}	80 dB(A) L_{eq}	85 dB(A) L_{eq}
Daily, 8:00 PM to 7:00 AM and all day Sunday and legal holidays	60 dB(A) L_{eq}	64 dB(A) L_{eq}	70 dB(A) L_{eq}
Stationary Equipment: Maximum noise level for repetitively scheduled and relatively long-term operation (periods of 10 days or more) of stationary equipment:			
Daily, except Sundays and legal holidays, 7:00 AM to 8:00 PM	60 dB(A) L_{eq}	65 dB(A) L_{eq}	70 dB(A) L_{eq}
Daily, 8:00 PM to 7:00 AM and all day Sunday and legal holidays	50 dB(A) L_{eq}	55 dB(A) L_{eq}	60 dB(A) L_{eq}
Business Structures			
Mobile Equipment: Maximum noise levels for nonscheduled, intermittent, short-term operation of mobile equipment:			
Daily, including Sunday and legal holidays, all hours		85 dB(A) L_{eq}	

Source: County of Los Angeles Noise Control Ordinance, County Code Section 12.08.440.
[1] *Refers to residential structures within a commercial area. This standard does not apply to commercial structures.*

EXISTING CONDITIONS

Existing Project Site

The proposed project site is located on Parcel 7 at the terminus of the Tahiti Way mole road, on the western, predominantly residential side of Marina del Rey. Parcel 7 contains approximately 5 acres of land area and 6.1 acres of water area. The proposed project site is bordered by Marina Basin B to the north, Marina Basin A to the south, the main channel of Marina del Rey to the east and the Bay Club Apartments (Parcel 8T) to the west.

The existing project site (Tahiti Marina Apartments), originally constructed in 1967, and consists of 149 apartment units within 1 three-story apartment complex. The Tahiti Marina anchorage located on the northern, eastern and western side of the project site contains 214 boat slips and 9 end-tie spaces. The existing apartment unit mix is 8 three-bedroom units, 84 two-bedroom units and 57 one-bedroom units. Landside amenities serving the apartment tenants include a 7,200 square foot pool; a 1,600 square foot gym; a 5,000 square foot sun deck; and, a 6,400 square foot BBQ deck. The project site also currently contains 465 parking spaces.

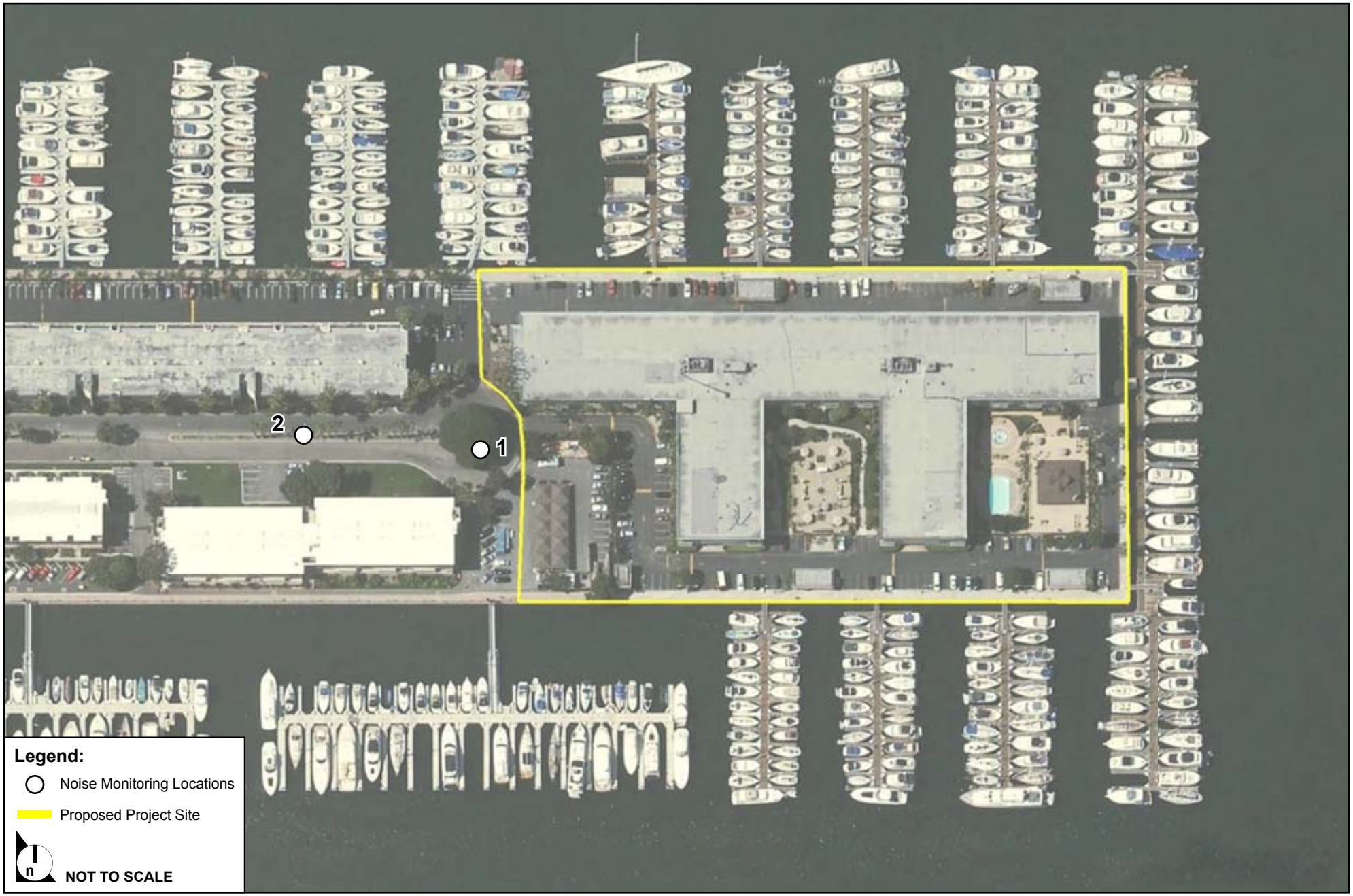
Existing Surrounding Sensitive Uses

As described above, the proposed project site is located in a residential area of Marina del Rey. The closest sensitive receptor (an existing three-story apartment building complex-The Bay Club Apartments) to the project site is located approximately 123 feet to the west (on Parcel 8). The Bay Club Apartment complex is constructed so that balconies of existing units face toward the north, toward the Marina, and face to the south toward Tahiti Way. No balconies or outside living areas of the Bay Club Apartment complex face the proposed project site.

Monitored Noise Levels

Noise monitoring was completed on June 25, 2009. **Figure 4, Noise Monitoring Locations**, depicts the two noise monitoring locations. Monitoring was conducted between the hours of 7:00 AM on June 24, 2009 to 8:00 AM June 25, 2009, and was approximately 24-hour samples at each location. The first monitoring location was located at the terminus of Tahiti Way, on the round-about median, approximately 60 feet to the southwest of the project site, and approximately 60 feet to the north of the sensitive receptors (neighboring apartment building) located south of the proposed project site. The primary source of noise at this location is traffic using Tahiti Way to access the residential complexes along the street. The second monitoring location was also located on the median of Tahiti Way, approximately 231 feet west of the proposed project site, and approximately 33 feet to the north and south of the sensitive receptors (neighboring apartment building) located west and southwest of the proposed project site. The primary source of noise at this location is traffic traveling along Tahiti Way.

As shown in **Table 5, Monitored Noise Levels**, noise levels at monitoring locations 1 and 2, were measured at 57 and 60 dB(A) L_{eq} for 24-hours, respectively. Location 1 had noise levels that were measured at 59 dB(A) L_{eq} during morning peak hours; 56 dB(A) L_{eq} during evening peak hours; 49 dB(A) L_{eq} during nighttime hours; and, 59 dB(A) L_{eq} during daytime hours. Location 2 had noise levels that were measured at 57 dB(A) L_{eq} during morning peak hours; 60 dB(A) L_{eq} during evening peak hours; 53 dB(A) L_{eq} during the nighttime; and, 62 dB(A) L_{eq} during the daytime.



SOURCE: Google Earth - 2009; Impact Sciences, Inc. - July 2009

FIGURE **4**

Noise Monitoring Locations

Table 5
Monitored Noise Levels

Monitoring Location	L_{eq} Morning Peak Hour (7:00 AM to 10:00 AM)	L_{eq} Evening Peak Hour (4:00 PM to 8:00 PM)	L_{eq} Nighttime (10:00 PM to 7:00 AM)	L_{eq} Daytime (7:00 AM to 10:00 PM)	L_{eq} 24-Hour
Location 1	59	56	49	59	57
Location 2	57	60	53	62	60

*Source: Impact Sciences, Inc. June 25, 2009. Calculations are presented in **Appendix A**.*

IMPACT ANALYSIS

Demolition, Construction and Renovation Noise

Phase 1 and Phase 3

The proposed project is to begin renovation starting in September 2010, beginning with phase 1. During this time, renovation of the entire building exterior, the exterior signage, the roof, renovation of the ceiling extensions of corner units, the new lobby, the new boaters' facility, new gym, and promenade improvements are scheduled to occur. Additionally, as phase 1 is occurring, phase 3 will begin in May of 2011 and will overlap with phase 1 over a period of nine months. Phase 3 will include the renovation of the interior of 24 corner units on the complex, along with the renovation of the interior of 23 units located on the southwest corner of the complex. The closest sensitive receptor is the apartment complex (multi-family residential units) located approximately 123 feet to the west of the proposed project site. During this period, it is expected that the construction equipment that will be used on the project site will include the use of a forklift, a backhoe, and a loader. As can be seen in **Table 6, Estimated Construction Equipment Noise for Phase 1 and Phase 3**, during the overlap in these construction phases, the loudest expected noise resulting from the use of the on-site construction equipment will be no louder than 79 dB(A) L_{eq} (Please see **Appendix A** for calculations).

Table 6
Estimated Construction Equipment Noise for Phase 1 and Phase 3

Phase	Equipment Used	Amount of Equipment Used	Hours per Day	Distance from Closest Sensitive Receptor	Noise Level (dB(A) L_{eq})
	Forklift	1	3	123 feet	74
Phase 1 and 3	Backhoe	1	6	123 feet	70
	Loader	1	6	123 feet	77
Total L_{eq} During Normal Operations					**79**

Source: Impact Sciences, Inc.

As described above, the County of Los Angeles Noise Construction Standard indicates that construction noise cannot exceed 80 dB(A) L_{eq} during the hours of 7:00 AM and 8:00 PM during the weekdays. Noise associated with the construction equipment that will be used during this period could be further reduced by the distance that the proposed project site is from the sensitive land use, the fact that the sensitive land use adjacent to the proposed project site does not have outside balconies that face the project site, and the fact that the majority of renovation and construction during this phasing will occur on interior areas of the project site. Since the construction equipment during these phases are not expected to exceed the standard of 80 dB(A) L_{eq} during phase 1 and phase 3 of the proposed project, impacts are expected to be less than significant.

Phase 2 and Phase 3

The proposed project is to begin phase 2 of the renovation process in January of 2012 and be completed by March of 2012. During this time demolition of the boater facility and gym will occur. Additionally, as phase 2 is occurring, phase 3 will begin in May of 2011 and be completed by March of 2012, thus overlapping with phase 2 over a period of two months. Phase 3 will include the renovation of the interior of 24 corner units on the complex, along with the renovation of the interior of 23 units located on the southwest corner of the complex. The closest sensitive receptor is the apartment complex (multi-family residential units) located approximately 123 feet to the west of the proposed project site. During this period it is expected that the construction equipment that will be used on the project site will include the use of a forklift and a backhoe. As can be seen in **Table 7, Estimated Construction Equipment Noise for Phase 2 and Phase 3**, during this overlapping in these construction phases, the loudest expected noise resulting from the use of the on-site construction equipment will be no louder than 76 dB(A) L_{eq} (Please see **Appendix A** for calculations).

Table 7
Estimated Construction Equipment Noise for Phase 2 and Phase 3

Phase	Equipment Used	Amount of Equipment Used	Hours per Day	Distance from Closest Sensitive Receptor	Noise Level (dB(A) L_{eq})
Phase 2 and 3	Forklift	1	3	123 feet	74
	Backhoe	1	6	123 feet	70
Total L_{eq} During Normal Operations					**76**

Source: Impact Sciences, Inc.

As described above, the County of Los Angeles Noise Construction Standard indicates that construction noise cannot exceed 80 dB(A) L_{eq} during the hours of 7:00 AM and 8:00 PM during the weekdays. Noise associated with the construction equipment that will be used during this period could be further reduced by the distance that the proposed project site is from the sensitive land use, the fact that the sensitive land use adjacent to the proposed project site does not have outside balconies that face the project site, and the fact that the majority of renovation and construction during this phasing will occur on interior areas of the project site and on the eastern end of the project site. Since the construction equipment during these phases are not expected to exceed the standard of 80 dB(A) L_{eq} during phase 2 and phase 3 of the proposed project, impacts are expected to be less than significant.

Phase 4

The proposed project is expected to begin phase 4 of the construction and renovation project in April of 2012 and end six months later, in October 2012. During this period, interior renovation of 24 apartment units located on the southeast corner of the project site will occur. No additional phases of construction and renovation are expected to overlap with phase 4. The closest sensitive receptor is the apartment complex (multi-family residential units) located approximately 520 feet to the west of the southeastern side of the proposed project site. During this period it is expected that the construction equipment that will be used on the project site will include the use of only one forklift. As can be seen in **Table 8, Estimated Construction Equipment Noise for Phase 4**, during phase 4 of the construction and renovation process of the proposed project, the loudest expected noise resulting from the use of the on-site construction equipment will be no louder than 62 dB(A) L_{eq}, at 520 feet from the sensitive receptor located to the west of the proposed project site (Please see **Appendix A** for calculations).

Table 8
Estimated Construction Equipment Noise for Phase 4

Phase	Equipment Used	Amount of Equipment Used	Hours per Day	Distance from Closest Sensitive Receptor	Noise Level (dB(A) L_{eq})
Phase 4	Forklift	1	2	520 feet	62
Total L_{eq} During Normal Operations					**62**

Source: Impact Sciences, Inc.

As described above, the County of Los Angeles Noise Construction Standard indicates that construction noise cannot exceed 80 dB(A) L_{eq} during the hours of 7:00 AM and 8:00 PM during the weekdays. Noise associated with the construction equipment that will be used during this period could be further reduced by the distance that the proposed project site is from the sensitive land use, the fact that the sensitive land use adjacent to the proposed project site does not have outside balconies that face the project site, and the fact that the majority of renovation and construction during this phasing will occur on interior areas of the project site and on the eastern end of the project site. Since the construction equipment used during phase 4 is not expect to exceed the standard of 80 dB(A) L_{eq}, impacts are expected to be less than significant.

Phase 5

The proposed project is expected to begin phase 5 of the construction and renovation process in October of 2012 and end six months later, in March of 2013. During this period, interior renovation of 33 apartment units located on the western side of the proposed project site will occur. No additional phases of construction and renovation are expected to overlap with phase 5. The closest sensitive receptor is the apartment complex (multi-family residential units) located approximately 123 feet to the west of the of the proposed project site. During this period it is expected that the construction equipment that will be used on the project site will include the use of only one forklift. As can be seen in **Table 9, Estimated Construction Equipment Noise for Phase 5**, during phase 5 of the construction and renovation process of the proposed project, the loudest expected noise resulting from the use of the on-site construction equipment will be no louder than 74 dB(A) L_{eq}, at 123 feet from the sensitive receptor located to the west of the proposed project site (Please see **Appendix A** for calculations).

Table 9
Estimated Construction Equipment Noise for Phase 5

Phase	Equipment Used	Amount of Equipment Used	Hours per Day	Distance from Closest Sensitive Receptor	Noise Level (dB(A) L_{eq})
Phase 5	Forklift	1	2	123 feet	74
Total L_{eq} During Normal Operations					**74**

Source: Impact Sciences, Inc.

As described above, the County of Los Angeles Noise Construction Standard indicates that construction noise cannot exceed 80 dB(A) L_{eq} during the hours of 7:00 AM and 8:00 PM during the weekdays. Noise associated with the construction equipment that will be used during this period could be further reduced by the distance that the proposed project site is from the sensitive land use, the fact that the sensitive land use adjacent to the proposed project site does not have outside balconies that face the project site, and the fact that the majority of renovation and construction during this phasing will occur on interior areas of the project site and on the eastern end of the project site. Since the construction equipment used during phase 5 is not expect to exceed the standard of 80 dB(A) L_{eq}, impacts are expected to be less than significant.

Phase 6 and Phase 8

The proposed project is expected to begin phase 6 of the construction and renovation process in March of 2013 and end six months later, in September of 2013. During this period, interior renovation of 30 apartment units located in the center of the proposed project site will occur. It is expected that during phase 6, one forklift will be used, approximately 430 feet to the east of the sensitive use located adjacent to the proposed project site. Additionally, phase 8 of the construction and renovation process will begin in June of 2013 and end nine months later, in March of 2014, thus overlapping with phase 6 for approximately four months. During this time, along with the forklift being used in phase 6, phase 8 will include the use of a compactor, grader, and paver, which is expected to be used approximately 123 feet from the sensitive receptor located adjacent to the proposed project site. As can be seen in **Table 10, Estimated Construction Equipment Noise for Phase 6 and Phase 8**, during phase 6 and phase 8 of the construction and renovation process of the proposed project, the loudest expected noise resulting from the use of the on-site construction equipment will be no louder than 79 dB(A) L_{eq} (Please see **Appendix A** for calculations).

Table 10
Estimated Construction Equipment Noise for Phase 6 and Phase 8

Phase	Equipment Used	Amount of Equipment Used	Hours per Day	Distance from Closest Sensitive Receptor	Noise Level (dB(A) L_{eq})
Phase 6 and 8	Compactor	1	4	123 feet	74
	Forklift	1	2	430 feet	63
	Grader	1	5	123 feet	77
	Paver	1	6	123 feet	69
Total L_{eq} During Normal Operations					**79**

Source: Impact Sciences, Inc.

As described above, the County of Los Angeles Noise Construction Standard indicates that construction noise cannot exceed 80 dB(A) L_{eq} during the hours of 7:00 AM and 8:00 PM during the weekdays. The distance that the proposed project site is from the sensitive land use, and the fact that the sensitive land use adjacent to the proposed project site does not have outside balconies that face the project site could further reduce the noise associated with the construction equipment that will be used during this period. Since the construction equipment used during phases 6 and 8 are not expect to exceed the standard of 80 dB(A) L_{eq}, impacts are expected to be less than significant.

Phase 7 and Phase 8

The proposed project is expected to begin phase 7 of the construction and renovation process in September of 2013 and end six months later, in March of 2014. During this period, interior renovation of 30 apartment units located on the eastern side of the proposed project site will occur. It is expected that during phase 7 one forklift will be used, approximately 600 feet to the east of the sensitive use located adjacent to the proposed project site. Additionally, phase 8 of the construction and renovation process will begin in June of 2013 and end nine months later, in March of 2014, thus overlapping with phase 7 for approximately eight months. During this time, along with the forklift being used in phase 7, phase 8 will include the use of a compactor, grader, and paver, which are expected to be used approximately 123 feet from the sensitive receptor located adjacent to the proposed project site. As can be seen in **Table 11, Estimated Construction Equipment Noise for Phase 7 and Phase 8**, during phase 7 and phase 8 of the construction and renovation process of the proposed project, the loudest expected noise resulting from the use of the on-site construction equipment will be no louder than 79 dB(A) L_{eq} (Please see **Appendix A** for calculations).

Table 11
Estimated Construction Equipment Noise for Phase 7 and Phase 8

Phase	Equipment Used	Amount of Equipment Used	Hours per Day	Distance from Closest Sensitive Receptor	Noise Level (dB(A) L_{eq})
Phase 7 and 8	Compactor	1	4	123 feet	74
	Forklift	1	2	600 feet	60
	Grader	1	5	123 feet	77
	Paver	1	6	123 feet	69
Total L_{eq} During Normal Operations					**79**

Source: Impact Sciences, Inc.

As described above, the County of Los Angeles Noise Construction Standard indicates that construction noise cannot exceed 80 dB(A) L_{eq} during the hours of 7:00 AM and 8:00 PM during the weekdays. The distance that the proposed project site is from the sensitive land use, and the fact that the sensitive land use adjacent to the proposed project site does not have outside balconies that face the project site could further reduce the noise associated with the construction equipment that will be used during this period. Since the construction equipment used during phases 7 and 8 are not expect to exceed the standard of 80 dB(A) L_{eq}, impacts are expected to be less than significant.

Haul Route Noise Impacts

Project construction and renovation will require the use of heavy trucks to haul equipment and materials to the site, as well as transport debris during demolition and renovations on the project site. To limit noise impacts associated with construction traffic on nearby land uses, a truck haul route will be established which route vehicles away from sensitive uses to the maximum extent feasible.

To minimize potential neighborhood disruption and conflicts along the haul route, a construction traffic control plan will be developed for use during the construction and renovation activities. The plan will identify all traffic control measures, signs and time limits to be implemented by the construction contractor during the duration of the construction and renovation activities. Measures likely to be used to reduce noise impacts include limitations on the hours and days in which construction activity may occur. All vehicles will be staged either within the property lines or at designated areas as established by a County approved haul route plan.

Trucks on average are expected to enter and leave the site on a daily basis over the construction and renovation period, but only during working hours. The trips associated with trucks traveling off site are based on the URBEMIS 2007 assumptions associated with proposed land uses proposed for the project. According to URBEMIS 2007 calculations prepared for the project, one haul truck per day is expected to make one round trip per day, on average, during the construction and renovation process of the proposed project over the 40-month period. The Los Angeles County Department of Public Works (LACDPW), Construction Division, limits construction activities to between the hours of 6:30 AM and 8:00 PM daily and prohibits work on Sundays and legal holidays. This reduces the impact on local residents by restricting most construction-based noise generation to hours when most residents are at work and not generally home. The number of truck trips traveling along the proposed haul route will vary daily, depending on the nature of the construction activity. Employment of standard noise attenuation practices would be implemented as required by the LACDPW. As previously discussed, noise sensitive land uses located near and adjacent to the project site are primarily residential in nature, specifically, along Tahiti Way. Uses within 50 feet of the haul route developed by the proposed project could experience temporary noise events of approximately 76 dB(A) from the truck as it passes by[7], which does not exceed County standards as outlined above. Therefore, impacts are expected to be less than significant.

Operational Impacts

The project would not include an increase in intensity that would generate vehicle trips but rather include a renovation and upgrade of an existing use. Consequently, the project would not result in an increase in noise level on the surrounding roadway network due to increase vehicle trips.

SUGGESTED MITIGATION

No mitigation measures are required beyond compliance with the Los Angeles County Noise Ordinance (Section 12.08).

CONCLUSION

The proposed project (renovation of the existing Tahiti Marina Apartment Complex) will be conducted over a 40-month period in eight different phases. Analysis was conducted, as described above, for the eight different phases of construction and renovation to determine if the noise generated by the construction equipment would exceed the Los Angeles County Noise Ordinance Construction standard of 80 dB(A) L_{eq}. Even though some of the phases would overlap, the loudest noise that is expected to be generated during any of the construction and renovation phases determined to be 79 dB(A) L_{eq}. The

7 Please see Appendix B, Haul Truck Noise estimate calculation.

closest sensitive land use is the Bay Club Apartment complex located to the west of the proposed project site. Residents in this complex are not expected to experience construction and renovation noise louder than the standard 80 dB(A) L_{eq} as set forth by the County of Los Angeles. This is primarily due to the distance that the sensitive receptor is located from the proposed project site, the location of the construction and renovation occurring during the various eight phases over the 40-month period, and the fact that the Bay Club Apartment complex, adjacent to the proposed project site does not have balconies or outdoor living spaces that face the proposed project site. Therefore, it is expected that construction and renovation noise of the proposed project will result in a less than significant impact.

Additionally, it was determined that one haul truck will be used, on average, every day over the 40-month period, making one round trip per day to the project site and from the project site. Analysis concluded that sensitive structures located specifically along Tahiti Way would experience noise generated from this truck of no greater than 76 dB(A) L_{eq}, which is below the standard of 80 dB(A) L_{eq} as set forth by the County of Los Angeles. This is primarily due to the fact that the truck will be more than 50 feet from the sensitive uses (residential uses) as it travels along the haul route, and the fact that speed limits in the residential areas are 25 mph hour or less, thus reducing the sound generated by the haul truck. Therefore, the haul truck associated with the construction and renovation of the proposed project is expected to create a less than significant noise impact on surrounding sensitive land uses.

APPENDIX A

Noise Study Tahiti Marina Apartments Rehabilitation: Construction Equipment Noise Model

Tahiti Marina Renovation Phase 1 and Phase 3

Assumed Attenuation: 6 dBA per doubling of distance

NOISE SOURCE	NUMBER OF UNITS	ASSUMED USE FACTOR	TYPICAL PRESSURE LEVEL @ 50 FT (dBA)	DISTANCE (Feet)	NOISE LEVEL Leq (dBA)
Auger/Bore Drill Rig	0	1	81	50	#N/A
Backhoe	1	1	78	123	70
Ballast Equilzer	0	1	82	50	#N/A
Ballast Tamper	0	1	83	50	#N/A
Bore Driil/Rig	0	1	83	50	#N/A
Compactor	0	1	82	50	#N/A
Concrete Mixer	0	1	79	50	#N/A
Concrete Pump	0	1	82	50	#N/A
Concrete Vibratotr	0	1	76	50	#N/A
Crane Derrick	0	1	88	50	#N/A
Crane Mobile	0	1	81	50	#N/A
Dozer	0	1	82	50	#N/A
Dump Truck	0	1	76	50	#N/A
Dump Truck	0	1	76	50	#N/A
Dump Truck	0	1	76	50	#N/A
Electric Drill	0	1	56	50	#N/A
Excavtor CAT 963	0	1	77	50	#N/A
Excavator CAT 973	0	1	81	50	#N/A
Forklift, 40 HP	1	1	82	123	74
Generator	0	1	81	50	#N/A
Grader	0	1	85	50	#N/A
Impact Wrench	0	1	85	50	#N/A
Jack Hammer	0	1	89	50	#N/A
Loader	0	0	85	50	#N/A
Paver	0	1	77	50	#N/A
Pile Driver - Impact	0	1	101	50	#N/A
Pile Driver- Sonic	0	1	96	50	#N/A
Pneunatic Tools	0	1	85	50	#N/A
Pump	0	1	76	50	#N/A
Rail Saw	0	1	90	50	#N/A
Rock Drill	0	1	98	50	#N/A
Roller	0	1	74	50	#N/A
Saw	0	1	76	50	#N/A
Scarifier	0	1	83	50	#N/A
Scraper	0	1	84	50	#N/A
Shovel	0	1	82	50	#N/A
Spike Driver	0	1	77	50	#N/A
Tie Cutter	0	1	84	50	#N/A
Tie Handler	0	1	80	50	#N/A
Tie Inserter	0	1	85	50	#N/A
Off-highway Truck	0	1	88	50	#N/A

TOTAL Leq DURING NORMAL OPERATIONS: 76

Note: NA = Not Applicable
Sources: Federal Transit Adminidstration (April 1995), *Transit Noise and Vibration* Impact Asessment, p. 12-3. and FWWA Construction Equipment Noise Levels and Ranges - Highway Construction Noise Handbook

Tahiti Marina Renovation Phase 2 and Phase 3

Assumed Attenuation: 6 dBA per doubling of distance

NOISE SOURCE	NUMBER OF UNITS	ASSUMED USE FACTOR	TYPICAL PRESSURE LEVEL @ 50 FT (dBA)	DISTANCE (Feet)	NOISE LEVEL Leq (dBA)
Auger/Bore Drill Rig	0	1	81	50	#N/A
Backhoe	1	1	78	123	70
Ballast Equilzer	0	1	82	50	#N/A
Ballast Tamper	0	1	83	50	#N/A
Bore Driil/Rig	0	1	83	50	#N/A
Compactor	0	1	82	50	#N/A
Concrete Mixer	0	1	79	50	#N/A
Concrete Pump	0	1	82	50	#N/A
Concrete Vibratotr	0	1	76	50	#N/A
Crane Derrick	0	1	88	50	#N/A
Crane Mobile	0	1	81	50	#N/A
Dozer	0	1	82	50	#N/A
Dump Truck	0	1	76	50	#N/A
Dump Truck	0	1	76	50	#N/A
Dump Truck	0	1	76	50	#N/A
Electric Drill	0	1	56	50	#N/A
Excavtor CAT 963	0	1	77	50	#N/A
Excavator CAT 973	0	1	81	50	#N/A
Forklift, 40 HP	1	1	82	123	74
Generator	0	1	81	50	#N/A
Grader	0	1	85	50	#N/A
Impact Wrench	0	1	85	50	#N/A
Jack Hammer	0	1	89	50	#N/A
Loader	0	1	85	50	#N/A
Paver	0	1	77	50	#N/A
Pile Driver - Impact	0	1	101	50	#N/A
Pile Driver- Sonic	0	1	96	50	#N/A
Pneunatic Tools	0	1	85	50	#N/A
Pump	0	1	76	50	#N/A
Rail Saw	0	1	90	50	#N/A
Rock Drill	0	1	98	50	#N/A
Roller	0	1	74	50	#N/A
Saw	0	1	76	50	#N/A
Scarifier	0	1	83	50	#N/A
Scraper	0	1	84	50	#N/A
Shovel	0	1	82	50	#N/A
Spike Driver	0	1	77	50	#N/A
Tie Cutter	0	1	84	50	#N/A
Tie Handler	0	1	80	50	#N/A
Tie Inserter	0	1	85	50	#N/A
Off-highway Truck	0	1	88	50	#N/A

TOTAL Leq DURING NORMAL OPERATIONS: 76

Note: NA = Not Applicable
Sources: Federal Transit Adminidstration (April 1995), *Transit Noise and Vibration* Impact Asessment, p. 12-3. and FWWA Construction Equipment Noise Levels and Ranges - Highway Construction Noise Handbook

Tahiti Marina Renovation Phase 4

Assumed Attenuation: 6 dBA per doubling of distance

NOISE SOURCE	NUMBER OF UNITS	ASSUMED USE FACTOR	TYPICAL PRESSURE LEVEL @ 50 FT (dBA)	DISTANCE (Feet)	NOISE LEVEL Leq (dBA)
Auger/Bore Drill Rig	0	1	81	50	#N/A
Backhoe	0	1	78	50	#N/A
Ballast Equilzer	0	1	82	50	#N/A
Ballast Tamper	0	1	83	50	#N/A
Bore Driil/Rig	0	1	83	50	#N/A
Compactor	0	1	82	50	#N/A
Concrete Mixer	0	1	79	50	#N/A
Concrete Pump	0	1	82	50	#N/A
Concrete Vibratotr	0	1	76	50	#N/A
Crane Derrick	0	1	88	50	#N/A
Crane Mobile	0	1	81	50	#N/A
Dozer	0	1	82	50	#N/A
Dump Truck	0	1	76	50	#N/A
Dump Truck	0	1	76	50	#N/A
Dump Truck	0	1	76	50	#N/A
Electric Drill	0	1	56	50	#N/A
Excavtor CAT 963	0	1	77	50	#N/A
Excavator CAT 973	0	1	81	50	#N/A
Forklift, 40 HP	1	1	82	520	62
Generator	0	1	81	50	#N/A
Grader	0	1	85	50	#N/A
Impact Wrench	0	1	85	50	#N/A
Jack Hammer	0	1	89	50	#N/A
Loader	0	1	85	50	#N/A
Paver	0	1	77	50	#N/A
Pile Driver - Impact	0	1	101	50	#N/A
Pile Driver- Sonic	0	1	96	50	#N/A
Pneunatic Tools	0	1	85	50	#N/A
Pump	0	1	76	50	#N/A
Rail Saw	0	1	90	50	#N/A
Rock Drill	0	1	98	50	#N/A
Roller	0	1	74	50	#N/A
Saw	0	1	76	50	#N/A
Scarifier	0	1	83	50	#N/A
Scraper	0	1	84	50	#N/A
Shovel	0	1	82	50	#N/A
Spike Driver	0	1	77	50	#N/A
Tie Cutter	0	1	84	50	#N/A
Tie Handler	0	1	80	50	#N/A
Tie Inserter	0	1	85	50	#N/A
Off-highway Truck	0	1	88	50	#N/A

TOTAL Leq DURING NORMAL OPERATIONS: 62

Note: NA = Not Applicable
Sources: Federal Transit Adminidstration (April 1995), *Transit Noise and Vibration* Impact Asessment, p. 12-3. and FWWA Construction Equipment Noise Levels and Ranges - Highway Construction Noise Handbook

Tahiti Marina Renovation Phase 5

Assumed Attenuation: 6 dBA per doubling of distance

NOISE SOURCE	NUMBER OF UNITS	ASSUMED USE FACTOR	TYPICAL PRESSURE LEVEL @ 50 FT (dBA)	DISTANCE (Feet)	NOISE LEVEL Leq (dBA)
Auger/Bore Drill Rig	0	1	81	50	#N/A
Backhoe	0	1	78	50	#N/A
Ballast Equilzer	0	1	82	50	#N/A
Ballast Tamper	0	1	83	50	#N/A
Bore Driil/Rig	0	1	83	50	#N/A
Compactor	0	1	82	50	#N/A
Concrete Mixer	0	1	79	50	#N/A
Concrete Pump	0	1	82	50	#N/A
Concrete Vibratotr	0	1	76	50	#N/A
Crane Derrick	0	1	88	50	#N/A
Crane Mobile	0	1	81	50	#N/A
Dozer	0	1	82	50	#N/A
Dump Truck	0	1	76	50	#N/A
Dump Truck	0	1	76	50	#N/A
Dump Truck	0	1	76	50	#N/A
Electric Drill	0	1	56	50	#N/A
Excavtor CAT 963	0	1	77	50	#N/A
Excavator CAT 973	0	1	81	50	#N/A
Forklift, 40 HP	1	1	82	123	74
Generator	0	1	81	50	#N/A
Grader	0	1	85	50	#N/A
Impact Wrench	0	1	85	50	#N/A
Jack Hammer	0	1	89	50	#N/A
Loader	0	1	85	50	#N/A
Paver	0	1	77	50	#N/A
Pile Driver - Impact	0	1	101	50	#N/A
Pile Driver- Sonic	0	1	96	50	#N/A
Pneunatic Tools	0	1	85	50	#N/A
Pump	0	1	76	50	#N/A
Rail Saw	0	1	90	50	#N/A
Rock Drill	0	1	98	50	#N/A
Roller	0	1	74	50	#N/A
Saw	0	1	76	50	#N/A
Scarifier	0	1	83	50	#N/A
Scraper	0	1	84	50	#N/A
Shovel	0	1	82	50	#N/A
Spike Driver	0	1	77	50	#N/A
Tie Cutter	0	1	84	50	#N/A
Tie Handler	0	1	80	50	#N/A
Tie Inserter	0	1	85	50	#N/A
Off-highway Truck	0	1	88	50	#N/A

TOTAL Leq DURING NORMAL OPERATIONS: 74

Note: NA = Not Applicable
Sources: Federal Transit Adminidstration (April 1995), *Transit Noise and Vibration* Impact Asessment, p. 12-3. and FWWA Construction Equipment Noise Levels and Ranges - Highway Construction Noise Handbook

Tahiti Marina Renovation Phase 6 and Phase 8

Assumed Attenuation: 6 dBA per doubling of distance

NOISE SOURCE	NUMBER OF UNITS	ASSUMED USE FACTOR	TYPICAL PRESSURE LEVEL @ 50 FT (dBA)	DISTANCE (Feet)	NOISE LEVEL Leq (dBA)
Auger/Bore Drill Rig	0	1	81	50	#N/A
Backhoe	0	1	78	50	#N/A
Ballast Equilzer	0	1	82	50	#N/A
Ballast Tamper	0	1	83	50	#N/A
Bore Driil/Rig	0	1	83	50	#N/A
Compactor	1	1	82	123	74
Concrete Mixer	0	1	79	50	#N/A
Concrete Pump	0	1	82	50	#N/A
Concrete Vibratotr	0	1	76	50	#N/A
Crane Derrick	0	1	88	50	#N/A
Crane Mobile	0	1	81	50	#N/A
Dozer	0	1	82	50	#N/A
Dump Truck	0	1	76	50	#N/A
Dump Truck	0	1	76	50	#N/A
Dump Truck	0	1	76	50	#N/A
Electric Drill	0	1	56	50	#N/A
Excavtor CAT 963	0	1	77	50	#N/A
Excavator CAT 973	0	1	81	50	#N/A
Forklift, 40 HP	1	1	82	430	63
Generator	0	1	81	50	#N/A
Grader	1	1	85	123	77
Impact Wrench	0	1	85	50	#N/A
Jack Hammer	0	1	89	50	#N/A
Loader	0	1	85	50	#N/A
Paver	1	1	77	123	69
Pile Driver - Impact	0	1	101	50	#N/A
Pile Driver- Sonic	0	1	96	50	#N/A
Pneunatic Tools	0	1	85	50	#N/A
Pump	0	1	76	50	#N/A
Rail Saw	0	1	90	50	#N/A
Rock Drill	0	1	98	50	#N/A
Roller	0	1	74	50	#N/A
Saw	0	1	76	50	#N/A
Scarifier	0	1	83	50	#N/A
Scraper	0	1	84	50	#N/A
Shovel	0	1	82	50	#N/A
Spike Driver	0	1	77	50	#N/A
Tie Cutter	0	1	84	50	#N/A
Tie Handler	0	1	80	50	#N/A
Tie Inserter	0	1	85	50	#N/A
Off-highway Truck	0	1	88	50	#N/A

TOTAL Leq DURING NORMAL OPERATIONS: 79

Note: NA = Not Applicable
Sources: Federal Transit Adminidstration (April 1995), *Transit Noise and Vibration* Impact Asessment, p. 12-3. and FWWA Construction Equipment Noise Levels and Ranges - Highway Construction Noise Handbook

Tahiti Marina Renovation Phase 7 and Phase 8

Assumed Attenuation: 6 dBA per doubling of distance

NOISE SOURCE	NUMBER OF UNITS	ASSUMED USE FACTOR	TYPICAL PRESSURE LEVEL @ 50 FT (dBA)	DISTANCE (Feet)	NOISE LEVEL Leq (dBA)
Auger/Bore Drill Rig	0	1	81	50	#N/A
Backhoe	0	1	78	50	#N/A
Ballast Equilzer	0	1	82	50	#N/A
Ballast Tamper	0	1	83	50	#N/A
Bore Driil/Rig	0	1	83	50	#N/A
Compactor	1	1	82	123	74
Concrete Mixer	0	1	79	50	#N/A
Concrete Pump	0	1	82	50	#N/A
Concrete Vibratotr	0	1	76	50	#N/A
Crane Derrick	0	1	88	50	#N/A
Crane Mobile	0	1	81	50	#N/A
Dozer	0	1	82	50	#N/A
Dump Truck	0	1	76	50	#N/A
Dump Truck	0	1	76	50	#N/A
Dump Truck	0	1	76	50	#N/A
Electric Drill	0	1	56	50	#N/A
Excavtor CAT 963	0	1	77	50	#N/A
Excavator CAT 973	0	1	81	50	#N/A
Forklift, 40 HP	1	1	82	600	60
Generator	0	1	81	50	#N/A
Grader	1	1	85	123	77
Impact Wrench	0	1	85	50	#N/A
Jack Hammer	0	1	89	50	#N/A
Loader	0	1	85	50	#N/A
Paver	1	1	77	123	69
Pile Driver - Impact	0	1	101	50	#N/A
Pile Driver- Sonic	0	1	96	50	#N/A
Pneunatic Tools	0	1	85	50	#N/A
Pump	0	1	76	50	#N/A
Rail Saw	0	1	90	50	#N/A
Rock Drill	0	1	98	50	#N/A
Roller	0	1	74	50	#N/A
Saw	0	1	76	50	#N/A
Scarifier	0	1	83	50	#N/A
Scraper	0	1	84	50	#N/A
Shovel	0	1	82	50	#N/A
Spike Driver	0	1	77	50	#N/A
Tie Cutter	0	1	84	50	#N/A
Tie Handler	0	1	80	50	#N/A
Tie Inserter	0	1	85	50	#N/A
Off-highway Truck	0	1	88	50	#N/A

TOTAL Leq DURING NORMAL OPERATIONS: 79

Note: NA = Not Applicable
Sources: Federal Transit Adminidstration (April 1995), *Transit Noise and Vibration* Impact Asessment, p. 12-3. and FWWA Construction Equipment Noise Levels and Ranges - Highway Construction Noise Handbook

APPENDIX B

Noise Study Tahiti Marina Apartments Rehabilitation: Haul Truck Noise Model

Tahiti Marina Renovation Haul Truck Noise Estimation

Assumed Attenuation: 6 dBA per doubling of distance

NOISE SOURCE	NUMBER OF UNITS	ASSUMED USE FACTOR	TYPICAL PRESSURE LEVEL @ 50 FT (dBA)	DISTANCE (Feet)	NOISE LEVEL Leq (dBA)
Auger/Bore Drill Rig	0	1	81	50	#N/A
Backhoe	0	1	78	50	#N/A
Ballast Equilzer	0	1	82	50	#N/A
Ballast Tamper	0	1	83	50	#N/A
Bore Driil/Rig	0	1	83	50	#N/A
Compactor	0	1	82	50	#N/A
Concrete Mixer	0	1	79	50	#N/A
Concrete Pump	0	1	82	50	#N/A
Concrete Vibratotr	0	1	76	50	#N/A
Crane Derrick	0	1	88	50	#N/A
Crane Mobile	0	1	81	50	#N/A
Dozer	0	1	82	50	#N/A
Dump Truck	1	1	76	50	76
Dump Truck	0	1	76	50	#N/A
Dump Truck	0	1	76	50	#N/A
Electric Drill	0	1	56	50	#N/A
Excavtor CAT 963	0	1	77	50	#N/A
Excavator CAT 973	0	1	81	50	#N/A
Forklift, 40 HP	0	1	82	50	#N/A
Generator	0	1	81	50	#N/A
Grader	0	1	85	50	#N/A
Impact Wrench	0	1	85	50	#N/A
Jack Hammer	0	1	89	50	#N/A
Loader	0	0	85	50	#N/A
Paver	0	1	77	50	#N/A
Pile Driver - Impact	0	1	101	50	#N/A
Pile Driver- Sonic	0	1	96	50	#N/A
Pneunatic Tools	0	1	85	50	#N/A
Pump	0	1	76	50	#N/A
Rail Saw	0	1	90	50	#N/A
Rock Drill	0	1	98	50	#N/A
Roller	0	1	74	50	#N/A
Saw	0	1	76	50	#N/A
Scarifier	0	1	83	50	#N/A
Scraper	0	1	84	50	#N/A
Shovel	0	1	82	50	#N/A
Spike Driver	0	1	77	50	#N/A
Tie Cutter	0	1	84	50	#N/A
Tie Handler	0	1	80	50	#N/A
Tie Inserter	0	1	85	50	#N/A
Off-highway Truck	0	1	88	50	#N/A

TOTAL Leq DURING NORMAL OPERATIONS: 76

Note: NA = Not Applicable
Sources: Federal Transit Adminidstration (April 1995), *Transit Noise and Vibration* Impact Asessment, p. 12-3. and FWWA Construction Equipment Noise Levels and Ranges - Highway Construction Noise Handbook

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

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GAIL FARBER, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

September 22, 2009

IN REPLY PLEASE
REFER TO FILE: LD-1

TO: Paul McCarthy
Department of Regional Planning

Attention Michael Tripp

FROM: for Steve Burger
Land Development Division
Department of Public Works

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (IS/MND)
PROJECT NO. R2009-00925
13900 TAHITI WAY
MARINA DEL REY, CA 90292

We reviewed the IS/MND for the Marina del Rey project. The proposed project includes substantial renovation of the apartment building interiors and exteriors, both private and public areas, waterfront promenade, parking facilities, and landscaped areas of the existing apartment complex.

The following comments are for your consideration:

Environmental-Others

1. Storage Space for Recyclables: The California Solid Waste Reuse and Recycling Access Act of 1991, as amended, requires each development project to provide an adequate storage area for collection and removal of recyclable materials. The environmental document should include/discuss standards to provide adequate recyclable storage areas for collection/storage of recyclable and green waste materials for this project.

2. Construction and Demolition Recycling: Construction, demolition, and grading projects in the County's unincorporated areas are required to recycle or reuse a minimum of 50 percent of the construction and demolition debris generated by weight per the County's Construction and Demolition Debris Recycling and Reuse Ordinance. A Recycling and Reuse Plan must be submitted to and approved by Public Works' Environmental Programs Division before a construction, demolition, or grading permit may be issued.

If you have any questions regarding environmental comments, please contact Corey Mayne at (626) 458-3524.

Services–Utilities/Water

1. Page 10, second paragraph states, "Water service is provided to the project site by Los Angeles County Waterworks District No. 29." This statement is accurate. Water service is provided by Marina del Rey Water System.

2. Page 24, second paragraph states, "Water service is provided to the project site by Los Angeles County Waterworks District No. 29." This statement is accurate. Water service is provided by Marina del Rey Water System.

3. Page 24, fourth paragraph, project applicant shall submit fire flow requirements, as set by the Los Angeles County Fire Department, to the County of Los Angeles Waterworks Districts to verify adequacy of existing system.

If you have any questions regarding waterworks comments, please contact Greg Even at (626) 300-3331.

If you have any other questions or require additional information, please contact Toan Duong at (626) 458-4945.

MA:ca
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Tahiti Marina Apartments & Docks Rehabilitation Project Findings of Fact

On the basis of oral and written evidence contained in the administrative record of proceedings, the Board of Supervisors of the County of Los Angeles (the "Board") has adopted a Mitigated Negative Declaration and approved an option agreement to extend the term of the existing Tahiti Marina Apartments & Docks leasehold (the "Option"), located at 13900 Tahiti Way, Marina del Rey, CA 90292 (Lease Parcel No. 7S, Assessor Parcel Number 4224-002-900). Parcel 7S is located on an approximately 5-acre site in the western portion of the small craft harbor. Specifically, the project site is located at the terminus of Tahiti Way and is surrounded by Marina "Basin B" to the north, the main channel of the Marina del Rey small craft harbor to the east, and Marina "Basin A" to the south. There are residential apartments to the west and southwest, with boat docks in the water to the north, south and east. The landside portion of the site is currently developed with a 149-unit apartment complex located within a 237,500 square foot, three-story building. The waterside portion of the site is currently developed with a private boat anchorage containing 214 boat slips and 9 end-tie spaces.

The Option contemplates improvements to the existing apartment building on Parcel 7S in the form of rehabilitation improvements to the exteriors of the existing building, the interiors of the 149 apartment units, landscaping on the existing parcel, the existing onsite parking, and existing recreational facilities, all as more specifically defined in the Option (the "Project"). The Project does not entail any present demolition or replacement of the existing Tahiti Marina boat slips; however, as part of the Project, the existing anchorage lighting, electrical and water utility systems will be upgraded. The Option requires the lessee to redevelop the existing anchorage within ten (10) years of the completion date of the landside rehabilitation work. The Mitigated Negative Declaration evaluates the potential environmental effects of the landside rehabilitation work.

The adoption of the Mitigated Negative Declaration and the approval of the Option are based upon the following conclusions and findings:

1. Pursuant to the California Environmental Quality Act ("CEQA") (Public Res. Code, § 21000 *et seq*.), the State CEQA Guidelines (14 CCR § 15000 *et seq*.) and the County's Local CEQA Guidelines, the County of Los Angeles (the "County") is the lead agency for the Project, as the public agency with the principal responsibility for approving the Project.

2. Pursuant to CEQA and the environmental reporting procedures of the County, the County prepared an Initial Study to determine the appropriate environmental review process for the Project.

3. On the basis of the Initial Study, and consistent with the requirements of CEQA, the County prepared the Mitigated Negative Declaration (together with the Initial Study, the "IS/MND"). The IS/MND has been carefully reviewed and considered by the County, modified where appropriate, and reflects the County's independent judgment and analysis.

4. The IS/MND has determined that design features incorporated within the Project by the applicant and other revisions to the Project agreed to by the applicant would avoid any potential environmental effects or mitigate those potential effects to a point where clearly no significant effect on the environment would occur.

5. Pursuant to CEQA and the State CEQA Guidelines, the IS/MND was circulated for public review and comment from March 15, 2010 to April 14, 2010. In addition to mailing written notice of the public's availability to provide comments on the IS/MND to all property owners and occupants within a 500-foot-radius of the subject property, Planning staff also caused such written notice to be published in a local newspaper (*The Daily Breeze*) on March 15, 2010, and to be posted conspicuously at the vehicular entrance to the subject property during the entirety of the above-referenced 30-day public comment period.

6. The County did not receive any written comments from members of the public on the IS/MND during the public comment period.

7. The IS/MND is sufficiently detailed so that all of the potentially significant environmental effects of the Project have been adequately evaluated and Project design features and feasible mitigation measures have been included in the Project to avoid or substantially lessen the Project's potential environmental impacts.

8. There is no substantial evidence in light of the whole record that the Project, as revised, may have a significant effect on the environment. Additionally, there is no substantial evidence in the record to indicate that additional mitigation is required by CEQA.

9. The Project's approved Mitigation Monitoring and Reporting Program is adequately designed to ensure compliance with all mitigation measures during Project implementation.

10. As described in the April 28, 2009 memorandum report prepared by Califauna in the administrative file, a nesting bird survey of the Project site was conducted by a licensed ornithologist to determine whether onsite trees hold active nests of breeding birds, including, but not limited to, herons and egrets (herons and egrets are known to forage, roost and nest in portions of Marina del Rey). No active bird nests were observed during this site survey. Nonetheless, to ensure there is no potential for significant adverse impacts to avian species at the Project site during the rehabilitation work, the Project incorporates a mitigation measure to project nesting birds during the rehabilitation, as provided for by law (see Mitigation Measure no. 13 of the adopted Mitigation Monitoring and Reporting Program).

11. The Project will not result in significant effects related to stormwater run-off, including run-off into marina waters. This finding is supported by, among other facts in the administrative record, the following:

    a. The structures that exist today will continue to exist at their same location after the completion of the proposed Project, with the exception of four small outbuildings containing boaters restrooms and an exercise/fitness room, which will be removed (the uses presently located within these structures will be replaced with new like facilities within the existing apartment building). The amount of impervious surface will not change. The Project will be subject to a wide array of regulations related to run-off and water quality that were not in effect when the site was originally developed, and will include various features which will control stormwater run-off in a manner far superior to existing conditions. Currently, stormwater is directed to numerous area drains which, in turn, outlet through the sea wall, affording no treatment or dissipation. In the Project s new design, stormwater will be directed to a grass-crete swale, which will filter out the majority of trash and debris and will provide initial bio-treatment of the stormwater pollutants. The stormwater will then infiltrate through the planting media and subsurface gravel, receiving two additional forms of mechanical and biological filtration. The much dissipated stormwater will then outlet through the existing seawall drains.

    b. Project design features and required compliance with Los Angeles County ordinances and regulations will preclude uncontrolled run-off into marina waters, both during and following the rehabilitation work. Fugitive run-off (and leaching) will be prevented through the application of professional design standards and landscape installation techniques, which will be employed onsite. Moreover, the Project improvements will not increase the percentage of impervious surface area on the Project site. Therefore, the Project will not increase the quantity of stormwater runoff from the site.

    c. The Project will be required by State law to comply with the California Regional Water Quality Control Board (CRWQCB) by submitting a Notice of Intent (NOI) to the CRWQCB and the County National Pollutant Discharge Elimination System (NPDES) permit discharge requirements. Under the NPDES permit, the Project applicant is required to prepare and submit to the Los Angeles County Department of Public Works for review and approval a Storm Water Pollution Prevention Plan (SWPPP) and an Erosion Control Plan. The SWPPP and Erosion Control Plan will require approval prior to the issuance of the permit for the rehabilitation. The SWPPP and Erosion Control Plan will include BMPs that shall be installed prior to the start of the

rehabilitation and maintained throughout the rehabilitation period to control soil erosion and minimize surface water quality impacts.

d. The Project will reduce, rather than increase, fertilizer run-off. The Project landscape will emphasize a greater amount of California native plant species. Sustainable and native design such as those to be included in the Project require less fertilizer than traditional landscapes and typically only require fertilization once per year in spring. Thus, the Project will reduce the amount of fertilizer (e.g., nitrogen and phosphate) and water applied onsite, and there will be no significant impacts related to nutrient leaching and loading of the surrounding environment.

12. The Project adequately addresses the possibility of asbestos containing materials and lead-based paint being discovered in the structures proposed for rehabilitation. The IS/MND notes that the proposed rehabilitation activities may disturb materials that could contain asbestos and lead based paint, but that the applicant will identify any such materials and remove and/or abate them in accordance with applicable regulations (IS/MND, "Other Factors – Environmental Safety" section, item "a"). Therefore, any materials determined to contain asbestos or assumed to contain asbestos or lead-based paint will be appropriately handled in accordance with all applicable regulations, such as the National Emissions Standards for Hazardous Air Pollutants (NESHAPs), Occupational Safety – Health Administration (OSHA), and State regulations. Construction and operation of the Project will involve use of small quantities of chemicals in the form of paints and solvents and household cleaning products; however, the use and handling of these products in accordance with the manufacturers' recommendations and applicable laws will assure that there is no safety hazard associated therewith.

13. The Project will not result in any safety hazard or noise problem for persons using Los Angeles International airport or for persons residing in or working in the Project area. The IS/MND considers the Project's potential noise impacts on surrounding land uses and concludes that, although the noise levels from construction of the Project will be greater than the existing ambient conditions, such noise will be temporary and intermittent and will not significantly impact any noise-sensitive receptors. Further, traffic volumes due to the Project will not change so mobile noise levels on roadways in the Project area will not increase due to the Project. In addition, as set forth in the above finding, the Project will not result in a safety hazard due to the use or release of hazardous materials.

14. Although the Project will result in all residents moving from their current apartment at some point during the rehabilitation Project, not all residents will be relocated at the same time (the rehabilitation of the apartment unit interiors will be conducted by the applicant in phases), some of the tenants will be able to relocate within other vacant units located on-site

that are not then being rehabilitated, and adequate offsite replacement housing options are available. Because the same number of units will be present both before and after completion of the Project, there will be no permanent loss of housing which would require the construction of replacement housing elsewhere.

15. The State Mello Act (Government Code Section 65590) prohibits the demolition of existing residential dwelling units in the coastal zone that are occupied by persons and families of low or moderate income, as defined in Section 50093 of the Health and Safety Code, unless provision has been made for the replacement of those dwelling units with units for persons and families of low or moderate income. It also requires that new housing developments constructed within the coastal zone shall, where feasible, provide housing units for persons and families of low or moderate income. The County's Marina del Rey Affordable Housing Policy establishes procedures for determining, on a case-by-case basis, a project's replacement and inclusionary housing obligations under the Mello Act. The replacement obligations only apply if units occupied by persons and families of low or moderate income are proposed to be demolished. The inclusionary requirements only apply to new construction.

16. The Project is not subject to the Mello Act's replacement housing or inclusionary housing obligations. The Project consists solely of the rehabilitation of existing residential units and facilities appurtenant thereto; the Project neither includes the demolition of any such units nor the construction of net new dwelling units onsite. The County Division of Building & Safety ("DBS") has determined, based on its standard criteria, that no demolition permit is required for the proposed renovation work to the apartment unit interiors or exteriors. Furthermore, DBS has determined that the rehabilitation of the existing structures will be grandfathered under prior structural seismic safety requirements and not subject to current regulations, as new construction would be. In addition, the rehabilitation Project will not result in a reduction or increase in the total number of existing units.

17. The Project improvements will neither increase the internal floor area of existing buildings located on the subject property nor increase the height of any structure by more than 10 percent. As noted, none of the Project improvements will change the intensity of use or residential density of the apartment complex. Therefore, any impacts associated with the intensity of use, including traffic and parking, mobile noise, mobile air quality, public services and utilities, would be the same as those associated with the existing buildings and less than significant.

18. None of the proposed improvements, including the removal or placement of vegetation, will occur in an environmentally sensitive habitat area.

19. The Project is consistent with the applicable air quality management plan as the project will not contribute to population growth in the project area. Similarly, air quality impact resulting from Project-related traffic will not violate any established air quality standards, nor contribute to an existing or projected air quality violation. Short-term construction activity emissions were calculated for a variety of rehabilitation activity phases and emissions associated with the project will not exceed any regional emission or localized significance threshold with implementation of construction best management practices (BMPs). Therefore, the Project will result in less than significant impact air quality impacts.

20. The Project's amortized construction emissions are well below any proposed greenhouse gas (GHG) thresholds. In addition, the Project's incorporation of measures, including the replacement of energy-inefficient appliances with energy-conserving appliances, will reduce GHG emissions from existing conditions. Therefore, the Project will result in a less than significant impact on global climate change. These findings are supported by evidence in the *Tahiti Marina Apartments Project Air Quality Assessment, Impact Sciences, Inc., July 2009.*

21. Construction traffic has the potential to impair traffic flows on surrounding roadways and disrupt access to adjacent sites. As such, the Project incorporates a mitigation measure requiring the applicant to submit a construction traffic management plan to the Department of Public Works prior to commencement of any construction activity (see Mitigation Measure no. 18 of the adopted Mitigation Monitoring and Reporting Program). Compliance with the approved plan will reduce potential impacts to less than significant.

22. Construction activities will generate intermittent and temporary noise. The Project will comply with the County Noise Control Ordinance (County Code Section 12.08.440). In addition, the Project will comply with a mitigation measures to reduce construction noise impacts on sensitive receptors, including limiting construction hours to daytime hours and prohibiting construction on Sundays and legal holidays, equipping all mobile stationary equipment with standard factory mufflers, and erecting temporary noise barriers. As set forth in the *Noise Study for Tahiti Marina Apartment Rehabilitation Project,* prepared by Impact Sciences and dated July 2009, Project construction noise would not exceed maximum levels set forth in County Code Section 12.08.440. Therefore, the Project will not result in a significant impact due to construction noise.

23. The existing apartment complex was originally constructed in 1967. It is not eligible for listing in any federal, state, or local register of historic resources. Nor has any evidence been presented to show that the complex is of architectural, cultural, or historic significance. Therefore, the rehabilitation of the existing apartment complex will result in a less than significant impact with respect to historic or cultural resources.

24. The custodian of the documents or other material that constitute the record of proceedings upon which the Board s decision is based is the County Department of Beaches and Harbors, 13837 Fiji Way, Marina del Rey, CA 90292.